

The Magazine of the Maine Better Transportation Association


# MAINE TRAILS

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HARDEST  
WORKING  
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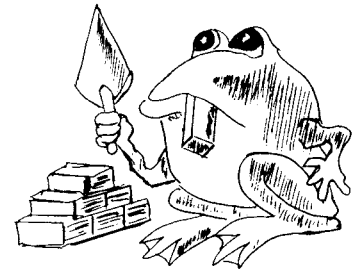
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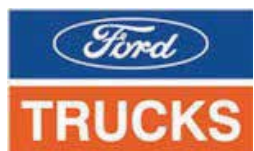
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The Magazine of the Maine Better Transportation Association

# MAINE TRAILS

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## Maine Better Transportation Association

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## PRESIDENT'S MESSAGE

by *Pat Sughrue, MBTA President*



# The view from 80

**B**EING 80 has its advantages. As MBTA celebrates its 80th year, we can look back on a long history of advancing safe, modern and efficient transportation for the people of Maine.

The Maine Better Transportation Association was founded in 1939 as the Maine Good Roads Association (MGRA). At the time, the state was struggling to recover from the Great Depression, and the founding members believed that public investment in transportation infrastructure would benefit all of Maine.

Originally, the group was founded to make sure that what public money was available and dedicated to highway and bridge improvements was not diverted for other purposes. We simply wanted to make sure the state had the funds and support to build a modern highway system to carry us into the 20th century. More and more Americans were owning and driving automobiles and Maine needed a modern road that would connect those people (and Maine businesses) to the rest of the country.

All of this was long before President Eisenhower pushed for creation of an interstate highway system. Additionally, over the years we broadened the mission to advocate for Maine's overall transportation system – roads, bridges, airports, ports, rail, transit and bicycle and pedestrian facilities. But again, that was later.

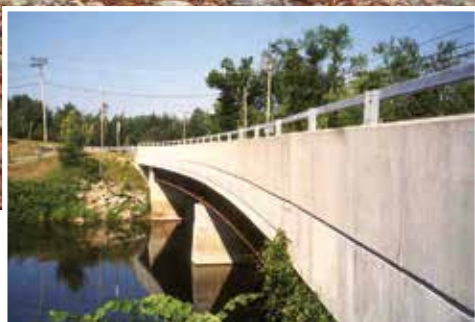
One of the first efforts of MGRA was to advocate for creation of the Maine Turnpike Authority. The legislature did two years later in 1941 and the first section of that road was completed in 1947 and extended from Kittery to Portland. (The second linking Portland to Augusta was complete in 1955.)

One of the other major early efforts called for an amendment to the state constitution dedicating Highway Fund revenue solely for highway purposes, again in keeping with the original intent for the MGRA. The amendment finally passed in 1944.

**“The Maine Better Transportation Association was founded in 1939 as the Maine Good Roads Association. At the time, the state was struggling to recover from the Great Depression, and the founding members believed that public investment in transportation infrastructure would benefit all of Maine.”**

In that light, we have supported and campaigned for voter approved transportation bonds – every one of them since 1974 that have passed, providing essential funding for capital improvements to our transportation infrastructure.

Finally in 1983, we changed our name to Maine Better Transportation Association, more secure in the knowledge money for roads would go to roads in order to reflect a broadened mission – support for all rail,



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## LET'S GET GOING!

**Maine Better Transportation Association advocates for investment in safe, efficient transportation, including road, rail, air, marine and bike-ped. Join the effort. FMI: [mbtaonline.org](http://mbtaonline.org)**

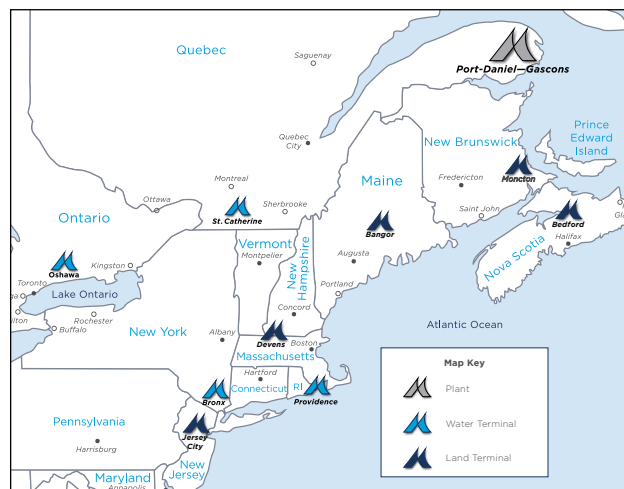


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marine, aviation and bike-ped transportation infrastructure. This is not to say we didn't find resistance along the way or that we didn't anticipate any, or that we won at every stop. Through the years, we have picked our battles and we continue, now with 80 years of experience behind us, to plan for the future, expect resistance at times and push forward, we believe, for the betterment of Maine.

And so, in 1997 we successfully campaigned for widening of the Maine Turnpike, an effort to modernize and expand the capacity of Maine's most important interstate corridor that has saved lives and had a positive impact on the state's economy.

In the 2000s, we worked for passage of legislation that would help repair Maine's aging and deficient bridges.

And we continue to support ongoing efforts to preserve and improve Maine's deepwater harbors and secure sustainable funding for transportation — battles that will not be easy, but are essential as we look ahead to the next 80 years.

Along the way, our members have been leaders in their communities

and in the state. They have designed and built highways and bridges, airports, ports and railroads. They have kept Mainers moving through the decades, helping them get to school, to work and to all of the places they have to go as safely and efficiently as possible.

A lot has changed since 1939 and 80 years has come and gone, but not the deep commitment our membership has to doing all we can to advance transportation in Maine. That commitment over time has only broadened and deepened. Look for more of the same ahead, with your help.

Finally, this is my last column as your president, and I would like to thank my family, colleagues, the MBTA staff and board of directors for the support you have given me over the past 12 months. This is a strong organization with an important mission, and I am honored to have helped forward MBTA's efforts this past year. Thanks for your confidence and support! And I also offer my best wishes to Paul Bradbury who succeeds me in this job. Good luck, Paul, and I look forward to seeing all of you at our meetings and events this summer — in Eastport, at the Infrastructure Golf Classic and in Presque Isle! ■

# 2019 MBTA CALENDAR

**Be sure to mark your calendars. You don't want to miss these MBTA events! Watch for meeting details at [mbtaonline.org](http://mbtaonline.org).**

**Thursday, July 11**

**INFRASTRUCTURE GOLF TOURNAMENT**

Augusta Country Club, Manchester  
9 a.m. Scramble Start

**Thursday, August 1**

**AROOSTOOK COUNTY MEETING**

Northeastland Hotel, Presque Isle  
5 p.m. Dinner Meeting

**Friday, September 13**

**FALL CONVENTION/OUTING**

Samoset Resort, Rockport

**Saturday, September 14**

**FALL GOLF TOURNAMENT**

Samoset Resort, Rockport

**Friday, September 27**

**PDH TOUR**

**September 28 - 29**

**DEMPSEY CHALLENGE**

Lewiston

**Friday, October 4**

**MAINE TRANSPORTATION AWARDS**

Augusta Civic Center

**Thursday, December 5**

**MAINE TRANSPORTATION CONFERENCE**

Augusta Civic Center

**Thursday, December 12**

**HOLIDAY/SCHOLARSHIP MEETING**

Black Bear Inn, Orono  
5 p.m. Dinner Meeting

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# ONRAMP



## Watch out!

**A**CROSS THE U.S., 6,227 pedestrians died in traffic accidents in 2018, the highest number in nearly 30 years, according to a report by the Governor's Highway Safety Association released earlier this year.

According to Richard Retting, author of the report, distraction related to smartphone use and the increasing market share of SUVs account for the 30 percent jump in pedestrian deaths over the past 10 years are.

"There's no question that pedestrians hit by SUVs are more likely to die than those hit by a car," Retting said. SUVs are bigger, heavier and deadlier for pedestrians, so when pedestrians are hit, they are less likely to survive. Compounding the problem are smartphones. Both walkers and drivers use cell data 4,000 percent more than they did in 2008, and that means they aren't watching the roads.

Data also shows that the majority of pedestrian deaths occur at nighttime: between 2008 and 2017 nighttime pedestrian fatalities increased by 45 percent, compared to an 11 percent increase in daytime pedestrian fatalities.

Five states – Georgia, Texas, Arizona, Florida and California – made up more than half of the pedestrian fatalities last year. Maine, which saw a spike in pedestrian fatalities in 2017 (20 fatalities or 12 percent of all highway-related fatalities that year), actually saw a major improvement in 2018, according to MaineDOT spokesperson Paul Merrill. He said preliminary data indicate there were 139 highway-related fatalities, only seven – or .5 percent – of those deaths were pedestrians last year.

"Crossing the street should not be a death sentence," Richard Retting told National Public Radio. He suggests improvements to road and vehicle design be more broadly implemented to counter the trend. ■

## Going with the flow

**W**ITHIN THE built environment, designers have used different techniques to encourage efficient pedestrian traffic patterns. One example is signs that encourage pedestrians to "stand to the right" on escalators. Riders will use the right half of the step if they are standing and the left half if they're walking (or running!) to reach the end of the escalator.

But do two lanes of pedestrian traffic on an escalator actually help you reach your destination more quickly? A 2012 study, *Modelling Evacuation Using Escalators: A London Underground Dataset* reported that 74.9 percent of pedestrians choose to stand on the escalator instead of walking.

While using one of the escalator lanes for walking can help the individual pedestrian exit more quickly, because walkers' speeds vary relative to the rest of the traffic, walking on the escalator can actually hinder overall efficiency. And on a crowded escalator, leaving one side to a minority of walkers can cause congestion.

In London, planners recorded a 27 percent increase in efficiency when they instituted a three-week trial "standing only" policy on escalators at a typically congested city subway station. No walking was allowed, which enabled more than a quarter more commuters to move through the station in the same amount of time as before.

While most of the commuters during the trial were accepting of the policy, a vocal minority of commuters railed against it, calling it "terrible", "loopy", "crap", "ridiculous", and a "very bad idea." ■

# 'The hardest



**Frank Healy was a visionary, a loyal friend and supportive boss, an industry leader and family man. And don't forget, an avid golfer**

**By Glenn Adams**

**T**HOSE ARE some of the ways friends and associates describe Frank Healy, longtime employee and executive for the Lane Construction Corporation and former president of the Maine Better Transportation Association. Healy died March 31, 2019, after a long illness.

"He was well-respected in the industry," said Dana Connors, who knew Healy well during the 11 years Connors served as Maine transportation commissioner. "He was one of those people who's a leader without declaring he was."

