



**MAINE TURNPIKE AUTHORITY  
MEETING**

**October 16<sup>th</sup>, 2025**

1. Pursuant to notice, a meeting of the Maine Turnpike Authority was held at 9 a.m. on October 16<sup>th</sup>, 2025:

The following were present:

Michael Cianchette, Chair  
Jane Lincoln, Vice Chair  
Emily Becker, Member (*Via Zoom*)  
Nina Fisher, Member  
Thomas Zuke, Member  
Acting MaineDOT Commissioner Dale Doughty

2. On motion of Thomas Zuke, seconded by Nina Fisher, the board voted unanimously to approve the minutes of the board's September 4<sup>th</sup> meeting.
3. John Sirois, Chief Financial Officer and Treasurer, reported on financial matters. He said that traffic was still positive, though not as strong as it had been at the end of the summer. He said that about 38,000 violation images a day were still being generated for image review, but that the AI system was reviewing 65,000 a week at this point.
4. On motion of Thomas Zuke, seconded by Nina Fisher, the board voted unanimously to approve investments of money to the credit of Maine Turnpike Authority funds made during the month of August and September, 2025, as detailed on reports submitted to this meeting by Bangor Savings Bank, dated September 25<sup>th</sup>, 2025 and October 15<sup>th</sup>, 2025.
5. Executive Director Andre Briere reported to the board on various matters. He described recent presentations that he and CAO Erin Sullivan had given at the IBTTA September meeting, on cyber security and public support for projects, respectively. He noted that one of his cybersecurity goals for the MTA was to achieve full compliance with NIST standards in 2026. Director Briere stated that he had visited all the MTA maintenance camps at this point and was preparing for town hall meetings with employees in November.
6. Director of Fare Collection Rick Barra introduced two members of his department, Haralobos ("Harry") Douzepis and Griffin Ware. Mr. Douzepis had been the subject of an

e-mail from board member Emily Becker, praising his attitude and assistance on a recent evening when she had dropped some change while trying to pay a toll. Mr. Ware was the subject of a letter Mr. Barra had received from a patron, Joan Wisher, praising his performance in helping her retrieve her change, hours after she had mistakenly paid for a one dollar toll with a ten dollar bill.

7. Director of Highway Maintenance John Cannell presented the board with an e-mail praising four highway maintenance employees from the West Gardiner camp for their assistance with a patron who had a flat tire. The employees were Joe Frederickson, Dave Katula, Mike Robinson, and Paul Whitley.
8. Glenn Fenton, Executive Director of Greater Portland Metro presented to the board on a new fixed route bus service in Scarborough that he hoped the board would consider supporting. He noted that he had amended an earlier proposal presented to the board to focus more on fixed route service, rather than micro-transit, which had been included in the previous version of his proposal.
9. Chairman Michael Cianchette noted that it was he who had suggested that he thought micro-transit was too distant from the core mission of the MTA. Executive Director Briere said that he had felt the comment was appropriate, and the rationale made sense.
10. Acting Commissioner Dale Doughty said that he felt that this proposal exemplified a new "era" between MTA and MaineDOT because the proposal fit well with MaineDOT's funding efforts and was a mid term project over several years, which he felt would be more impactful than the various unconnected projects that had been funded in the past, such as street lighting or weigh station improvements.
11. On motion of Nina Fisher, seconded by Jane Lincoln, and with unanimous approval of the members present, it was voted to fund Metro's proposed Scarborough fixed bus route service, in the amount of \$ 3,555,771 over five years, as outlined in Metro's proposal, in accordance with the MTA's commitment to fund Department Projects under 23 MRSA § 1961.
12. Emily Becker recused herself from Mr. Fenton's presentation and subsequent discussion and vote because of her dealings with Metro on other transit projects through her position as an engineer at AECOM. She returned to the meeting after the vote.
13. Chief Administrative Officer Erin Sullivan described some recent initiatives she had been pursuing in her new position as CAO, including a proposal to analyze human resources metrics which staff might be coming back to the board with soon. She said that staff was working on a procurement process for public relations consultants so that a roster of competitively bid consultants could be established to select from for future projects.
14. Ms. Sullivan reviewed reports on customer service calls and image review. She noted that the goal was for most calls to be answered within 30 seconds. She noted that representatives had 45 seconds between calls to take any necessary notes on the last call.

