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# MAINE TRAILS



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The Magazine of the Maine Better Transportation Association

# MAINE TRAILS

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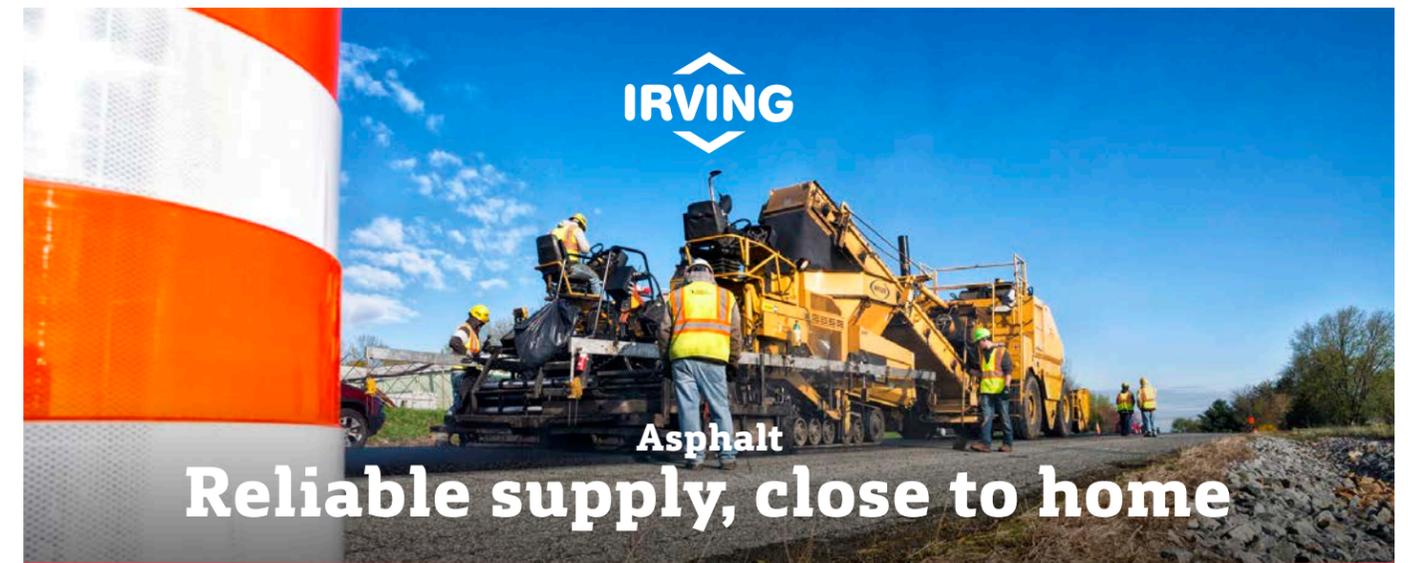