Herb Sargent of Sargent Corporation remembers the impact Healy had on so many in the industry, including those individuals he mentored over the years.

"Frank's vision was second-to-none, but what really gave that vision life was the way he mentored so many in the industry – including so many outside his company," said Sargent. "He made a real difference across companies, industries and political boundaries."

Born on November 29, 1941, in Holyoke, Massachusetts, Frank Allen Healy grew up in Greenport in the Hudson River Valley in eastern New York. He attended high school in neighboring Hudson, and then Cornell University in Ithaca, where he studied agricultural engineering. From college, Healy went to work for Lane in 1960 as a laborer.

Healy's career led him to various capacities in Maine and New York. While working in Brunswick, Maine, he met Kathleen (Kathy) Louise Coady, and the two were married in Lewiston in 1963. After working in several communities in New York, the expanding Healy family moved to Hampden in 1973. There, he became plant manager for the Bangor

# working man'



**Top: Frank with fellow Maine Transportation Achievement Award recipients. Middle: Frank and Earle Cianchette. Below: Frank (left) and Dana Connors (right).**

area, was promoted to assistant district manager for Maine and New Hampshire in 1979, and then district manager in 1982.

The Healys raised two daughters, Tricia and Maureen, and a son, Daniel. They also have seven grandchildren.

Joe Rollins first met Healy in 1971 when Healy was in Maine doing work for Lane. It was a bumpy start for what grew into a nearly half-century friendship between the two men.

At the time, Rollins was working for the Maine Department of Transportation. After a disagreement about a load of asphalt Lane had provided, Rollins sent the shipment back. Rollins later left the MaineDOT and went to work for a competitor of Lane's. During that time, Healy and Rollins found themselves serving on MBTA and Associated General Contractors committees together. The seeds of a deep and long-lasting friendship were sown. Rollins went to work for Lane Construction in

1983.

While raising their families in Hampden, the two men's children attended school together. Rollins has two daughters and a son. That led to family get-togethers, such as going out to dinner now and then at the Red Lion Restaurant in Bangor. And golf.

"He was my boss – he was my mentor," said Rollins. "We traveled a lot together. He would run things by me; he knew whatever he said would stay with me. He was a special person. If he said something, you could take it to the bank."

To his employees, Healy was "tough, demanding and challenging," said Rollins. But at the same time, he was fiercely loyal to his workers, always remembering that they had to put food on their families' tables.

"I can't mention enough how fair he was to his employees. He would be a boss, but at the same time be a friend and balance those," said





Frank and his wife Kathy married in 1963 (above) and raised two daughters and a son. Frank with Rod Lane, Scott Leach and Joe Rollins (below).



Rollins. As a sign of camaraderie, he would hunt and fish sometimes with employees.

But family was always central to his life, recalls his daughter, Tricia Healy Mitchell. His devotion became clear every Christmas season.

"My dad was not a shopper and left all responsibilities of making sure our family had what we needed to my mother," said Mitchell. "There was one exception, though: Christmas."

"Every year, Dad would go Christmas shopping with some of his friends, and they would set the Bangor shopping scene on fire. All the best stores. All the best everything. At least that's how it appeared from a child's eye. Some of my favorite and most memorable gifts were from my dad at Christmas, because it meant so much that he picked the gifts out himself," said Mitchell.

"One year, because he knew I loved to paint and wanted to encourage my efforts, he bought me a complete set of oil paints, brushes, canvases, and supplies. He put them in a hand-crafted wooden box with brass accents that he made himself. While I don't paint any more, I still have

the box and treasure it," said Mitchell.

Connors, now the president of the Maine State Chamber of Commerce but MaineDOT chief during Healy's time at Lane, became a part of the golf triad with Healy and Rollins, including at MBTA tournaments. "The team did well. I was the weak link," Connors admitted.

According to Connors, Healy "had a very strong presence in transportation" during the time Connors was commissioner. "He became a friend in the process," Connors added. "He was a guy who could be serious, but in his seriousness about transportation, he was also supportive."

For example, Healy supported a gas tax increase during the administration of Governor John McKernan, which helped the state to keep pace with needed upgrades and improvements in the infrastructure.

"He was an advocate, but even more of an ally in working to get things done," said Connors.

Rod Lane, who worked with Healy at Lane and is now senior vice president of Eurovia Atlantic Coast LLC (doing business as Northeast

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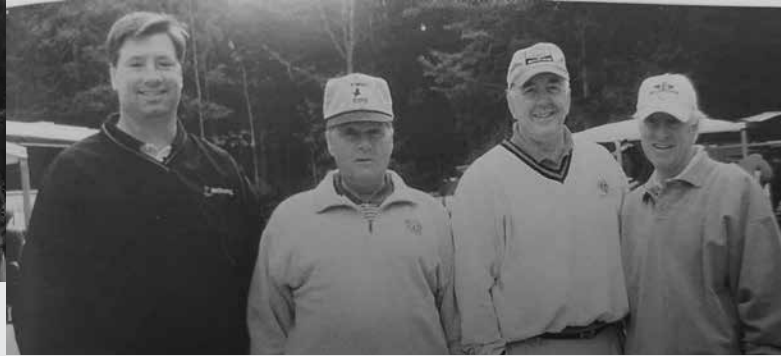


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Frank began working for Lane in 1960 as a laborer, eventually becoming district manager. Before and after he retired, Frank enjoyed playing golf – a lot. (Left to right) Scott Leach, Joe Rollins, Frank and Dana Connors.

Paving), said Healy's greatest contributions were supporting his workers and acquiring aggregate reserves.

"While Frank expected a lot out of people, he would also defend them and support them," said Lane. "Even when people made a mistake, he would hold them accountable and then move on quickly. He never held a grudge. Frank had a great vision for the future in securing aggregate reserves in strategic locations. Northeast Paving will benefit from these reserves for years to come."

Eurovia SAS last year purchased the former Lane Plants and Paving Division. Plants in Hermon, Charlotte, Presque Isle, Hancock, Washington and Lewiston were included in the sale.

At Lane, Healy helped to lead a large and diversified civil construction company that specializes in highways, bridges, tunnels, mass transit and airport systems.

Before winding up nearly a half century in the industry in 2007, Healy served as Lane's executive vice president/chief operating officer, overseeing plants from Maine to Florida. Along the way, he held a

number of prominent industry positions, including MBTA president and board member of the Associated General Contractors of Maine. He received the MBTA's Lifetime Achievement Award in 1994.

As a member of the Economic Growth Council in the 1990s, Healy had a voice in advising the Maine Legislature and governor on long-term economic development issues. He also had a hand in the development of the Regional Transportation Advisory Committees.

Away from work and his industry activities, Healy enjoyed raising vegetables and flowers in his garden, as well as golfing, cross-country skiing and working in the woods. He was a member of the Maine Small Woodlands Owners Association.

"For most of his life he was an avid hunter and fisherman," said Tricia Healy Mitchell.

"As a little girl I remember watching him make his own flies at the kitchen table, often using hair from a deer he had shot during the previous season. Later on, when I was in middle school, we had a boat and the family would go fishing in Penobscot Bay every weekend. My

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Frank was MBTA president from 1991 to 1992. Here he hands over the reins to incoming President Don Booker in 1992 (top photo). Frank and Kathy at the MBTA Convention with Millard Pray (right).



brother was a baby at the time and he would sleep in the shade in the bow of the boat."

"Once my brother got bigger, Dad taught him to hunt and they spent a lot of time hunting together in the fall. I tried going with him once, to be closer to him, but realized that hunting definitely was not for me," said Mitchell.

The later years at Lane saw him taking on more projects in Florida, where he and his wife built a retirement home. The couple shared their years between Lakeland, Florida, and Pleasant Lake in Stetson, Maine.

His friend Joe Rollins also retired in Florida and now lives in Venice. In their retirement years, the two men still spent time on the golf course.

"Anyone who knows Frank knows that he is one of a kind," John Wardwell of Lane Construction said during MBTA's 2018 Holiday Scholarship Meeting, where the first recipient of a scholarship named in Healy's honor was announced.

"Throughout his career he was a leader, he was a visionary, and spent his entire working life making an impact on our industry. And you knew where he stood on issues."

"One of Frank's greatest gifts is the ability to build lasting relationships with his employees, customers, competitors," said Wardwell, an MBTA board member. He said Healy's commitment to a vibrant transportation system "clearly helped shape the landscape of the association."

Healy's daughter Tricia says her father was probably the hardest working man she ever knew. She says he lived by the advice he once gave her: "Don't worry about what you have and don't have. There will always be those with more and there will always be those with less. Just do the very best you can do in everything you do, and it will all work out." ■

ABOUT THE AUTHOR: Glenn Adams is a freelance writer based in Augusta. He is the former Maine State House correspondent for the Associated Press.

# Help us honor Frank Healy

AT THE 2017 MBTA ANNUAL MEETING, Rod Lane made good on a promise to himself. He announced that he was helping to establish a scholarship fund to honor his friend and mentor Frank Healy. Lane made that promise after he had won the MBTA Super Raffle in late 2016 and pledged his winnings – \$7,000 – to the new scholarship fund.

Today, thanks to many of Frank's friends, family and co-workers, the fund has grown to \$32,500, and the MBTA announced the first Frank A. Healy Scholarship recipient in December of last year: Cameron Slauenwhite, a rising senior enrolled in UMaine's Construction Engineering Technology program. Slauenwhite has worked at Northeast Paving (formerly the Lane Construction

Corporation) since the summer of his freshman year.

The MBTA Educational Foundation is still welcoming donations to the Frank A. Healy Scholarship Fund. Donations are tax exempt and can be sent to:

MBTA Educational Foundation  
Attn: Frank A. Healy Scholarship Fund  
146 State Street  
Augusta, Maine 04333

Credit card donations may be made by calling the MBTA office, 207-622-0526, or at [www.MBTAonline.org](http://www.MBTAonline.org). For more information, please contact Maria Fuentes, [Maria@mbtaonline.org](mailto:Maria@mbtaonline.org).

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# MaineDOT revises advertising schedule

## As inflationary pressures take hold in Maine construction, department trims planned projects by \$59 million

**T**HE MAINE Department of Transportation (MaineDOT) announced on May 9 it is cutting or delaying more than a dozen construction projects on its 2019 edition Work Plan. The trims include road and bridge work and other transportation-related projects across the state.

In a statement released to the media, MaineDOT said the revisions are “part of MaineDOT’s efforts to reconcile surging construction costs with available funding. . . [in late April] we announced that we were making a course correction. We rejected bids on three projects because the bids had greatly exceeded our anticipated costs. Since then, we have seen bids come in significantly higher: on average, about 30 percent higher than last year. Estimates had already been increased by 10 percent in January 2019. Prudent fiscal management requires us

to make this revision. We cannot pay the prices we have been seeing.”