15. Emily Becker asked if this 45 second period was normal for the industry. E-Z Pass Director Samantha Kaherl said that it was, but that there was an ability to override this limit for various reasons, such as if the notes were too complex or discussion with a supervisor was necessary.
16. Executive Director Andre Briere noted that the number of turnpikes that had in-house customer service staff was rare or non-existent, with the norm being for this to be handled by AI or consultants. He said that he thought the MTA's commitment to local humans answering customers calls was a credit to the organization and something he intended to continue to support.
17. Executive Director Andre Briere presented a proposed Policy on Due Process for Non-Unionized Employees, which he said was one of the ongoing policy revisions that staff would be bringing to the board in the coming months. He said that the policy was meant to provide non-union employees with clarity on the discipline process. He noted that the policy outlined three progressive stages of discipline as a general guide, but did explicitly provide for "stepping up" levels of discipline for serious infractions, or repeated minor infractions.
18. Chairman Michael Cianchette asked if the executive director was considered subject to this policy. Director Briere replied that he believed the MTA's executive director was an at-will employee of the board, and not intended to be subject to the policy.
19. On motion of Thomas Zuke, seconded by Nina Fisher, and with unanimous approval of the members present, it was voted to approve the policy on Procedural Due Process for Non-Union Employees, with the understanding that said policy did not apply to the MTA's executive director.
20. On motion of Thomas Zuke, seconded by Nina Fisher, and with unanimous approval of the board, it was voted to amend the MTA's Sponsorships and Memberships Budget to adjust the figure budgeted for Kennebec Valley Chamber of Commerce membership to \$596.00.
21. Tim Cote of HNTB Corporation, MTA Consulting Engineers, gave a presentation to the board on the result of his company's annual inspection of MTA facilities. He noted that the inspection served to reassure bond holders that the asset was being well maintained and helped to inform the MTA's annual required deposits and thirty year plans. He said that as a result of FHWA inspection standard changes, there were more "poor" condition bridges noted in the report than in previous reports for many years, with ten MTA bridges being classified as "poor" under the new standards. He stated that all these bridges were safe for use and that all of them had already been scheduled for repair in the next seven years. He noted that these changes in standards had affected everyone and that the MTA's facilities still compared favorably to MaineDOT or national facilities.

22. On motion of Thomas Zuke, seconded by Jane Lincoln, and with unanimous approval of the members present, it was voted to approve the recommended 2026 Reserve Maintenance Deposit in the amount of \$42,000,000.00.
23. Director of Finance Matthew Elliot discussed with the board a staff recommendation to self-insure MTA vehicles against casualty loss, given the difficulty in finding reasonably priced third party insurance to cover this risk. He referenced a letter from HNTB Corporation dated September 30<sup>th</sup>, 2025, concurring in this recommendation and recommending that the MTA formally restrict \$3.6 million of its General Reserve Fund for this purpose.
24. On motion of Nina Fisher, seconded by Jane Lincoln, and with unanimous approval of the members present, it was voted to approve the following resolution:

**Whereas**, section 807 of the MTA's Bond Resolution requires that the MTA obtain such insurance as its consulting engineer certify is necessary or advisable to protect the interests of the Authority and its bondholders;

**Whereas**, in accordance with the bond resolution and its consulting engineers' certifications, the MTA has customarily secured comprehensive coverage for casualty losses to vehicles and equipment it owns;

**Whereas**, based upon quotes secured by MTA staff and Cross Insurance Agency, the MTA's consulting engineers have certified that they believe obtaining comprehensive vehicle coverage is not economically feasible for the MTA in the current insurance market;

**Whereas**, MTA's bond counsel has advised that the self-insurance requirements of the Bond Resolution may be met by ensuring that funds sufficient to cover foreseeable losses are available in the MTA's General Reserve Fund;

**Whereas**, the MTA's consulting engineer has provided a letter concurring with the self-insurance approach recommended in the amount of \$3.6 million;

**Now, Therefore, Be it Resolved as Follows,**

1. MTA staff is directed to restrict \$3.6 million in its General Reserve Fund for the sole purpose of paying the cost of repair or replacement necessitated by damage to vehicles or equipment owned by the Authority. The coverage provided by these funds will be secondary to any coverage provided by insurance policies purchased by the Authority and these funds will only be spent for losses not covered by those policies.
2. Until directed otherwise, MTA staff will take steps to ensure that the full amount of \$3.6 million continues to remain available in the General Reserve Fund for this use, and continues to be restricted by the MTA's Board for only this use.