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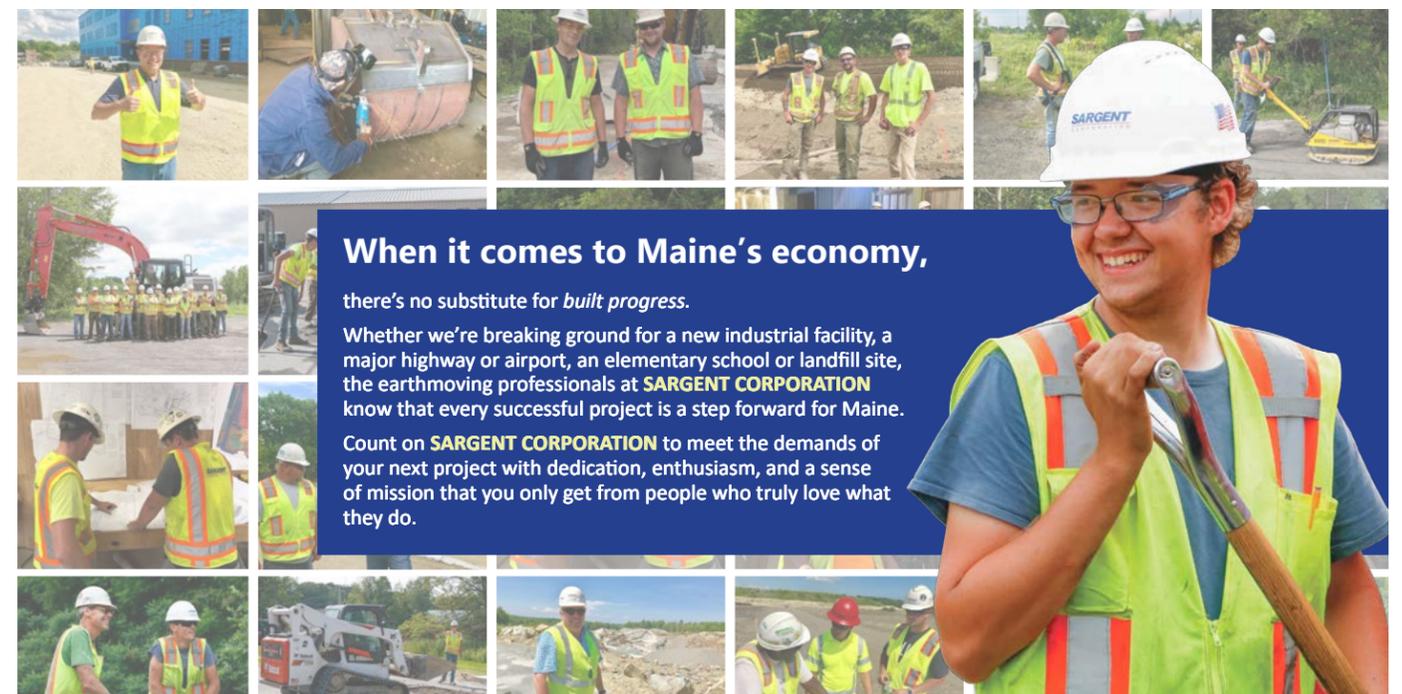


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## PRESIDENT'S MESSAGE

by Irvin Smith, MBTA President



# We can do it!

IN SPITE of the constant turmoil of recent times, I keep thinking about how our industry has consistently stepped up. In fact, I've been thinking about this since the first time I spoke to you as president of MBTA, at our annual meeting in July.

Even back then, almost four months into the pandemic, every day seemed to bring more surprises and more uncertainty as we tried to figure out what was going on and what to do about it, to learn from what we were doing wrong and to build on what we were doing right. Would Maine continue to lead the country in slowing the coronavirus's spread? Would opening the state up to tourism help to jumpstart our economy again? Following guidelines set by the Maine CDC, would we be able to beat back the virus and begin to experience a sense of normalcy again?

By summer's end, we were closing in on answers to some of those uncertainties.

No question, masking and physical distance have helped keep the coronavirus at bay and, in our industry, we have been lucky to avoid major outbreaks at job sites and in our offices through the state.

Tourism did rebound —but not as much as any of us would have liked. Traffic on the Maine Turnpike was down by 16.5 percent in August compared to 2019. Still, that was a remarkable rebound considering that turnpike traffic was down by 54 percent in April when Maine and the country was experiencing the first wave of coronavirus cases.

MaineDOT traffic numbers show a stronger recovery of the in-state economy. Traffic on state roads in the second week of October was down only by 8.9 percent over 2010 after falling by more than 50 percent in the early weeks of the pandemic. (Nevertheless, MaineDOT is anticipating a \$40 million decrease in revenues this year.)

For some Mainers, the outlook has been brightening. Employment statistics this fall showed that construction and transportation were among the industries in Maine that had nearly recovered to their pre-pandemic levels of employment. Others, including the leisure and hospitality industries, are still facing challenges.