On May 3, officials from MaineDOT met with representatives from the construction and transportation industries to determine the reasons behind the surge in bid pricing. The outcome of that discussion indicated that a shortage of workers is a primary cause for the spike in costs.

In late April, MaineDOT rejected bids on three other projects due to higher than anticipated project costs: a \$2.1 million paving project in Brewer, Old Town and Orrington; a \$4 million paving and culvert project on Route 1 in Rockland; and \$1.1 million project in Portland for new signals and sidewalks at five Congress Street intersections in Portland, was double the state estimate.

In its statement, MaineDOT noted: “Every project in MaineDOT’s

Location	Project	Planned	Scope of work
Portland, South Portland and Falmouth	I-295 & Falmouth Spur	\$9.8 million	Road resurfacing and bridge joint replacement
Portland	India Street	\$0.4 million	Road resurfacing
Bangor	Ohio Street / I-95 Bridge	\$6.2 million	Bridge replacement
Abbot	Route 6	\$7.1 million	Nearly 3 miles of road construction
Waterville	Trafton Road	\$3.7 million	1.3 miles of road rehabilitation
Brewer	Wilson Street/I-395 Bridge	\$11.9 million	Bridge replacement
Van Buren	Route 1	\$7.9 million	2.74 miles of road reconstruction
Hampden	Twin Bridge over Soundabscook Stream	\$1.3 million	Bridge Replacement
Auburn	Taylor Brook Bridge	\$1.7 million	Bridge replacement
Belfast	Sheldon Bridge	\$0.7 million	Bridge replacement
Belfast	Goose River Bridge	\$2.4 million	Bridge replacement
Fort Kent	Perley Brook Bridge	\$2.2 million	Bridge replacement

Projects removed from MaineDOT’s construction advertising plan.





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plan represents needed work; there are no easy choices. Projects removed from the advertisement schedule for this year are being selected based upon several factors including safety and customer impacts, highway priority, asset condition, the extent of the bid overages in projects of that type, and the lack of bidding competition.”

The department expects most projects cut from the Construction Advertisement Schedule will be performed in future years, but warned that those projects are not guaranteed to move forward, “especially in

the case of highway reconstruction and new alignment projects.” The MaineDOT statement also said “all projects will be reviewed as we assemble our next three-year work plan to be published in early 2020 in the context of available revenue, system needs, and bidding climate.” ■

FMI: To view MaineDOT’s updated Construction Advertisement Plan here: [www.maine.gov/mdot/projects/advertise/plan/](http://www.maine.gov/mdot/projects/advertise/plan/).

# Transportation raises red flag

## 2019 *Measures of Growth* report finds Maine continues to lead the nation in environment and safety, but persistently struggles with other business, community and workforce issues

The Maine Economic Growth Council released its 25th annual *Measures of Growth* report on April 24, and provided Mainers with a snapshot of where the state’s economy sits relative to our long-term goals, to other states, and the U.S. as a whole. It finds that overall, Maine continues to perform exceptionally well in terms of environment and safety, and persistently struggles in other business, community and workforce areas, including in the maintenance and improvement of its transportation infrastructure. This year’s report also issues an urgent call to action for the state of Maine to develop a long-term economic plan to grow the state’s economy and make a high quality of life possible for all Mainers.

“The *Measures of Growth* annual report has long provided valuable information about what we are doing right, where we need to improve, and the trends of progress or decline over time,” said Steve Von Vogt, chair of the Maine Economic Growth Council. “However, in order to truly make meaningful, sustainable

progress, Maine must develop, commit to and implement a long-term strategy for growing the economy and establish our state as a vibrant, desirable place to do business and raise a family.”

In total, the report tracks 27 indicators that represent Maine’s assets and areas of persistent challenge. Maine made measurable progress on seven indicators, but lost ground versus the benchmark on seven others. More specifically, the 2019 report assigns four Gold Stars signifying exceptional performance in the following areas:

- Safety – Maine’s crime rate is 40 percent below the national average
- Air Quality – The number and severity of unhealthy or even moderate air quality days continues to decline and in 2018 were the lowest on record
- Water Quality – The water quality of Maine rivers and streams remains far above the U.S. average
- Sustainable Forest Lands – The growth-to-harvest ratio increased between 2016 and 2017

It assigns six Red Flags highlighting the following areas in need of particular attention:

- Research and Development Expenditures – Total spending on R & D declined \$25 million between 2015 and 2016, and Maine ranks 45th of the 50 states
- Fourth Grade Reading and Eighth Grade Math Scores – In 2017, 36 percent of fourth graders were proficient in reading, trailing the New England average by seven points
- Working Age Population – Maine’s proportion of declining age population continues to decline, and is below the national average
- Cost of Health Care – Maine’s health

care spending remains at 17.8 percent of all personal expenditures since 2015, which is above the U.S. average and a full percentage point above the New England average

- Transportation Infrastructure – In 2017, 33 percent of Maine’s most-traveled highways were graded “D” or “F”

“The Maine Economic Growth Council’s vision of a high quality of life for all Maine people is the foundation of our work at MDF,” said Yellow Light Breen, president and CEO of Maine Development Foundation. “Improving Maine’s economy requires both brutal honesty and unquenchable optimism. We look forward to the opportunity to work with the new administration and other policymakers, along with business and community leaders, over the next decade to develop, implement and maintain a comprehensive, long-term plan that delivers on this vision.”

The Maine Economic Growth Council takes a nonpartisan, data-driven approach to presenting an unbiased picture of Maine’s economy and well-being. Measures of Growth is designed to be a resource for policy and decision makers at all levels, helping them to focus their efforts and understand the connections between the major issues affecting the state. Since 1993, the council has served as an unbiased analyst and advisor of Maine’s economic health and status, and is administered by the Maine Development Foundation (MDF). Council members are jointly appointed by the governor, senate president, and speaker of the house and represent a broad and diverse cross-section of Maine’s key constituencies. ■

FMI: To learn more and download copies of the full report and executive summary, visit [bit.ly/Measures2019](http://bit.ly/Measures2019).

# Feds award \$12.75 million in grants to Biddeford, Eastport airports

**I**N MID-MAY, U.S. Transportation Secretary Elaine L. Chao announced the intent to award \$779 million in supplemental funding for infrastructure grants to 127 airports in all 50 states and Puerto Rico, including awards to the Biddeford Municipal Airport and Eastport Municipal Airport. Biddeford Municipal will receive \$7.5 million to rehabilitate its runway and Eastport Municipal will receive \$5.25 million for runway rehabilitation and lighting improvements.

“This supplemental funding allows us to invest in important infrastructure needs at the nation’s airports, especially those serving smaller and rural

communities,” said U.S. Secretary of Transportation Elaine L. Chao.

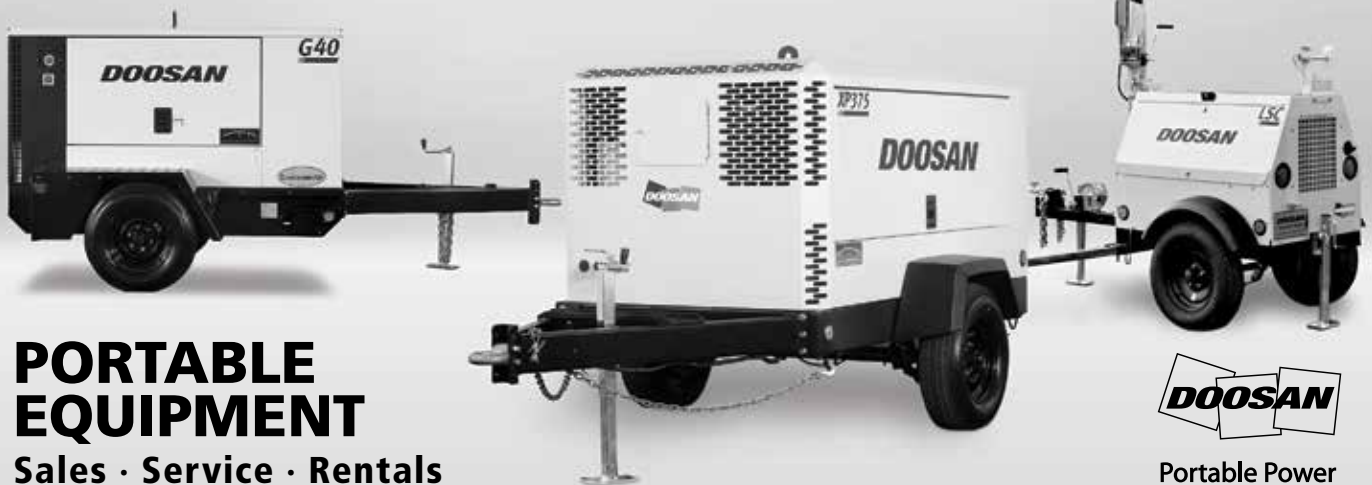
The grant criteria was for construction or equipment to increase airport safety, capacity and security, according to the statement from the U.S. DOT. The funding is in addition to the \$3.31 billion awarded in Airport Improvement Program (AIP) funding during fiscal year 2018, and \$205 million awarded in the first round of supplemental AIP funding in September 2018. The recipients of the selected grants will meet any remaining required approvals. Selected projects include runway reconstruction and rehabilitation, and the maintenance of taxiways, aprons, and terminals. The

construction and equipment supported by this funding increase the airports’ safety, emergency response capabilities, capacity, and could support further potential growth and development within each airport’s region.

Under the secretary’s leadership, the FAA is administering the supplemental funding to strengthen the safety and efficiency of America’s airports. These investments increase the nation’s competitiveness and improve the quality of life for the traveling public. According to the FAA’s most recent economic analysis, U.S. civil aviation accounts for \$1.6 trillion in total economic activity and supports nearly 11 million jobs. ■



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# Putting a price on it

## Study estimates rail service connecting Portland, Lewiston-Auburn would cost \$200 million plus

**A** PROPOSED COMMUTER rail service to connect the Twin Cities to Portland would likely cost between \$200 million and \$300 million and a ticket on the train would cost between \$6 and \$10, according to Natasha Velickovic with the engineering firm VHB.

Velickovic said the annual costs for the project would be offset by rider revenue but most likely would require “some level of subsidy.”

The process for pursuing passenger rail service in Lewiston-Auburn began in 2015, when the Maine Legislature approved \$400,000 to conduct a study and complete

a plan for putting into place passenger rail service between the two cities. Each contributed \$50,000 toward the project.