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25. On motion of Thomas Zuke, seconded by Nina Fisher, and with unanimous approval of the members present, it was voted to ratify insurance contracts entered into by MTA staff with Chubb Group and Acadia Insurance, in accordance with informal guidance issued by the board, all as presented to the board on a document titled “2025 Insurance Proposals – Executive Summary” and dated October 3<sup>rd</sup>, 2025.
26. On motion of Thomas Zuke, seconded by Nina Fisher, and with unanimous approval of the members present, it was voted to approve a final 2026 Operating Expense Budget, as presented to the board, in the amount of \$56,132,905.00, plus a contingency of \$2,806,645.00, for a total budget of \$58,939,550.00.
27. On motion of Nina Fisher, seconded by Thomas Zuke, and with unanimous approval of the members present, it was voted to approve a preliminary 2027 Operating Expense Budget, as presented to the board, in the amount of \$58,126,599.00, plus a contingency of \$5,812,660.00, for a total budget of \$63,939,259.00.
28. Chairman Michael Cianchette drew the board’s attention to the October Contract Consent Agenda and asked if there were any questions or objections. There were none, and the Consent Agenda was considered approved.
29. Deputy Director of Engineering Kristi Van Ooyen presented bids received on a bridge painting contract. She said that the MTA had received six competitive bids, and noted that MTA staff had made an effort to reach out on bridge painting contracts, which were usually the province of out of state bidders.
30. On motion of Nina Fisher, seconded by Jane Lincoln, and with unanimous approval of the members present, it was voted to award Contract 2026.04 – Cleaning and Painting Steel Structures, in the amount of \$ 2,456,121.50, to Panther Industrial Painting, LLC.
31. On motion of Jane Lincoln, seconded by Nina Fisher, and with unanimous approval of the members present, it was voted to approve final payment on Contract 2024.15 – Variable Message Sign and Walkway Replacement, to Moulison Electric, in the amount of \$15,423.23, for a final contract amount of \$ 355,263.41.
32. Project Manager Jamie Mason reported on ongoing construction projects. Mr. Mason said that the Saco Interchange opening event was happening soon, though some work on punch list items would continue, probably until the spring. He described the asphalt bridge repair technique being used on Contract 2025.01, noting that this would probably be his last update on that project. He reported that the contractor on the Androscoggin River Bridge project was currently undergoing the slow process of repairing rebar under the concrete. He noted that the exit 45 project had been built on marine clay, so there had been unavoidable settling which was currently being addressed by paving under contract 2025.13. He noted that the paving on this project should be done next week. He said that the next paving project, 2025.14, was a small paving project repairing damaged pavement from incidents such as vehicle fires, and was about complete.

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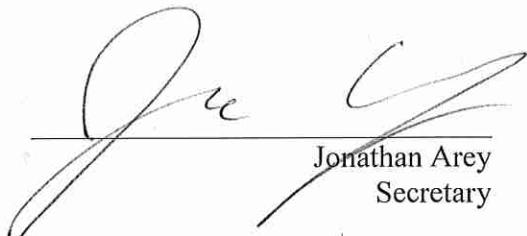
33. Chief Administrative Office Erin Sullivan noted that Rebecca Grover was now officially Director of Communications and Government Relations and congratulated her on being chosen from a pool that included over twenty external candidates.
34. Director of Communications Rebecca Grover reported on activities relating to her department. She said the Saco Interchange opening was happening next week and that she hoped to see board members there. She said that there had been about a dozen legislators at the work zone tour in September, and that there had been a tour of a simulated work zone to demonstrate how the MTA's proposed work zone speed enforcement program would work. She shared images of recent maintenance area barbeques and an MTA headquarters barbecue, which was held in part to welcome members of the MTA's customer service team back to their renovated area in headquarters. She described the recent Forest Avenue community meeting and the presentations made by executive Director Briere and Deputy Director of Engineering Van Ooyen.
35. Executive Director Briere noted that Ms. Grover had done some expert media interviews on the upcoming Forest Avenue project and said that he hoped this effort would become a model for future capital projects. He said that the reception so far from neighbors and the press had been positive, especially as concerned the decision to do a noise study in the neighborhood.
36. Ms. Grover described the recent filming of a "We Serve Maine" spot at headquarters, involving 100 employees outside MTA headquarters at eight in the morning. She also played a recent spot produced in conjunction with Concord Coach.
37. Director of Communications Rebecca Grover reviewed comments received on the MTA's Four Year Capital plan. She said that staff would be bringing the plan back to the board for final approval later in the year.
38. Chairman Michael Cianchette said that he intended to communicate with other members of the board to solicit self-assessments of their experience on the board. He said that this would be done partly with the intent of giving the governor's office guidance on what might be needed in regard to future appointees.
39. On motion of Jane Lincoln, seconded by Nina Fisher, and with unanimous approval of the members present, it was voted to enter executive session for the purposes of:
  - Discussion, pursuant to 1 MRSA § 405(A)(1), of the employment of an MTA senior employee, where public discussion could be expected to violate that individual's right to privacy.
  - Discussion, pursuant to 1 MRSA § 405(C) of the current lease negotiations between the MTA and the current operator of its food concession areas and of the possible purchase of a property in Hallowell, Maine.

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The executive session began at 10:40 A.M. and ended at 11:16 A.M.

40. On motion of Nina Fisher seconded by Jane Lincoln, and with unanimous approval of the members present, it was voted to approve the acquisition of a property at 103 Central Street, in Hallowell, Maine, for the price of \$200,000, for use in connection with the MTA's Central Street Bridge replacement project.

Adjourned at 11:16 A.M.



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Jonathan Arey  
Secretary

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12/2/25  
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Date

