

MAINE STATE LEGISLATURE

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Safe Reliable Sustainable



2018 Annual Report



“For more than 70 years, the Maine Turnpike has provided safe and reliable travel—without any taxpayer support. It is our honor to be stewards of your road.”

Dear Travelers,

In the fall of 2018, we began issuing a series of contracts for approximately \$145 million in new construction—about two thirds of which will be to widen the turnpike around Portland. This is one of the largest series of capital projects in the history of the Turnpike.

In order to widen the mainline around Portland from mile 44 to mile 49, we need to rebuild both the Cummings Road Bridge and the Exit 45 interchange. We must also widen and repair bridges over the Stroudwater River, The Maine Central Railroad, and Warren Avenue.

On the south end, we have started work on a new plaza for the York Toll. In the spring of 2019, Maine DOT and New Hampshire DOT will award a contract for over \$50 million in repairs to the High Level Bridge originally constructed in 1972. In later phases of this work, the Turnpike will join with New Hampshire DOT in creating a system to open either side of the bridge to four-lane traffic during temporary periods of intense traffic.

In this report, we will detail our progress in 2018 through the lens of our tagline “**Safe | Reliable | Sustainable**,” defining what each of these words mean to the MTA, and by extension, what this commitment means to the people of Maine, and all those who travel the Turnpike.

Keep reading to see how everything from projects under construction to long-term planning initiatives for the Turnpike express these three words and bring us together as one team focused on achieving our mission for our customers.



Peter Mills
Executive Director

Mission

To responsibly provide our customers with safe, reliable and sustainable mobility on Maine's most economically important highway without any taxpayer support, and to work collaboratively toward prudent solutions to related transportation challenges.



Safe

“Safe” means reducing danger or risk to the greatest extent practical. It means crash rates below state and national averages.

Emergency Vehicle Ramps (EVRs) Impact on Safety

Safety is paramount for the Maine Turnpike Authority – for both Turnpike customers and our employees. Since the early 2000s, the MTA has been constructing Emergency Vehicle Ramps (EVRs) at various locations as part of a Turnpike-wide safety initiative along the highway. These EVRs improve safety for travelers and MTA workers by utilizing special purpose ramps that allow plow trucks and other emergency vehicles to reverse direction on the Turnpike instead of requiring difficult U-turns using center median openings. Using the median openings to make a U-turn during high traffic times, plow trucks can wait a long time to reverse direction, which keeps them from their mission of controlling snow and ice on the Turnpike. The EVRs are gated and have limited use—mostly in snowstorms—and are not open to the general public.



Blackstrap Road EVR Completed



Turnpike Improvements with Safety – and you – in Mind

In 2018, the MTA constructed EVRs at three separate locations:

- Weymouth Road | Gray
- Dutton Hill | Gray
- Blackstrap Road | Falmouth

Including these new ramps, the MTA now has 21 separate EVRs servicing 11 locations along the turnpike corridor.

Additional ramps are planned for construction in 2019 and 2020.

- New Gloucester
- Portland
- Wells
- York

Additional ramp construction is subject to permitting and property acquisition.



The two new Blackstrap Road EVRs eliminate the need for Mainline plow usage at a median opening.

EVRs

Academy Road Litchfield	•	Litchfield Maintenance Litchfield
Hackett Road Auburn	•	Auburn Maintenance Auburn
Hotel Road Auburn	•	Route 122 Auburn
Weymouth Road Gray	•	Weymouth Road Gray
Forest Lake Road Gray	•	Dutton Hill Gray

Southbound

Cumberland Service Plaza Cumberland	•	MTA Sign Shop Cumberland
Blackstrap Road Falmouth	•	Blackstrap Road Falmouth
Two Rod Road Scarborough	•	Two Rod Road Scarborough
Flag Pond Road Saco	•	Flag Pond Road Saco
South Street Biddeford	•	South Street Biddeford
Route 35 Kennebunk	•	

Northbound



Reliable

“Reliable” means, to the extent feasible, free-flowing passage at highway speeds and without delays, comfortable merges and exits, real-time traveler information, and no chronic congestion. In winter months, it means top-notch snow fighting to minimize those uncomfortable winter trips.

Reliable. Predictable. Planning ahead – for MTA infrastructure and your travel experience.