**“No question, masking and physical distance have helped keep the coronavirus at bay and, in our industry, we have been lucky to avoid major outbreaks at job sites and in our offices through the state.”**

Maybe the least obvious surprise is just how good we have become at adapting. Who would have thought we would get so good at Zoom meetings (not that a meeting isn't still a meeting), or that we could organize a virtual cruise and auction (November 19) or hold a virtual Maine Transportation Conference (December

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1-3), all the while keeping the lines of communication, collaboration and innovation open for the professionals in our field?

I know all of this uncertainty is not fun, but it's something we have to continue to come to terms with, as we have been, by stepping up, by changing and growing, by adapting and by reminding ourselves in the words of Lenny Kravitz by way of Yogi Berra, "It ain't over 'til it's over." Or as MaineDOT Commissioner Bruce Van Note put it recently in a more hands-on way, "It's time to MacGyver."

The cultural reference here is Angus "Mac" MacGyver, the hero of the 1980s TV series MacGyver. Give him a paper straw and a ball of string and he could perform brain surgery. We need to channel some of that ingenuity and innovation to keep Maine's economy and its transportation system going. And besides Mac, who's more hands on than the people who make up the MBTA!

Finally, I also am reminded of the old WW II era poster of Rosie the Riveter who reminded us that "We can do it!"

We CAN do it, but just as we did in the 1940s, we all will need to make some sacrifices. But I am certain of this: we will come out stronger and better in the end.

I would like to thank all of our members who stepped up

to sponsor the Virtual Auction & Scholarship Cruise and all of our members who bought Super Raffle tickets to help support the MBTA Educational Foundation scholarship fund. Because of the coronavirus, we have had to do things a little differently this year, but that hasn't stopped any of us from stepping up to support the MBTA's mission to improve transportation for Maine's economy and its

communities and to support young people starting out in the field of transportation. Thank you so much for your support.

I also would like to thank everyone who participated in the Silent and Live Auctions. Those are essential fundraisers for the MBTA's Infrastructure Development Fund and central to our core mission.

Also, I hope you were able to attend the 70th Maine Transportation Conference that was held virtually December 1-3. MBTA worked closely with our co-presenters MaineDOT and the Maine Section ASCE to put together a great program. Even though this event was virtual, the three-day agenda was packed with great technical and policy discussions, as well as HNTB's Trivia Networking Happy Hour! One member wrote that he actually liked the format because he got to view both the technical and policy discussions.

Did you miss something you wanted to sit in on or do you want to revisit one of the sessions you did attend? Conference registrants can view the recorded sessions at [mbtaonline.org/maine-transportation-conference/sessions/](http://mbtaonline.org/maine-transportation-conference/sessions/).

Finally, I hope that you and your loved ones are safe and well. ■

## MBTA CALENDAR

### SEE YOU IN 2021

*For information about MBTA events, go to the Events tab at [MBTAonline.org](http://MBTAonline.org)*

#### A NOTE TO OUR MEMBERS:

Due to the coronavirus outbreak and meeting restrictions that are likely to continue in coming months, the MBTA board of directors may change our 2021 meeting schedule. So stay tuned! Meanwhile, we hope you have a safe and healthy holiday season. We are so grateful our members are so very supportive and engaged in the work we do to make transportation in Maine safer and more efficient.

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# ONRAMP



## Charging ahead

**T**EL AVIV-JAFFA wants to be the world's first city with a network of recharging roads. The municipality has announced it is on track to roll out a road that can charge electric vehicles as they drive.

The pilot project, due to start shortly, will incorporate 2,000 feet of roadway along an existing bus route. The vehicle to be charged will be an electric bus with a special battery. The technology comes from an Israeli company, ElectReon.

If the Tel Aviv pilot is successful, more roads will be equipped with the below-surface technology, making Tel Aviv-Jaffa the first city in the world to widely roll out the technology.