A nine-member committee was established to oversee the project, and VHB was brought in as a consultant. The proposal suggests connecting the Amtrak Downeaster with a commuter rail service.

According to the Northern New England Passenger Rail Authority, that manages Amtrak Downeaster service between Maine and Boston, the project would be funded through “a few different methods,” with federal grant programs making up 50 to 80 percent and the remaining 20 to 50 percent being provided by local and state sources.

Velickovic said the project committee chose three possible service scenarios for the passenger rail connection. One would take passengers from Lewiston-Auburn to the Portland Transportation Center via the Pan Am rail line, while a second alignment would use the St. Lawrence & Atlantic rail

line. The Pan Am rail line alignment would result in a 50-minute ride and could cost between \$189 million and \$230 million to construct, while the St. Lawrence & Atlantic rail line alignment would take 48 minutes and cost between \$207 million and \$254 million. A third scenario would connect passengers from Lewiston-Auburn to the Portland Ocean Gateway Terminal on Commercial Street, using the St. Lawrence & Atlantic Rail Line. The third scenario would offer a 43-minute ride but be the most expensive, with an estimated construction cost between \$241 million and \$295 million. The study estimated that between 700 and 1,900 people would ride the rail daily.

Velickovic said the next step would include preparing a final report, selecting a preferred alignment and establishing a “purpose and need statement.” ■

FMI: For more information about the study, visit [bit.ly/NNEPRA-L-A](http://bit.ly/NNEPRA-L-A).

# Fatalities involving older drivers on the rise in Maine

**W**HILE THE number of older Americans continues to grow at a significant rate, the number of older drivers involved or killed in fatal traffic crashes is growing even faster, finds a new report from TRIP, a national non-profit transportation research group based in Washington, D.C.

According to their recently released report, Maine is among the 20 states with the greatest share of fatalities involving an older driver and of licensed drivers 65 or older. Twenty-three percent of all licensed drivers in Maine are 65 or older (fourth in the U.S.). In 2016, 23 percent of fatalities in the state involved at least one driver 65 or older (sixth highest rate). TRIP says the reason for this is older Americans are leading more mobile and active lifestyles than previous generations. Among those 65 and older, 90 percent of travel takes place in a private vehicle and 79 percent live in car-dependent suburban and rural communities.

According to the TRIP report, an estimated 46 million Americans are 65 or older, accounting for 15 percent of the total population. By 2060, the number of Americans 65 and older will more than double and their proportion of the total population will reach 24 percent. In the last decade, the number of licensed drivers 65 and older increased 38 percent and the proportion of licensed drivers 65 and older rose from 15 percent to 19 percent.

Older drivers face a number of challenges on the road. Their higher instance of fatalities is partly attributable to physical fragility that makes surviving a crash less likely than for younger drivers. While they tend to be more cautious and avoid risks on the road, older drivers may face physical challenges that make driving more difficult, including diminished eyesight, reaction time, cognitive ability and muscle dexterity.

TRIP recommends safer roads with clearer, brighter and simpler signage with large lettering; brighter street markings, particularly at intersections; widening or adding left-turn lanes and extending the length of merge or exit lanes; adding roundabouts where appropriate; adding rumble strips; and system planning and design to accommodate technology needs of connected and self-driving vehicles. TRIP also recommends promoting education and training programs for older drivers, using self-driving and connected vehicle technology as well as vehicle safety features that address aging-related deficits, improving vehicles to help withstand and avoid crashes, and ensuring public transit routes, vehicles, facilities and stops that are easily accessible and accommodating to older or disabled passengers; and expanding non-traditional approaches tailored to the needs of older adults. ■

FMI: To download the report, visit [bit.ly/Older-drivers](http://bit.ly/Older-drivers)



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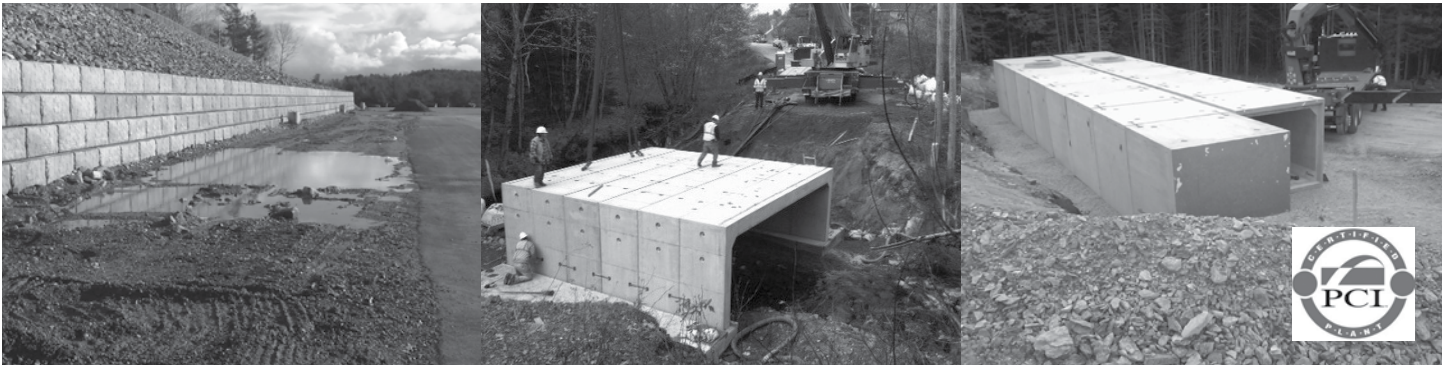


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## States news

# Missouri's Proposition D: A case study

The Missouri Legislature passed HB 1460 with strong bipartisan support in both houses. The transportation funding bill, Proposition D, went to voters. A new report by ARTBA's Transportation Investment Advocacy Center (TIAC) examines why the bill failed at the polls and looks at lessons for similar efforts in other states

**H**OUSE BILL 1460 was pre-filed in the Missouri House of Representatives on December 4, 2017 and approved by both houses in May of 2018. The measure called for an incremental 10 cent increase in the state gas tax, and despite optimism from its supporters and positive election day polling, the measure failed.

A report released by ARTBA's TIAC examining the campaign for Proposition D noted that there was a sense of urgency felt by state lawmakers when they passed HB 1460. According to TRIP (The Road Information Program), more than half of the state's roads and highways (52 percent) are in poor or mediocre condition and 13 percent of its bridges are "structurally deficient and suffer from significant deterioration." TRIP also found that congestion was costing residents \$2.4 billion annually in wasted fuel and time, and that crashes caused even more in negative economic impacts to the state. The state has not raised its gas tax, currently at 17 cents per gallon, in 23 years and faces an annual \$800 million transportation funding shortfall. The increase, which was to be phased in over several years, would generate \$288 million in state revenue annually, most of it to go to the state police with the remainder – \$124 million – going to roads and bridges.

The outlook for voter passage appeared positive, according to the TIAC report. The bill had enjoyed broad bipartisan support in the predominately Republican legislature with 58 percent of the legislature's members

voting for the gas tax increase and 35 percent voted against (14 percent did not vote on the measure). The Republican Governor Mike Parson signed the bill, and a well-funded coalition of stakeholders formed SaferMO.com, including state agencies, advocacy

2) a major influx of political advertising due to a hotly contested senate race, and 3) the complexity of the ballot language.

The gas tax increase was approved during the last week of Missouri's legislative session that year and attached to a proposition

issue that voters likely found confusing because of competing messages within the ballot language, linking state police funding and state taxes on Olympic winnings with transportation funding. The official ballot question read:

"Shall Missouri law be amended to fund Missouri state law enforcement by increasing the motor fuel tax by two and one half cents per gallon annually for

four years beginning July 1, 2019, exempt Special Olympic, Paralympic, and Olympic prizes from state taxes, and to establish the Emergency State Freight Bottleneck Fund? If passed, this measure will generate at least \$288 million annually to the State Road Fund to provide for the funding of Missouri state law enforcement and \$123 million annually to local governments for road construction and maintenance."

Timing was at fault for the confusing ballot language, as the TIAC report noted: "During the last week of the legislative session, the legislature had to attach the gas tax language to a proposition that prohibited taxing Olympic medals, established a fund to reduce highway bottlenecks, and increased funding to state law enforcement. The legislature took this recourse due to time constraints; however, merging these ideas under one proposition



groups, unions and several high profile political personalities including the governor, influential mayors and bipartisan leadership at the statehouse.

The campaign got a late start, launching in June for the November vote. The group was able to raise \$5.35 million and gain endorsements of major state newspapers. There was no organized opposition, and the issue polled positively in the weeks before the election.

### A COMPLICATED PROPOSITION

On November 6, 2018, voters rejected Proposition D, with 46.4 percent (1,109,009) voting "yes" and 53.6 percent (1,281,143) voting "no." TIAC identified several causes that contributed to the loss. The report found that foremost among the causes for the failed effort were 1) the time frame of the campaign,



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created an obstacle for some voters. A persistent challenge for the campaign, the ballot language made it appear that the new tax money would fund the Highway Patrol having no impact on transportation.”

And while the SaferMO.com coalition was able to raise considerable funding for the campaign to educate voters, an influx of \$100 million in out-of-state money spent on media buys for the senate race cluttered the airways and caused media prices to soar. That meant the SaferMO.com campaign was unable to

broadcast its message as widely as planned.

The acrimonious senate campaign also drove a “red wave of very conservative anti-tax voters” to the polls.

### 1 IN 12

While TIAC research has shown that transportation funding is a bipartisan issue that resonates well with voters, Missouri has had a difficult time securing voter approval for funding measures (a Missouri state law

mandates that government funding over a certain level must be voter approved). Proposition D is one of 12 funding bills proposed since 2014 to increase the state’s motor fuel, special fuel, or alternative fuel taxes that have failed to pass.

The TIAC report notes that transportation funding remains a major concern for the state, and “several lawmakers announced that transportation funding will be a top priority in the 2019 legislative session.” ■

## More states approve new transportation funding

**A**CCORDING TO TIAC, 46 states introduced 250 bills related to increasing transportation investment in the first four months of 2019, and four funding bills were signed into law in April, including:

In Virginia, a local fuel tax of 2.1 percent was implemented on the average wholesale price of fuel in districts bordering I-81 for interstate construction and maintenance. The legislation also includes a statewide diesel tax increase and higher truck registration fees.

North Dakota has a new annual registration fee of \$120 for electric and \$50 for plug-in hybrid vehicles.

Idaho lawmakers amended an existing law to phase out the distribution of funds from the highway distribution account to the law enforcement account, reallocating those funds to local units of government and the state highway account for transportation. An additional bill permits bonds against this revenue.