Maine Turnpike customers pay extra to travel on a safe, convenient, well-maintained highway that is reasonably free from chronic congestion and capacity problems. The Turnpike’s goal is to meet these customer expectations and go beyond—anticipating and resolving problems in order to maintain a reliable highway travel experience. It also means providing a Turnpike free from chronic congestion so that business and travelers can be confident that they “can get there from here.”

Reliable mobility is part of the Maine brand. It distinguishes Portland from places like Boston, and provides a clear quality of life benefit that can help attract the younger talent that Maine needs. Because Turnpike customers pay tolls, they expect a high level of service, which includes congestion management. We take a long-term, proactive approach, including 4-, 10- and 30-year plans.

Case study in reliability:

Portland Area Mainline Needs Assessment

In 2018, the MTA completed its needs assessment of the Maine Turnpike through the Greater Portland area from Exits 44 to 53. The purpose of this study was to assess safety and mobility deficiencies on the turnpike between Scarborough and Falmouth and to recommend practical solutions to preserve and improve long-term highway mobility.

To help guide the study, the MTA formed a public advisory committee (PAC) to assist in identifying and evaluating solutions to the safety and capacity challenges. The PAC consisted of 19 members from various organizations within the study region including:

- Bicycle Coalition of Maine
- City of Portland
- City of South Portland
- City of Westbrook
- GPCOG / PACTS
- Greater Portland Metro Bus
- Long Creek Watershed Management District
- Maine Better Transportation Association
- Maine Motor Transport
- Maine State Legislature
- Maine State Police
- MaineDOT
- NNEPRA
- Portland Jetport
- Portland Metro
- Portland Regional Chamber
- Portland Trails
- Towns of Falmouth and Scarborough

Alternatives were evaluated and then recommendations were made based on technical analysis and assessment of existing conditions, input from the Public Advisory Committee and the public.

The recommendations fall under three categories:

1. Addressing safety and congestion with a phased approach. This includes widening the mainline to three lanes in each direction.
2. Turnpike capacity preservation, which includes Transportation Demand Management, Transit, and Land Use.
3. Mitigate impacts on protected resources, which means to continue best practices regarding natural resources along the highway and includes evaluation of the deicing program to minimize impacts to the watersheds.



On September 6, 2018, the Maine Turnpike Authority Board voted to approve the following in regard to the Portland Area Mainline assessment:

- Proceed immediately with design and permitting to widen the Turnpike to three lanes in each direction from Exit 44 in Scarborough to a point at or near mile 49 in Portland.
- Monitor traffic conditions and prepare as necessary to widen the Turnpike to three lanes in each direction from mile 49 to a point at or near Exit 52 or 53 before congestion causes unacceptable levels of service.
- Continue working with municipalities and other public agencies to bring to the Maine Turnpike Board for review and approval any reasonable, effective, and prudent measures to preserve the traffic capacity of the Turnpike and to further improve mobility within the region served by the Portland Area Widening.

Since then, MTA staff have been preparing environmental permitting documents for the first phase of widening that will be filed in early 2019. In addition, contracts for bridges that need attention before the widening occurs have been awarded with work to commence in 2019.

Maintenance

Falmouth	Blackstrap Rd Emergency Vehicle Ramp	\$0.7 M
Kennebunk	Kennebunk Service Plazas	
	Fuel System Replacement	\$4.9 M
Saco	Interstate 195 Culvert Linings	\$0.3 M
Various	Guide Sign Modifications - Phase III	\$1.6 M
Various	Bridge Painting: Cider Hill, Captain Thomas Rd, Route 126 Underpass & High Street Underpass	\$1.5 M
Wells	Crediford Brook Culvert Repair	\$0.4 M

Bridges

Auburn	Androscoggin River Bridge Repair	\$1.4 M
Auburn	Danville Corner Underpass Bridge Repair	\$0.3 M
Biddeford	Route 111 Underpass Bridge Repair	\$0.4 M
Biddeford	Biddeford Interchange Bridge Rehab	\$0.4 M
Cumberland	Blackstrap Rd Bridge Repair	\$0.6 M
Gray	Dutton Hill Bridge Rehab	\$1.7 M
Gray	Weymouth Rd Bridge Repair	\$0.7 M
Kittery	Dennett Rd Bridge Rehab	\$0.8 M
Litchfield	Center Rd Underpass Bridge Repair	\$0.3 M
Portland	Stroudwater/MCCR Bridge Rehab	\$20.5 M
Sabattus	Fisher Farm Rd Underpass Bridge Repair	\$0.3 M
So Portland	Running Hill Rd Bridge Rehab	\$0.4 M
So Portland/Scarborough	Cummings Rd Bridge Replacement	\$13.9 M
West Gardiner	Exit 103 I-295 Underpass Bridge Rehab	\$6.8 M
West Gardiner	Cobbosseecontee Stream Bridge Rehab	\$5.4 M
York	York River Bridge Repair	\$0.4 M