The technology is being tested elsewhere, as well. In Sweden, ElectReon has installed a 1.6 kilometer (one mile) electric stretch used by a bus and a truck on the 4.1 kilometer (2.5 mile) route between the airport and town center of Visby on Gotland Island. At the end of this year, the company is set to install the first wireless electric road system in Germany, in Karlsruhe in the country's southwest.

Electric roads do away with the need for recharging stations for electric vehicles. A system of copper coils is laid beneath the asphalt to transfer energy from the electricity grid to the road and to manage communication with approaching vehicles.

Receivers are installed on the floor of the vehicles to transmit the energy directly to the engine and the battery while the vehicles are on the go. Communication with all management units and all registered vehicles is via cloud technology. ■

## Urban bike boom

**W**ITH TRANSIT ridership down during the pandemic, urban residents have turned to bicycles for getting around, according to a story in *CityLab*. The news site looked at data from Strava, a fitness tracking app used by 68 million users worldwide. That data showed several U.S. cities have seen a remarkable spike in bike trips in 2020, as well as an increase in cyclists using the app.

Strava noted that four cities saw a major change in cycling during the past year. In Houston, where just .5 percent of the city's residents biked before the pandemic, cycling was up by 138 percent. In Los Angeles, where only 1 percent biked to work in 2019, cycling trips rose by 93 percent. The Strava data showed that New York saw an 80 percent increase in its July cycling trips versus one year earlier. Chicago saw an increase of 34 percent in July 2020.

The numbers reflect all cycling trips by Strava users in these cities, including commute, exercise and leisure. While the app is best known as a tool for fitness enthusiasts, a spokesperson for Strava Metro said users are increasingly logging trips to work, school, errands, health care facilities and other essential destinations. *CityLab* reported that research by the U.S. Centers for Disease Control comparing Strava users who track their bike and walking commutes on the app to U.S. Census Bureau commuter data has found that Strava is a reliable indicator of how the broader population moves.

Strava Metro announced in September that it is making its cycling data free to urban planners in hopes of boosting cycling worldwide. ■

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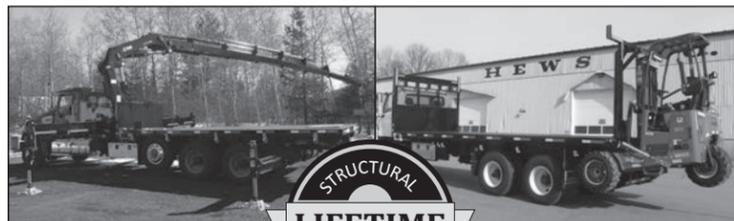
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Traffic speeds across a temporary bridge, one of three new crossings being constructed over Squadabscook Stream.



# The \$45 million bridge bundle

## MaineDOT tackles the largest bundle contract in its history with the help of Cianbro and a hard-working crew of subcontractors

By Glenn Adams

REPLACING A bridge is challenging enough. Now multiply that by eight and get the job done on one of Maine's busiest traffic corridors.

That's the work plan being tackled by Cianbro, lead contractor for the \$44.8 million Hampden Bridge Bundle Project, which is underway and will last for two more years.

"It's a complex project in that it's in a corridor with lots of traffic," said Pat Sughrue, assistant general manager of infrastructure at Cianbro Corporation. With Cianbro's half dozen or so key subcontractors, there are upwards of 50 workers on the job at times, said Sughrue.

The multiple-bridge replacement is the largest bundle project the Maine Department of Transportation (MaineDOT) has done.

The design-build project involves removal of existing bridges, and

design and construction of eight full replacement bridges along a four-mile stretch of Interstate 95 in Hampden. Also included is the rehabilitation of a ninth bridge along that stretch of interstate.

MaineDOT says the bridges are more than 60 years old and at the end of their useful lives. To reduce future maintenance needs, the new bridges will include non-corrosive materials.

### TWO LANES OPEN

The contract calls for maintaining two lanes of traffic on the busy I-95 in each direction to keep things moving. To accomplish this, four temporary bridges and median diversions have been or are being installed.