In New York, lawmakers voted to establish tolls for vehicles entering or remaining in the most congested area of the state. Revenue would be used for public transit improvements.

Several funding trends have emerged this year.

1) Twenty-four states have proposed increasing one or more types of motor fuel tax to generate funding for transportation construction. Of those states, 13 included altering or creating a variable-rate tax. Three states have already approved statewide motor fuel tax increases, and an additional state has approved a local motor fuel tax.

2) Twenty-six states filed legislation to implement or adjust an electric vehicle registration fee. Eighteen of those states also included an additional registration fee for hybrid vehicles. Five states have implemented or increased their electric vehicle fees. Several states also are considering innovative funding solutions during the 2019 legislative session.

3) Mileage based user fee studies or pilot programs are being considered in fourteen states.

4) Additionally, five states have introduced legislation to utilize tolling for new revenue.

TIAC notes that an estimated \$1.6 billion in new transportation funding has been raised by states to date. ■

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# Looking for the worst road in Maine

**Nearly 100 Maine drivers entered the 2019 Worst Road in Maine Contest. A winner will be announced in June**



**STACEY FITTS | Route 16 between Kingsbury Plantation and Abbot (11.8 miles):** **“This is the worst road by far. It is almost impassable in some stretches. Between the yes ma’ams, the cracks and the potholes you will be hard pressed to find a worse road to travel on in the state.”**



**PAMELA HILLMAN | Pool Street (Routes 9/208) in Biddeford:** **“Pool Street in Biddeford is just a jungle of pot holes from Alfred Street to past UNE with vehicles unsafely trying to navigate them year round! PLEASE! This road needs to be re-done!!!”**

**B**Y ALL accounts, the spring of 2019 has been a terrible pothole season. It started with a wet and snowy winter. Then there was the moisture from all that melting snow and the rains that followed. Throughout February, March and early April, the temperature teetered just above or below the freezing line creating prime conditions for the asphalt eruptions we call potholes. The water gets into cracks in the pavement and, when it freezes, expands making the cracks bigger and bigger with every freeze and thaw.

“This season has been brutal on Maine roads, and it really highlights just how far behind we have gotten in maintaining them as well as we should be,” said Maine Better Transportation Association President Pat Sughrue as he announced the launch of the 2019 Worst Road in Maine Contest. This is the fourth time the MBTA has held the contest, and this year the grand prize winner will receive \$529 – that is the amount researchers have estimated that every Maine resident pays in extra

maintenance, repairs and accident costs due to bad roads. The statewide total is \$541 million.

The contest launched on April 1, and entries closed in May. Nearly 100 Mainers submitted stories and photos, and the association expects to announce a winner in June.

The purpose of the contest is to get Maine drivers to consider the impact that potholes, ruts and cracking pavement on state highways, bridges and state-aid roads have on their everyday life.

According to the most recent *Maine Infrastructure Report Card* issued by the Maine Section, ASCE (American Society of Civil Engineers), approximately 18 percent of Maine highways – or 1,530 out of 8,645 miles of state highway – are rated poor or worse. To make progress fixing Maine’s highways, state-aid roads and bridges, it has been estimated the state needs more than \$100 million in additional highway funding beyond the money raised by the gas tax, voter approved bonds and other



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**WILLIAM JARVIS OF JACKMAN** | Route 201 from Moose River in Jackman all the way to the Maine-Quebec border (14.3 miles): “Most of the road is a 55 mph zone. No one in their right mind drives anywhere near that speed. Trucks average about 35 mph. . . .”



**PATRICIA SHELLEY** | Route 15, South of Blue Hill: “This winter and spring has been tortuous for all: fishing commerce coming and going from Deer Isle and Stonington; painful hospital trips with hip replacements; destruction of well-maintained equipment and holes so deep [they] destroy new tires and even puncture wheels. . . .”

funding sources.

“The potholes that are tearing our cars apart this year are a big reminder that we need to be doing something to fix our roads,” said Sughrue. “Too often, we think we are saving money by not addressing the funding problem, but in truth, we are just shifting the cost – in terms

of safety hazards and increased maintenance costs – to the individual driver.”

We’ve shared some of our entries here. Check out the next issue of *Maine Trails* or [mbtaonline.org](http://mbtaonline.org) to learn the winner. ■



**LISA HARGREAVES** | U.S. Route 1 in Bath (1/4 mile): “Those in abutting lanes must quickly lunge to the left or right as they straddle the center line in attempts to run the quarter-mile gauntlet of potholes and pavement erosion . . . Lucky are those who can make it without teetering into an another vehicle. . . .”



**MATT BELL** | Route 1 south of Aroostook River Bridge in Fort Fairfield: “This ‘road’ is more or less a gravel/crater pit at the time and getting worse with every strut and ball joint it destroys. Cars drive on the wrong side of the road in both directions as they try to avoid the potholes. It’s terrible.”

## GOING PLACES?

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# More is more

## Stantec brings a strong local view and deep expertise to its work in Maine and the northeast

By Kathryn Buxton

IT'S MID-MORNING at Stantec's office in Scarborough, and Stantec Associate for Transportation Lauren Meek is on the phone. In just a little more than one week's time, contractors will be submitting bids for the conversion of the Maine Turnpike Authority's tolling facility to open road tolling at Exit 103, and there are many details in play for the complex design project (the firm also designed the Exit 44 open road toll facility for the Maine Turnpike Authority in Scarborough).

Stantec engineers have designed the yet-to-be-built toll plaza, and the turnpike project is just one of several projects Stantec's two Maine offices in Scarborough and Topsham have underway. The Maine staff, which numbers approximately 165 at offices in Scarborough and Topsham, are part of an international consulting firm of 23,000 with offices on five continents.

The company was founded in Edmonton, Alberta by Don Stanley and has grown exponentially through a series of acquisitions dating back to 2000. Stantec established its early foothold in Maine in the mid-2000s with the back-to-back acquisitions of four prominent local consulting firms: Dufresne-Henry Consulting Engineers, a Vermont-based firm with offices in Portland and Presque Isle was acquired in early 2006; Land Use Consultants, a Portland-based environmental management firm; Woodlot Alternatives, a Topsham-based environmental consulting firm was bought in early 2007; and later that year, Neill & Gunter, a Fredricton, New Brunswick-based industrial engineering firm joined the company. Today, the largest contingent of Stantec's operations in Maine are based at the former Neill & Gunter offices in Scarborough.

The last major Stantec acquisition in New England came in 2015, when the company bought out Fay Spofford & Thorndike, a 100-year old Burlington, Massachusetts-based engineering and design consultant with a 70-year history of designing bridges and marine facilities in Maine.

### THINKING STRATEGICALLY

The acquisitions in New England, eastern Canada and around the world have been strategic, as the company has built a deep well of expertise in key industries: marine, aviation and highway infrastructure; energy; environmental; water and wastewater engineering; architecture and

interior design; building engineering; and community development. In a competitive market like New England, that has enabled the firm to attract a diverse clientele, according to Stantec Senior Principal Bill Moore.

As a project demands, Moore said, Stantec can bring in the expertise that it needs – for example, rail specialists from Minnesota, ITS (intelligent transportation systems) experts from Colorado and environmental scientists from Maine. For clients, that flexibility provides positive project outcomes including a reduction in project management and procurement costs.

Said Stantec's Moore: "We believe by offering all disciplines it improves efficiency and quality. . . That being said, we still encourage teaming



The open road tolling plaza at Exit 44 on the Maine Turnpike.

with other firms that offer local knowledge, relationships and special skills."

That focus on efficiency and responsiveness has helped the firm maintain long-term relationships with clients like the Portsmouth Naval Shipyard where the Stantec engineers are currently working on a \$150 million dry dock expansion that includes construction of new crane rails.

"It's a unique site and a complex project," said Moore, adding that



**Stantec's work on the reconstruction of Lanigan Bridge in Kennebunk-Kennebunkport earned an award from ACEC Maine.**

the firm has a long history of working for the shipyard. "We've been involved with projects at the shipyard for nearly 60 years, and if the project requires a specialist we don't have locally, we're able to bring them in from other parts."

That depth of experience has led to long-term relationships with other clients, as well. Over the past 38 years Stantec has supported the Portland International Jetport with all types of aviation improvements in addition to master planning and solar facilities. Their work extends to smaller Maine airports as well, working with the Sanford Seacoast Regional Airport on a snow removal equipment maintenance building and an industrial scale solar farm. The firm has worked with the Knox County Regional Airport for 22 years on numerous projects including a new

terminal facility with several sustainable features including geothermal heating/cooling systems and porous pavement parking areas. Stantec is the on-call consultant to 14 airports in Maine and also provides general engineering services to the cities of Portland and Saco.

## BRIDGING DISCIPLINES

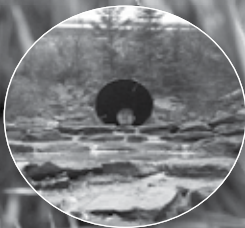
That ability to offer clients a broad array of services is something that differentiates Stantec in a competitive market. It is particularly helpful for public entities, including state departments of transportation and municipalities, said Tim Merritt, Stantec senior associate for transportation. "It's really one-stop shopping," said Merritt. He said that clients often don't just need a bridge designed, they often need to look at updating utilities or securing environmental approvals. "Clients find they need different services, and they have limited time and staff resources to manage the process."

"We have people here in Maine that can put a local face to these complex projects, and we're still able to tap into those specialized services from other Stantec offices," said Moore.

That versatility has won the firm major Maine design projects. Stantec engineers based in Maine teamed up with staff from the firm's South Burlington, Vermont office to design the Bridge Street Bridge replacement over the Presumpscot River in Westbrook in 2016 for MaineDOT. That project, located in a high traffic location at the center of the city, sees 13,000 daily vehicle crossings. The final project was completed four months ahead of schedule and incorporated hybrid composite beams with a 100-year expected lifespan in the design. The project led to additional work for the firm updating traffic signals and design of a new pedestrian bridge connecting the Sebago to the Sea Trail with the city's new Downtown Riverwalk. Stantec also designed hardscaping and landscaping for an area of the city that is currently undergoing an economic revival. Reed & Reed was the contractor for

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both bridges.

“The trail component crept into the project under the city’s redevelopment plan,” said Merritt. Stantec also ended up designing a new concrete city plaza and widened sidewalks to accommodate outdoor dining at nearby restaurants.