Toll Systems

Auburn	Exit 75 Toll System Upgrades and Slope Repair	\$2.5 M
York	York Toll Plaza Replacement	\$39.5 M

Paving

Auburn/Lewiston	Mainline Pavement Rehab (MM 74.9 to 80.8)	\$2.9 M
Biddeford	Biddeford Interchange Pavement Rehab	\$1.3 M
Litchfield/West Gardiner	Mainline Pavement Rehab (MM 98.0 to 102.2)	\$2.5 M
Portland	Rand Rd Interchange Improvements and Rehab	\$1.8 M
Scarborough	Exit 44 On-Ramp Widening	\$1.4 M
York	York Toll Plaza Pavement Repair and Rehab	\$0.9 M

Total Awarded in 2018 for construction \$116.5 M



Sustainable

“Sustainable” means providing long-term solutions pursuant to a predictable, long-term financial and asset management plan and in a manner that thoughtfully considers how the Turnpike fits within a larger system and impacts the livability of communities and the environment.

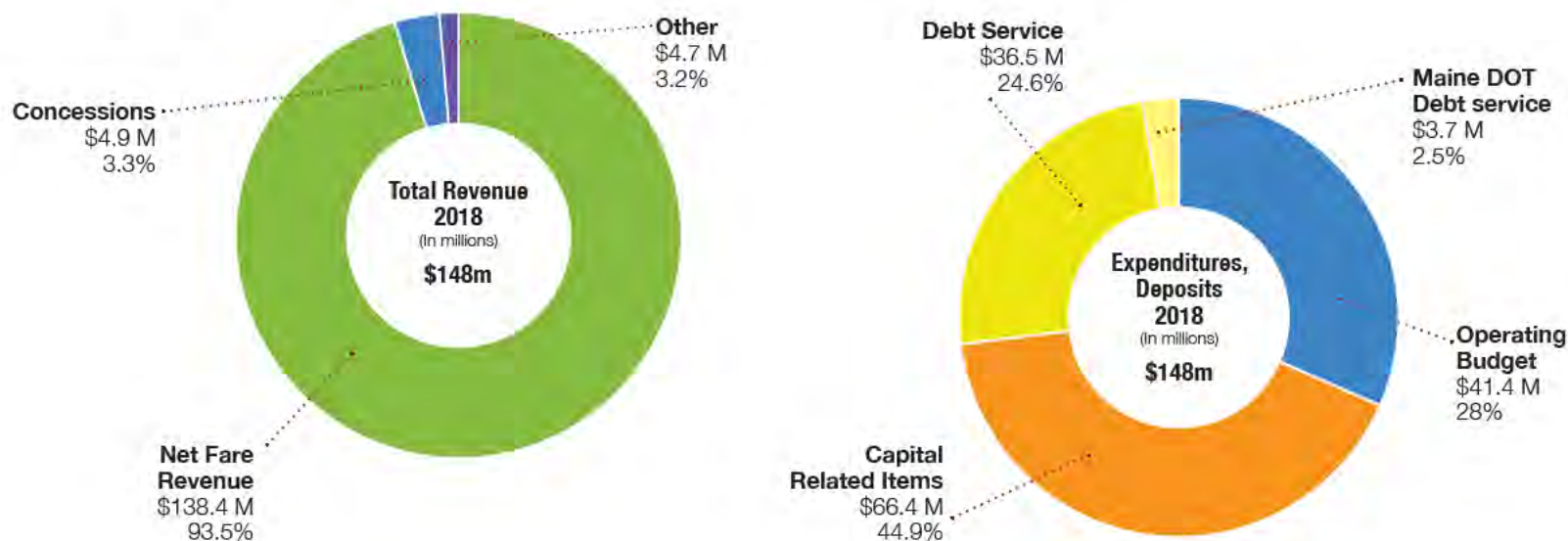
“Sustainable” is not a word that many people would immediately associate with the Turnpike, which is exactly why it was chosen. In fact, the Turnpike is “sustainable” in many ways.