Median work to accommodate detoured traffic started in February and was to continue through the rest of 2020. Most of the northbound bridge work is expected to be completed in 2021, and southbound bridge work will be completed the following year, the state Department of Transportation said. DOT's timeline called for construction of all four of the temporary bridges in 2020.

The temporary bridges are provided by Acrow Bridge, a 60-year-old international company that makes pre-engineered bridges for vehicle, train, military and pedestrian use. The modular steel bridges are used frequently for temporary spans, said Richard Crawford, director of the Bureau of Project Development for DOT.

The department said it expects traffic impacts will be minimal throughout the duration of the project by keeping two lanes moving at all possible times. The estimated completion date of the project is November 30, 2022.



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The eight bridge replacements are happening on both the northbound and southbound sides of the interstate at four sites between Exits 174 and 180. Three of these bridge pairs cross the Souadabscook Stream and one pair crosses Emerson Mill Road and the Central Maine & Quebec Railway.

Because the bridges over the Souadabscook Stream will be single-span structures, there is no need for supporting piers in the water, MaineDOT said.

The bridge rehabilitation involved in this project is happening at the Exit 180 off-ramp on Cold Brook Road over I-95. That work involves pier substructure rehabilitation.

Once the diversions have been constructed, the northbound traffic will be moved to the median roadway while the northbound bridges are under construction. When the new northbound bridges are complete, northbound traffic will move onto the new bridges, and southbound traffic will move to the median roadway while construction occurs on the southbound bridges. After the southbound bridges are complete, southbound traffic will move onto the new bridges, and removal of the median roadways and bridges will begin, MaineDOT explained.

Actual work started in February and the diversions began July 22.

**LARGE, NOT UNIQUE**

Bundling of projects is not unique, MaineDOT's Crawford said. The department typically bundles multiple paving preservation projects into a single project.

"We also do this with bridge painting projects. The Hampden bundle is the largest we have done and is multiple bridge replacements. The benefits are lower prices due to economy of scale. It allows maximum use and efficiency of staff. With this Hampden bundle, the bridges are very similar in nature, which allows for reductions in cost and time in design and construction, as it gives the opportunity to use the relative same design at multiple locations," said Crawford.

Planning and design for the bundle of projects were started in July 2017, Crawford said. The MaineDOT issued a request for proposals

in June 2019. No property acquisition process was necessary because the bridges are on the interstate highway system, he noted.

As a design-build project, the contractor oversees the design and construction of the entire project, DOT said. Design-build also allows construction to begin before the entire design is complete.