About that same time, Stantec designed the reconstruction of another bridge, the Mathew J. Lanigan Bridge over the Kennebunk River. Originally slated for replacement, Stantec used accelerated techniques to fortify the existing bridge structure and designed a new super structure. The project was scheduled to enable the towns to keep the bridge open in December during the traditional Prelude festival. The project also included construction of a temporary footbridge that carried pedestrian traffic between the two towns during the bridge closure. The resulting build was completed in just 40 days rather than two years, keeping the access to the summer tourist meccas of Kennebunk and Kennebunkport open for the high season. T Buck Construction was the contractor on the project.

Both the Bridge Street Bridge and the Lanigan Bridge received awards from American Council of Engineering Companies/Maine in 2017.

## ENVIRONMENTAL INNOVATIONS

Stantec’s ability to navigate the complexities of public engagement and regulatory processes is exemplified by its team of environmental scientists and engineers in Topsham who have a local perspective when it comes to managing the various phases of projects, from the public process to negotiating with state and federal agencies for approvals. That perspective is especially valuable for the team’s ongoing work designing and permitting a contained aquatic disposal (CAD) cell for disposal of built up sediments in Portland’s working waterfront. Once removed materials are cleaned for offshore disposal, Portland Harbor will have cleared berthing areas, essential to the city’s working waterfront community.

Stantec’s scientists are also always looking for less invasive ways to study our environment. One way is through the evaluation of environmental DNA (eDNA). Stantec engineers have used the eDNA technology to test for Atlantic salmon, an endangered species, in five Maine streams.

“If you can measure it in the water, you can confirm the presence of species without disturbing or even seeing the animals,” Moore explained. “This is particularly important as the number of rare and endangered species continue to increase. With new testing technology, we can quickly and efficiently sample, extract and analyze eDNA with a hand-held tool while in the field.”



**Bridge Street Bridge in Westbrook.**



**Stantec engineers have tested for the DNA of Atlantic salmon in five Maine streams using new eDNA technology, a less invasive technique than traditional methods.**

## ROOTED IN COMMUNITY

Stantec worked with MaineDOT and community groups to design two bridges in downtown Gardiner. Like the Westbrook project, the Gardiner project tackles two hot points in a busy downtown area that straddles the Cobbosseecontee Stream. The project also incorporates construction



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of a bicycle/pedestrian bridge and a section of the East Coast Greenway – an extension of the Kennebec River Trail – as well as upgrades to utilities.

“This really illustrates ‘context sensitive design,’” said Merritt, adding that there was considerable community participation, including 17 bridge advisory committee meetings. The first phase of the project – replacement of the Maine Avenue / Route 24 Bridge – began in March of this year. The second bridge is slated for construction in 2020 and will replace the Bridge Street / Route 201 Bridge.

In these and other recent Stantec projects in the northeast, one can see a sense of responsiveness and a willingness to adapt to the local challenges that are inherent to complex projects. That nimbleness and flexibility could seem counterintuitive for a firm of 23,000 professionals in 400 locations across the globe. What makes it work, said Meek, is an internal talent management system that makes it easy to identify the right expertise and build a team for local projects.

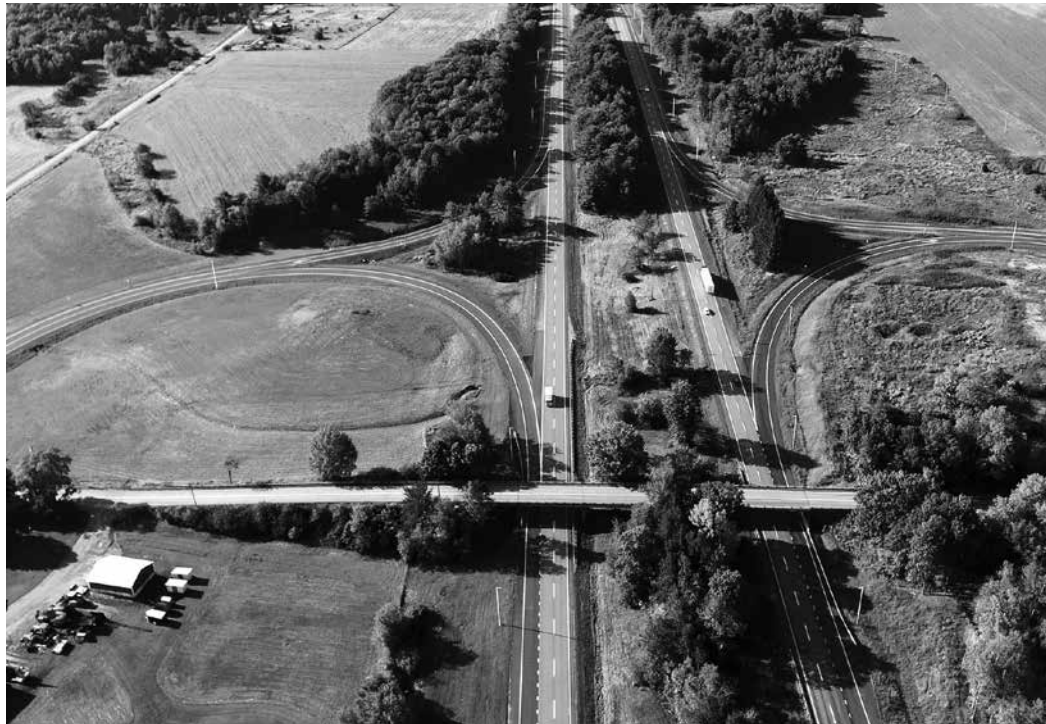
“Our system is very accommodating, and the way we organize our company makes it easy to put together the people you need. There are fewer roadblocks,” said Meek. For the Exit 103 open road tolling project, Meek accessed the company’s internal marketing database to search resumes, look at individual calendars and assemble a team of 24, each with specialized expertise.

“If you think about it, we aren’t so far apart,” said Meek. She said they meet regularly via Skype and share computer screens. “If they sat right beside me, how much more often would I see them?”

Bill Moore said there are events that bring different groups together throughout the year, including monthly calls between leaders in each of the firm’s disciplines. Recently one of the Maine staff attended Stantec’s 21<sup>st</sup> Annual Hockey Tournament in Colorado.

Stantec has been a major sponsor of the Maine Transportation Conference and several events on the MBTA annual calendar, including the annual meeting and the fall convention. Every spring, each office picks a community project to support. Last year, the Maine group participated in the firm’s sixth annual Stantec in the Community Day, donating time to build a butterfly garden at Fiddleheads School in Gray, a new trail in Topsham and working with the South Portland Land Trust to clean up and maintain local walking and running trails.

The firm also has a contract with the Federal Emergency Management Agency, (FEMA) to provide disaster relief and reconstruction services. Moore said that staff members from Maine and Vermont recently spent three months in Texas helping to organize hurricane recovery efforts and



**Stantec designed the new Trafton Road Interchange.**



**Lauren Meek (third from left) and Bill Moore (far right) during the 2018 MBTA PDH Tour at the Maine Turnpike Scarborough open road toll facility, which the firm designed.**

working with communities to apply for grants to rebuild infrastructure.

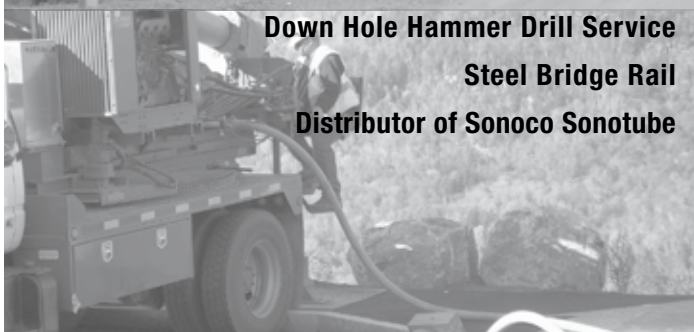
“It’s on a strictly volunteer basis and it is a great way that young engineers can try something different and get a chance to help,” said Moore. “They come back with more confidence and more experience.” ■

FMI: To learn more, visit [www.Stantec.com](http://www.Stantec.com).



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# Cianbro acquires Connecticut firm

**C**IANBRO, a large employee-owned construction company based in Pittsfield, Maine, has announced the acquisition of A/Z Corporation, the North Stonington engineering-construction firm.

The announcement noted that A/Z, which had been a sole proprietorship, will be a wholly-owned subsidiary and retain its name. Its owner, Perry Lorenz, will remain as president of A/Z Corporation. All of A/Z's 500 employees will join the Cianbro team and its Employee Stock Ownership Plan.

The companies have "very similar philosophies toward people, operating culture, workplace safety, and towards their respective

clients," Cianbro CEO Andi Vigue was quoted as saying in the April 2 announcement.

Richard Brescia, vice president of Cianbro, said that A/Z "is well respected in the industry and it excels in higher education, manufacturing, science and technology, health care, mission-critical and energy markets."

Lorenz said, "I first worked around Cianbro when I was working for my father in 1986 on a job site in southeastern Connecticut. I learned quickly that we have a lot in common. Joining the Cianbro family creates greater stability and sustainability for our employees and clients. It also means that nothing will change in our current working relationships. Knowing that this transition results in stability while keeping

our operational strategies intact is a perfect scenario."

A/Z Corporation began as A/Z Electric Inc. in 1968 and changed its name to A/Z Corporation in 1994. It has additional offices in Hartford, Westborough, Massachusetts, and East Windsor, New Jersey, and an office and fabrication facility in Hopkinton, Rhode Island.

Founded in 1949 by the Cianchette Brothers, Cianbro is the 30th largest employee-owned company in the United States. ■

FMI: To learn more about Cianbro, visit [www.cianbro.com](http://www.cianbro.com).

# Thornton Tomasetti acquires Becker Structural

**T**HORNTON TOMASETTI, the international engineering firm, has acquired Becker Structural Engineers, Inc., a Portland, Maine-based firm with specializations in mass timber, parking structures and highway and bridge projects. The deal will expand Thornton Tomasetti's ability to serve clients in New England.

Becker will work closely with the firm's Portland and Boston offices. Company founder and President Paul Becker and Vice President Todd Neal will become senior principal and principal at Thornton Tomasetti, respectively. Becker's 27 employees will remain in its existing office at 75 York Street.

Becker is an advocate for the expansion of the heavy timber industry in Maine. His expertise in the field, along with that of Thornton Tomasetti's sustainability team, will give the firm a strong foothold in Portland and will join the firm's other mass timber centers in Toronto, Seattle and Chicago.

The Becker team and Thornton Tomasetti's Portland office already have a long history of working together. They have paired up on such projects as the 30,000-square-foot LEED Platinum Roux Center for the Environment at Bowdoin College in Brunswick, Maine; a 23,000-square-foot addition to the Waynflete School Campus in Portland that is seeking Passive House certification;

and the 100,000-square-foot University of Maine Engineering Education and Design Center in Orono, which is targeting LEED Silver certification.