1 Sustainable Plans and Finances

The dictionary defines “sustainable” as “able to be maintained at a certain rate or level.” Being able to maintain safe and reliable service levels on the Turnpike requires long-term planning and financial stability. The MTA plans ahead 4, 10, and even 30 years. Much like a business, these long-term plans are thoughtfully executed using dedicated resources under the supervision of an accomplished Board of Directors. The MTA receives no state or federal subsidies. All of its revenue is generated by toll payers – 68% of which is paid by out-of-staters. By contrast, MaineDOT must deal with two-year election cycles and political infighting, leading to short-term, stop-gap capital plans, and spreading insufficient dollars even thinner across the state.

MTA Financial Overview

(2018 unaudited)



2 Sustainable Highway Mobility

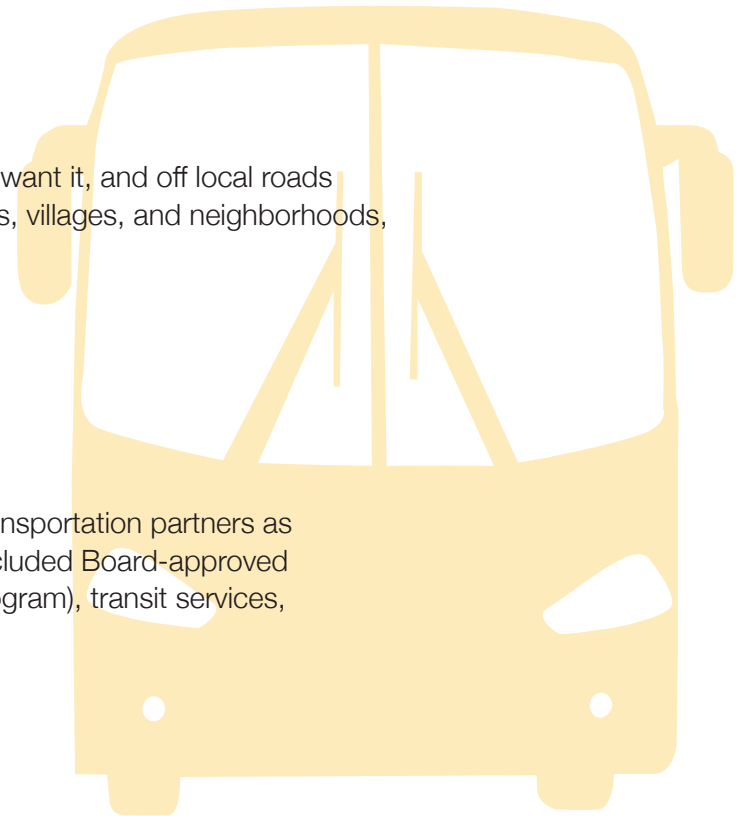
The Turnpike provides highway mobility for regional and through traffic that is essential to Maine's overall transportation system. Doing so requires sufficient highway capacity over the long term, which includes adding lanes and connections when necessary and appropriate. Unlike roads that do not control access, Turnpike capacity is not quickly gobbled up by adjoining development and the driveways that come with it.

3 Sustainable Communities

This highway mobility allows regional traffic to stay on the Turnpike where we want it, and off local roads where we don't, which facilitates the development of complete streets in cities, villages, and neighborhoods, making them more walkable, bicycle-friendly, and livable.

4 Sustainable Partnerships

As we do our part, we are committed to working collaboratively with other transportation partners as they fulfill their role in the overall transportation system. Over time, this has included Board-approved investments in park and ride lots, Go Maine (Maine's statewide commuter program), transit services, the Wells Transportation Center, and the Exit 75 bus station in Auburn.



MTA Employee Recognition 2018

The employees of the Maine Turnpike Authority are the reason we can deliver on our promises of **safety** and **reliability**—day and night, all year long. Our team's institutional knowledge, longevity, and loyalty make it possible to offer the high standards of customer service that our travelers expect of us. We are pleased to recognize the dedication of our employees.