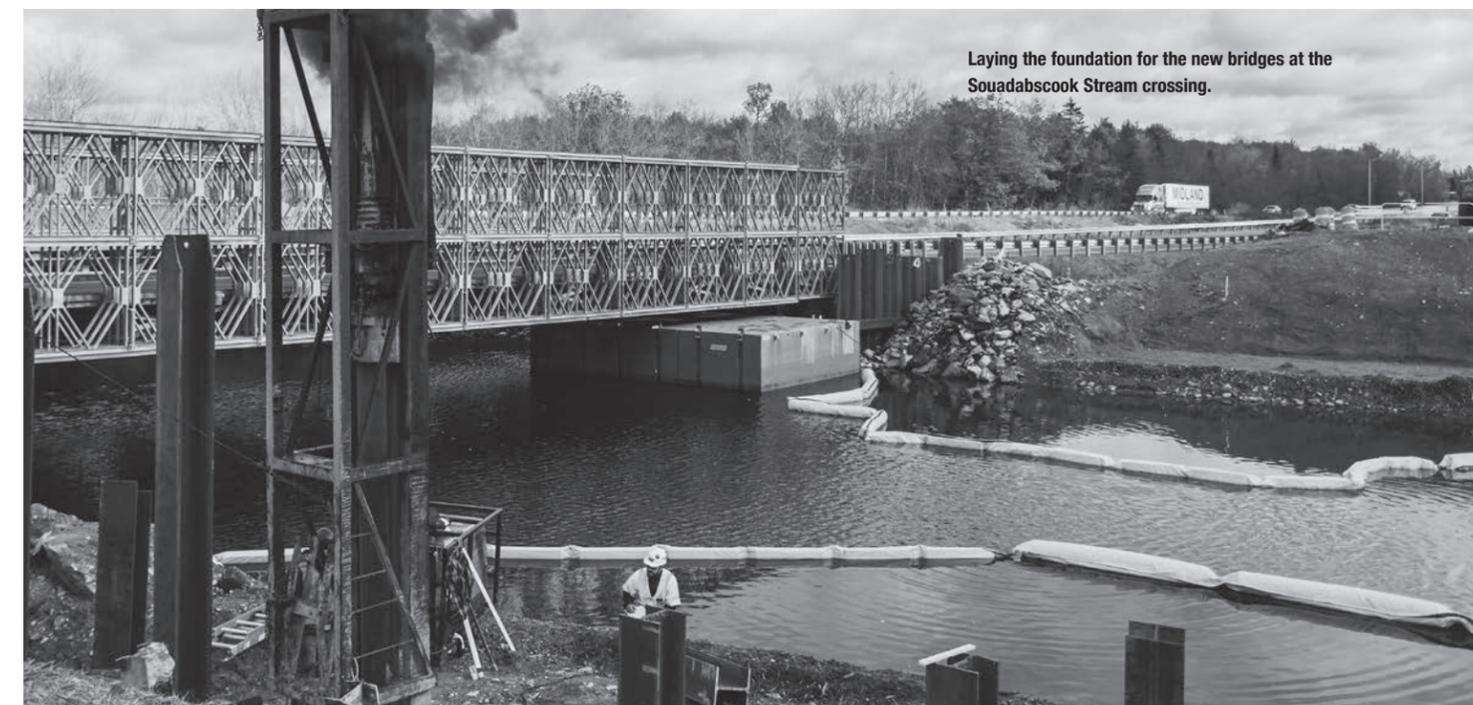
MaineDOT calls design-build "a cost-effective model that allows for faster project completion than traditional construction methods."

In order to build the median roadway and bridges, there are times that interstate travel lanes are reduced to one lane either northbound, southbound, or both. MaineDOT and the contractor were



**"It's a complex project in that it's in a corridor with lots of traffic," said Pat Sughrue, assistant general manager of infrastructure at Cianbro Corporation. With Cianbro's half dozen or so key subcontractors, there are upwards of 50 workers on the job at times, said Sughrue.**

CIANBRO



Laying the foundation for the new bridges at the Souadabscook Stream crossing.