Becker's parking practice is responsible for such projects as the \$27-million, 1,000-space addition to the Portland International Jetport Parking Garage and the 2,400-car, eight-story garage for the Maine Medical Center, which is currently under construction in Portland. The firm's bridge group often works with the Maine Department of Transportation. Projects include the deck replacement for the Memorial Bridge in Guilford and the replacement of the Webster Avenue Bridge in Bangor. Becker also offers niche design services for architecturally complex, high-end residences.

For nearly 25 years, Becker Structural Engineers has offered a range of new design and rehabilitation services for commercial, cultural and residential buildings, parking structures and highway bridges. Its capabilities include historic restoration, seismic upgrades, structural strengthening and construction support services, such as structural evaluations, condition assessments and special inspections. The firm works across most sectors, with a strong presence in education and healthcare. ■

# 5 firms honored

**T**HE ASSOCIATED General Contractors of Maine (AGC Maine) selected five construction projects as the best of 2019. The competitive application process requires submitters to meet criteria that are reviewed by independent judges. The celebration dinner of winning projects took place at the Augusta Civic Center where honorees recognized the teams working on the project, subcontractors, designers and project owners.

“Maine has been fortunate to have some of the best skilled workers in the business and celebrating the innovative structures built with many hours and hard work is especially important as we work to recruit the next generation of builders. The Build Maine Awards highlights the top five projects, but we urge everyone to stop a few minutes and appreciate the built infrastructure that makes the day possible in our modern environment,” said AGC Maine’s Matt Marks.

The five winners:

- Landry/French of Scarborough was selected as the winner in the Building Division for their work on the Bill & Joan Alford Commons for Colby College in Waterville.
- Shaw Brothers Construction of Gorham was awarded the Urban Highway Category for the swift and safe completion of the complicated Woodfords Corner Road and Safety Improvement in the City of Portland.
- Cianbro of Pittsfield won the Bridge Division for the unique and complex Sarah Mildred Long Bridge replacement in Kittery.
- PC Construction’s Portland team secured the top spot for Municipal Building as construction manager for the RSU 21 additions and renovations of three schools.
- Sargent Corporation of Stillwater earned top honors for Coastal Highway Division for the reconstruction of Route 27 Corridor in Boothbay.

“Construction is a team environment, and when the competitive industry can take a minute and share the success of their peers in safety, innovation, and adversity, it demonstrates everyone is proud of Maine’s skilled workers,” said Marks. ■

FMI: For more information about AGC Maine and the Build Maine competition, visit [www.agcmaine.org](http://www.agcmaine.org).



The winning teams from the top: Cianbro Corp., Landry French Construction, PC Construction, Sargent Corp. and Shaw Brothers Construction.

# Work Health opens Waterville location

**W**ORK HEALTH, LLC, an

occupational health program that partners with employers and communities to help employees stay healthy and heal when they are sick or injured, celebrated its opening on April 9 in Waterville with a ribbon cutting and tours.

Sharon D'Amboise, associate vice president of Work Health joined with local officials, leaders from Northern Light Health, Northern Light Inland Hospital, and members of the Mid Maine Chamber of Commerce for a ribbon cutting at the new Work Health location.

"At Work Health, each member of our team contributes to our success, so we recognize



**Sharon D'Amboise, associate vice president of operations, cuts the ribbon at the new Work Health location. Also in photo, Jill Huard from the Waterville Chamber of Commerce (third from left in front row), Jeff Doran, vice president of clinical services for Northern Light Health (second from left in front row) and Katrina Barnes, director of business operations (second from right).**

the importance of having every team member healthy and productive," explained D'Amboise. "We partner with our clients and help them succeed by keeping their employees healthy too."

Work Health provides assessment and

treatment of work-related injuries and illnesses, physical exams, on-site ergonomic evaluations, independent medical evaluations, and a variety of employment related testing services.

The new office is located at 10 Washington Street in Waterville and has a staff of five full and part time medical professionals and administrative staff. The location is open Monday through Friday, 7 a.m. to 5 p.m.

This is the sixth Work Health clinic in Maine. Other facilities are located in Bangor, Portland, Pittsfield, and Presque Isle. Work Health is a wholly owned subsidiary of Northern Light Health. ■

FMI: To learn more, visit [www.northernlighthouse.org](http://www.northernlighthouse.org).

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# MAPA's first Pave Maine Awards

**T**HE MAINE Asphalt Pavement Association (MAPA) kicked off its First Annual Pave Maine Awards in April at its 16<sup>th</sup> Annual Spring Paving Seminar at the Cross Insurance Center in Bangor.

Mark Barnes of Shaw Brothers Construction and MAPA's Executive Director Tanya Griffeth spent two years putting together a program that would recognize the outstanding paving work being done in Maine. Members had four categories to choose from based on tonnage; 0-500, 500-2,500, 2500-10,000 and 10,000+. Each project was judged on construction techniques or materials, executing a difficult or challenging job, partnering with client, positive impacts to the community and safety. The MAPA board elected a group of distinguished judges with more than 100 years of combined experience in the industry to review all applications and select this year's winners.

Northeast Paving of Bangor won the 2019 Pave Maine award in the 0-500 tons category. In the spring of 2018 Northeast Paving was contacted by the caretaker for Stephen King's Estate in Bangor. The property included Mr. King's iconic house and the guest house. The driveway had not been touched since the last time the company paved it approximately 20 years ago.

Northeast Paving also won in the 500-2,500 tons category. The project was located in Bucksport on the Dr. Thegen Memorial



**Pave Maine Award recipients (from the top): All States Asphalt, Hagar Industries and two teams from Northeast Paving. This was the first year Maine Pavement Association gave out the honors for excellence in paving.**

Bridge connecting the town of Bucksport to Verona Island. The 700-foot-long bridge deck had the pavement milled off, then new scuppers put in, new membrane on the deck, and two lifts of pavement. The bridge joints

were also repaired during this project. What made this project unique was the traffic control required. With the Penobscot Narrows Bridge, Fort Knox, and the attractive Maine coast, this area sees a lot of tourism along this route.

Hagar Enterprises from Damariscotta won in the 2,500-10,000 division. The project was located on Route 27 in Boothbay. This project was unusual, as it involved partnerships with MaineDOT, Boothbay and private enterprises all working together to ensure the successful completion of new traffic and pedestrian upgrades. Work included a new rotary, turning lanes, access road, pedestrian walkways, bike paths, a town office parking lot and a new post office parking lot.

All States Asphalt of Richmond took the 10,000 division win. The project was located in China/Belmont. This project was 21.71 miles long and included 338,914 square yards of surface treatment of ultrathin bonded wearing course and 2,978 units of dense mix. By contract requirements this 21-mile stretch of roadway needed to be substantially complete by June 15, 2018. The Trek Across Maine charity bike ride was scheduled for mid-June. The timeline was very aggressive with work starting on April 30, 2018.

MBTA congratulates the first-ever Pave Maine award winners! ■

FMI: To learn more, visit [www.maine-apa.org](http://www.maine-apa.org).



Pike crew on Main Street in Rutland, Vermont in 1885.

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# Nortrax to host golf tournament to benefit Travis Mills Foundation, honor Paradis

**N**ORTRAX is holding its annual and newly named Nortrax Golf Tournament & Live Auction event Friday, August 16 to benefit the Travis Mills Foundation. One hundred percent of the profits from the event go to the Travis Mills Foundation.

Mike Sullivan of Nortrax said this year's tournament will honor John Paradis, who died unexpectedly on May 19 and had been instrumental in organizing the fundraiser, as well as Nortrax's support for the Travis Mills Foundation.

To date, the golf event and auction has raised more than \$116,000 for the Travis Mills Foundation, an organization that provides a retreat for "recalibrated warriors." The goal is to top last year's donation of \$55,000.



Travis Mills and John Paradis

Nortrax also announced that a private donor has pledged to match funds up to \$55,000 raised at the golf tournament and auction. The funds will be used to build a multi-purpose center and a fitness center. Also new for this year's tournament, non-golfers are invited to attend the luncheon (\$50 to attend the lunch and auction). For golfers, the event includes 18 holes of golf with cart, continental breakfast, buffet lunch, casino holes, mulligans and hole-in-one

prize. Golfers and others interested in the event should contact kelly.labbe@nortrax.com for information. RSVPs are due by August 1. ■

FMI: To learn more about the Travis Mills Foundation, go to [www.travismills.org/foundation](http://www.travismills.org/foundation).

## Bernstein Shur elects new CEO

**B**ERNSTEIN SHUR, a leading New England law firm, has announced that Director of Attorney Recruiting and Retention Joan Fortin will become the first female chief executive officer in the firm's 104-year history on January 1, 2020, upon the retirement of current CEO Pat Scully.

The firm's equity shareholders elected Fortin as CEO in early April. "Joan was the most qualified candidate for the position," said Scully. "The fact that she is our first woman CEO is a bonus. It's an exciting development for our firm."

A member of the Maine State Bar since 1996, Fortin specializes in land use, municipal law and tax increment financing. She joined the firm's board of directors in 2008; and as director of attorney recruiting and retention, she has hired nearly half of the firm's 120 attorneys. Fortin earned her J.D. from Northeastern University School of Law in Boston.



Joan Fortin

Prior to that, she earned a master's degree in higher education administration from the University of Maine and a bachelor's degree from Colby College in Waterville. She grew up outside of Waterville on a dairy farm in Benton. In 2018, *Mainebiz* named Fortin a "Woman

to Watch." She has also been recognized in *Best Lawyers in America* for municipal law, and in 2013, *Best Lawyers* named her "Lawyer of the Year" for municipal law in Portland, Maine.

She is also active in the community, chairing the American Heart Association's 2019 Go Red Luncheon, volunteering her time with the Olympia Snowe Women's Leadership Institute, serving as a member of the Lex Mundi Women's Initiative recruitment and retention task force, and frequently speaking on a variety of topics related to diversity, inclusion, and women in the workplace. She and her husband, Chet Randall, reside in Portland. In off hours, they can often be found together on a sideline somewhere cheering on their two children during a football, basketball, soccer or baseball game. ■

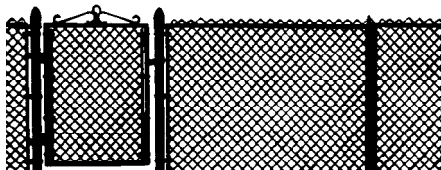
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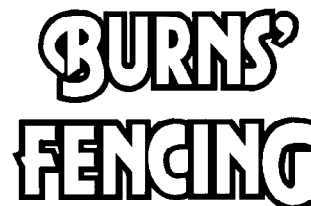
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# Parsons a 2019 World's Most Ethical Company

**P**ARSONS HAS been recognized as one of the 2019 World's Most Ethical Companies by the Ethisphere Institute, a global leader in defining and advancing the standards of ethical business practices. This is the 10th consecutive year Parsons has been so recognized. In 2019, 128 honorees in 21 countries and involving 50 industries were recognized.