5 YEARS

Joyce A. Berry	Toll Collector I
Jeffrey D. Bryant	Toll Collector I
Joseph R. Bureau	Violation Notice Processor
Abigail J. Crowell	Communication Ctr. Supervisor
Sandra L. Doyon	E-ZPass CSR
Dean J. Elmo	Highway Maint. III
John E. Elwell	Highway Maint. III
Thomas E. England II	Custodial Worker III
Brian S. Hahn	Highway Maint. III
Donald N. Hanson, Jr.	Toll Collector I
Anna M. Johnson	Toll Collector I
Melanie T. Laskey	Toll Collector I
Gabriela J. Melakian	Toll Collector I
Tracy L. Mileski	Toll Collector I
Joyce M. Morrison	Toll Collector I
Jeffrey R. Nadeau	Resident Engineer
Daniel J. Orino	Toll Collector I
Gregoire W. Provost	Highway Maint. III
Amanda F. Reynolds-Gregg	Violation Image Review Processor
Michael K. Robinson	Highway Maint. III
Christopher S. Root	Highway Maint. III
Hans R. Tarbox	Toll Collector I
Stephen M. Winship	Highway Maint. III

10 YEARS

Scott L. Adams	Highway Maint. III
Eric R. Barnes	Toll System / ITS Mgr.
Jennifer R. Levesque	Violation Notice Processor
Cindy J. Musolff	Toll Collector I

15 YEARS

Paula Barrieault	Toll Collector I
Cindy L. Bourdeau	Toll Collector I
Christopher J. Chapman	Toll Collector I
James A. Delage	Toll Collector I
Jody E. Dyke	Engineering Tech. II
Amy J.D. Grace	Training Coordinator

Jeffrey C. LaFrinea
Michael J. Lennox
Lorelei Michaud
Linda M. Wooten

20 YEARS

Elaine R. Clukey
Bryan J. Kimball
John D. Roberts
Richard W. Somerville

25 YEARS

Cecile M. Caya
Susan C. Cloutier
Stephen R. Goucher
Laurie I. Mondor
Steven F. O'Leary
Linda K. Patch
Deborah A. Pettey
Stephen E. Ramsdell
Scott A. Redlon
Michael D. Sullivan
John W. Tate
Robert L. Titcomb
Anita H. Turgeon
Christine E. J. White

30 YEARS

James D. Brewer
Dennis B. Maher, Jr.
Scott A. Warchol

40 YEARS

Dennis G. Aucoin

Automotive Mech. Foreman
Highway Maint. III
Toll Collector I
E-ZPass CSR

Receptionist
Automotive Mech. III
Right of Way Mgr
Director of E-ZPass Ops

Toll Collector I
Toll Collector I
Highway Maint. III
Toll Collector I
E-ZPass CR
Toll Collector I
Toll Collector I
Toll Collector I
Communication Ctr. Specialist
Violation Notice Processor
Toll Collector I
Toll Collector I
Toll Collector I
Toll Collector I

Automotive Mech. III
Highway Maint. III
Construction Program Mgr.

Toll Plaza Supervisor

Executive Staff

Peter Mills
Executive Director

Douglas D. Davidson
Chief Financial Officer
& Authority Board Treasurer

Peter S. Merfeld, P.E.
Chief Operations Officer

Jonathan A. Arey, Esq.
Staff Attorney
& Authority Board Secretary

Richard R. Barra
Director of Fare Collection

John W. Cannell
Director of Highway
& Equipment Maintenance

Lauren G. Carrier
Director of Human Resources

Matthew W. Elliott
Controller

John P. Sirois
Director of Finance

Richard Somerville
Director of E-ZPass Operations

Greg J. Stone
Director of Public Safety

Stephen R. Tartre, P.E.
Director of Engineering
& Building Maintenance

Bruce A. Van Note
Director of Policy & Planning

William H. Yates, III
Director of Information Services
& Communications

MTA Board of Directors

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Augusta, Maine
Kennebec County

Robert D. Stone
Vice-Chair
Auburn, Maine
Androscoggin County

John E. Dority
Member
Augusta, Maine
Kennebec County

Michael J. Cianchette
Member
Cumberland, Maine
Cumberland County

Thomas J. Zuke, CPA
Member
Saco, Maine
York County

Ann R. Robinson
Member
Portland, Maine
Cumberland County

Karen S. Doyle
Chief Financial Officer
MaineDOT
Ex-Officio Member

Contact the MTA

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(207) 871-7771

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