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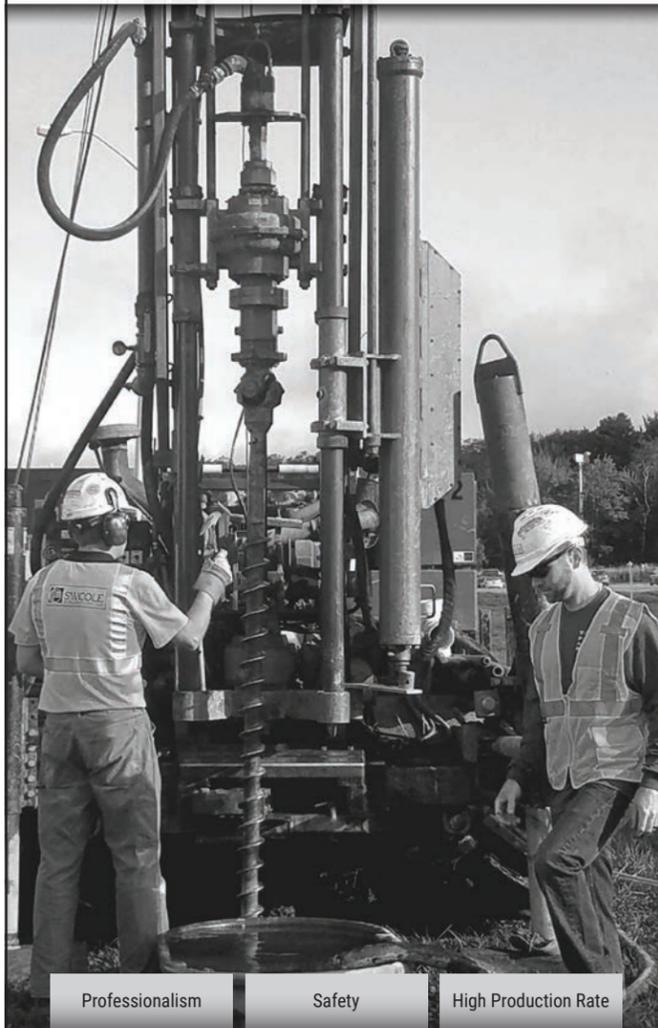
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monitoring traffic daily to best adjust the days and times for the lane closures and prevent delays. Overall, the idea is to sequence the work in order to keep traffic moving as normally as possible, said Sughrue.

“Our goal would be to do four northbound bridges at a time, then switch over traffic and do the southbound bridges,” Sughrue said.

### MINIMAL DISRUPTION

Traffic disruption in Hampden itself has been minimal, according to Paula Scott, town manager for the community of about 7,300.

“Hampden sees these repairs as a benefit to the region for the sake of the public that traverse these roads daily on their way to work and school,” said Scott. “It often appears as though much of the funds that voters approve for roads and bridges get utilized elsewhere, so it is nice to see some needed repairs being taken care of in this area.”

“We have not found much of a disruption, other than what one would normally expect when there is any type of road construction occurring. MaineDOT and its subcontractors have been extremely responsive to us as a town by providing updates on road closures, one-lane traffic, detours or any other pertinent information that we need to get out to our residents,” Scott said.

The schedule as outlined by MaineDOT called for pouring all six temporary stream bridge abutments and finishing installation of pre-load at Center and West Bridge, in May. Then the plan is to launch the east and west temporary bridges in June.

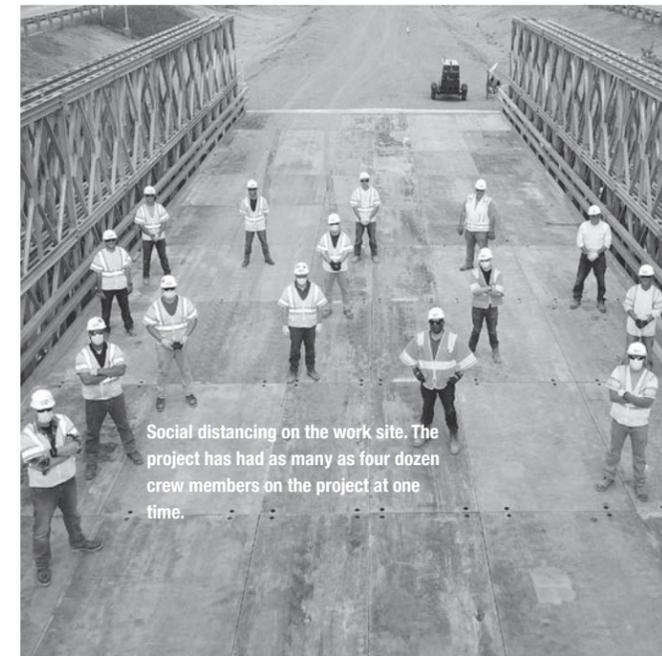
July’s schedule called for launching of the center temporary bridge, and paving and diversion of east northbound traffic on temporary diversions. August work was demolition of the existing east northbound bridge, and beginning new east northbound bridge abutment work.