The World's Most Ethical Companies assessment is based upon the Ethisphere Institute's Ethics Quotient (EQ) framework, that offers a quantitative way to assess a company's performance in an objective, consistent, and standardized manner. The information collected provides a comprehensive sampling of definitive criteria of core competencies rather than all aspects of corporate governance, risk, sustainability, compliance, and ethics.

Scores are generated in five categories: ethics and compliance program (35 percent), culture of ethics (20 percent), corporate citizenship and

responsibility (20 percent), governance (15 percent), and leadership and reputation (10 percent). All companies that participate in the assessment process receive their scores, providing them with valuable insights into how they stack up against leading organizations.

Ethisphere honors superior achievement through its World's Most Ethical Companies recognition program, provides a community of industry experts with the Business Ethics Leadership Alliance (BELA), and showcases trends and best practices in ethics with the publication of *Ethisphere* magazine.

Founded in 1944, Parsons is a leading provider of technology-driven solutions in the defense, intelligence and infrastructure markets. The company has locations throughout North America and serves Maine and New England from its Boston office. ■

FMI: To learn more about Parsons, visit [www.parsons.com](http://www.parsons.com)

## Recognitions and a hire at Clark

**C**LARK INSURANCE announced recently that President Jeff Shaw, Chief Operating Officer Jeff Lind and Team Lead Adele Nichols have received industry recognition.

Shaw was recently sworn in as chairman-elect of the Maine Insurance Agents Association (MIAA). He will serve as chair of the organization starting in April 2020. Shaw has been involved with the MIAA for a number of years, including as vice chair of its board for the 2018-2019 term. Joining the industry in 1986, he moved to Clark in 2004 where he led Clark Insurance's sales team for 11 years. He became president of the firm in 2015.

Lind was presented with the Lee Allen Award by The Institutes' Maine CPCU Society Chapter in late May. The award is presented to individuals within the Maine CPCU Society that display a high level of dedication and contribution to the Maine insurance industry. Lind has held many positions within Clark Insurance: he started in the mail room in 1993 and worked his way up to COO (earning bachelor's and master's degrees from the University of Southern Maine and several insurance industry designations along the way). Twenty years ago, his mother, Gail



Adele Nichols

Nick Weiner



Jeff Shaw

Jeff Lind

Lind, was the recipient of this award. Upon receiving the award this year, Jeff told the story of presenting the award to his mother – a hand off that resulted in the unfortunate breaking of the eagle sitting atop the trophy. Luckily, the

award has since been fortified.

Nichols, team lead in Clark's Personal Insurance Department, received the 2019 Insurance Professional of the Year in late April at the Insurance Professionals of Greater Portland's (IPGP) All Industry Night. Nichols has been involved with the IPGP for 10 years, and took on a leadership role in 2010 when she became a board member and safety chair. Since then, she has held more than 20 positions across IPGP, the state council and regional committee, including IPGP secretary, public relations chair and president.

Clark Insurance also recently announced that the firm has hired Nick Weiner as an account executive at its Portland headquarters. Weiner joined the insurance industry in 2012, and has developed a knowledge base around professional, management and cyber liability insurance. He founded his own company, CyberSecurePros in 2018. Weiner will continue to provide coverage to professional service firms including: financial professionals, attorneys, technology professionals, and accountants. ■

FMI: To learn more about Clark Insurance, visit [www.clarkinsurance.com](http://www.clarkinsurance.com).





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# MaineDOT will work to overcome latest challenges

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am humbled to be part of this team.

In February, we released the 2019 edition of the MaineDOT Work Plan, that lays out, in detail, planned work for the three calendar years 2019, 2020, and 2021. This work plan contains 2,193 individual work items - including capital, operating, and administrative work - and has a total value of \$2.4 billion. The size and diversity of our transportation system require us to put a great deal of thought into how to prudently invest our limited resources. Through a data-driven process led by



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experts that collectively have hundreds of years of experience, we evaluate safety needs, the condition of assets, and customer needs to assure that limited funding is being spent wisely.

No matter how good the work planning process is, we must acknowledge that we simply cannot do everything that our customers expect of us. It will surprise no one to say that MaineDOT – like most transportation departments across the country – has a significant unmet funding need. Before recent construction increases, we estimated the annual funding shortage at \$108 million for our highway and bridge program alone. Needs for other modes obviously exist as well. Moreover, it is important to note that the \$108 million figure is based upon an assumption that General Fund bonds of \$100 million will continue every year. Bonding is a prudent and effective tool to fill funding gaps when interest rates are low and construction inflation is high, but we all know those conditions will change.

Our challenge has gotten tougher in recent months, as construction costs have increased substantially. Although we planned for a 10-percent increase in our Work Plan, we are experiencing a 30-percent increase program-wide, and some bids are 50- to more-than-100-percent above estimates. Like always, MaineDOT is not alone. Anyone who is trying to do any sort of construction work right now knows that this problem extends beyond the transportation world to schools and private development. There are likely multiple causes of such increases, but the workforce shortage in the construction industry – something we are experiencing as well – is likely a leading contributor.

Obviously, we can't spend more than we have. Therefore, at the end of

April, we announced that we need to make a course correction. We began rejecting some high bids and are devising a revision to our Construction Advertising Plan (CAP) – something we have not had to do in a decade. This CAP revision will immediately impact proposed bids for calendar year 2019 to be received on May 15 and beyond. This revision will be substantial – resulting in the deferral and perhaps cutting of projects valued at tens of millions of dollars.

Looking beyond 2019, we expect that higher construction cost estimates will substantially impact the 2020 edition of our three-year Work Plan. That will mean less new work and even more prioritization. Please know that we hate having to do this. We want to be a reliable production partner, and we know that every project is important, but part of being reliable is making sure we have the funds to pay for our plans, so we essentially have no choice.

Despite these challenges, there is always a silver lining. Throughout this difficult process, we have consistently heard that MaineDOT is prioritizing well, spending prudently, and communicating openly and honestly. This lays the foundation for solutions. It won't be easy, but I'm betting on the men and women of MaineDOT and the people who support them. ■

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ABOUT THE AUTHOR: MaineDOT Commissioner Bruce Van Note has more than 25 years of professional transportation work experience in Maine, including 12 years as deputy commissioner at MaineDOT and four years as director of policy and planning for the Maine Turnpike Authority.



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## Full speed ahead

**S**EVENTEEN MONTHS after the close of World War II, America and Maine were booming, and there was something interesting happening on the nation's roadways. There were 1,359,244 fewer cars and trucks on the road than in 1941, but those cars were driving a whole lot more, according to a story in the February 1947 issue of *The Trail* citing a report from the American Road Builders Association (ARBA). "The average passenger car owner used 651 gallons of gasoline and drove some 9,764 miles in 1946." With a total gasoline consumption of 25.2 billion gallons, the nation's drivers were using a billion more gallons than in the peak pre-war motor year.

Recent industry surveys had revealed that 30.6 percent of the nation's families were waiting to buy new cars and 51 percent of the nation's families living in urban areas already owned cars. ARBA President James J. Skelly said, "Increasing gasoline consumption shows that the nation is geared to a highway pattern of living. . . With all of us driving more, construction and maintenance of our highway is a national 'must.' Highways must be made safe and adequate for increasing numbers of drivers."

By comparison in 2016, Americans consumed more than 140 billion gallons (or about 3.40 billion barrels) of motor fuel, according to the U.S. Energy Information Administration and there were 268.79 million registered vehicles that traveled 3.2 billion miles, according to the Bureau of Transportation Statistics and the Federal Highway Administration. ■



Actual color photograph of 1947 Studebaker Regal De Luxe Land Cruiser

Here's your style leader and star performer...  
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Men of conscience as well as competence build long life into every Studebaker—The Studebaker A 43-year-old father and 40-year-old son, they're old-timers on their Studebaker jobs. Like many of their fellow-workers, they're solid family men and home owners. For over 35 years, there has been a steady sequence of these father-and-son teams at Studebaker.

Screenshot

**A**S MOST people know, there's just one showpiece among today's cars. You see it pictured here—the postwar Studebaker. This is the fresh, new kind of style that people hoped all 1947 automobiles would have.

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Brightest star of the postwar Studebaker line is the ultra-luxurious, extra-long-wheelbase Land Cruiser you see above.

It's a photogenic dream car that proudly leads a Studebaker fashion show of equally distinctive Champions and Commanders.

Give yourself a treat to remember. Drop in and see these postwar thrill cars in all their loveliness at a nearby Studebaker showroom.

**STUDEBAKER**  
The postwar leader in motor car style

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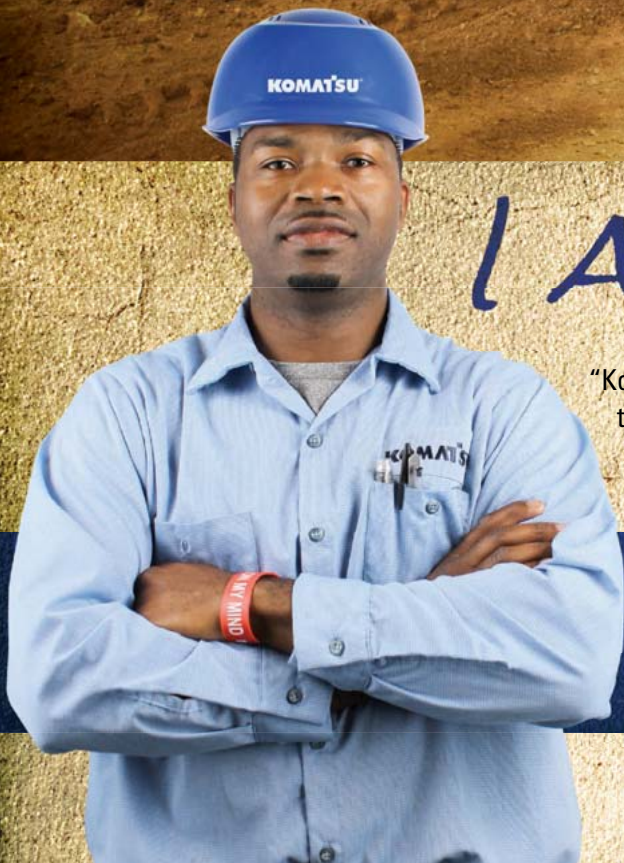




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