That was followed by paving and diverting west northbound traffic on temporary diversions in September. October’s schedule called for paving and diversion of center northbound traffic on temporary diversions, launching Emerson Mills Road temporary bridge and finishing new east northbound abutments and beginning setting structural steel.

### FOCUS ON BRIDGES

November’s schedule has included paving and diversion of Emerson Mills Road northbound traffic on temporary bridges and demolition of the existing northbound bridge. Demolition of existing center northbound bridge is set for December.

The Hampden I-95 project is one of several bridge projects underway or in design stages across the state. MaineDOT lists:



Social distancing on the work site. The project has had as many as four dozen crew members on the project at one time.

Prepping for demolition of one of the three northbound Souadabscook Stream bridges.



- The Route 9-Interstate 395 connector, which was in final design stages in October;
- Replacement of the Ohio Street bridge over I-95 in Bangor, which was reopened with construction winding down in October;
- Replacement of the Maine Avenue and U.S. Route 201 bridges in Gardiner, due for completion by the end of 2020;
- Replacement of the Madawaska-Edmundston International Bridge, which was set to be advertised in late 2020. Actual construction could take place in 2021;
- Replacement of the Veranda Street (U.S. 201) Bridge in Portland. Due to its deterioration, replacement has been recommended;
- Replacement of northbound and southbound I-295 single span bridge over Veranda Street;
- Piscataqua River I-95 bridge improvements, ongoing.

The bridges in the Hampden Bundle Project include:

- I-95 southbound bridge over Emerson Mills Road and Bangor & Aroostook Railroad;
- I-95 northbound bridge over Emerson Mills Road;
- Souadabscook Center, northbound over Souadabscook Stream;
- Souadabscook Center, southbound over Souadabscook Stream
- Souadabscook East, northbound bridge over Souadabscook Stream;
- Souadabscook East, southbound bridge over Souadabscook Stream;
- Souadabscook West, northbound bridge over Souadabscook Stream;
- Souadabscook West, southbound bridge over Souadabscook Stream
- Also, bridge rehabilitation at the Exit 180 off-ramp on Cold Brook Road over I-95.

Additional bridge replacement projects in the area that are not part of the bundling include:

- Ohio Street bridge over I-95 in Bangor;
- Twin bridge over the West Branch of the Souadabscook Stream;
- Grist Mill Bridge over Souadabscook Stream. ■

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

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# FAST Act extension included in temporary funding bill

**O**N OCTOBER 1, President Trump signed a continuing resolution that funds federal government programs for fiscal year 2021 – October 1, 2020 through December 11, 2020 – and extends the country's current surface transportation funding reauthorization through September 30, 2021. The bill had cleared the Senate late on September 30 by a vote of 84 to 10. The House had passed its version of the continuing resolution, which included a one-year extension of the Fixing America's Surface Transportation or FAST Act, on September 22 by a vote of 359 to 57, with one member voting present.

The FAST Act extension includes an additional \$13.6 billion added to the Highway Trust Fund – an increase urged by the American Association of State Highway and Transportation Officials and 87 organizations to congressional leadership in a September 9 letter. The letter had urged Congress to increase funding to help support state agencies facing major cuts due to decreased revenues resulting from the coronavirus outbreak.

"We are pleased that Congress approved the \$13.6 billion transfer to the Highway Trust Fund and that states will have certainty for planning their 2021 programs, knowing the current surface transportation legislation remains in place for another year," said Jim Tymon, AASHTO's executive director. "We look forward to working with Congress and committee staff on a reauthorization that will address the challenges facing surface transportation, including the need for a long-term fix for the Highway Trust Fund," he added.

According to an analysis by AASHTO, the FAST Act extension within the continuing resolution provides:

- Obligation limitation through December 11, estimated to be \$9.1 billion for the Federal-aid Highway Program.



The transportation reauthorization passed by Congress this fall will go through September 30, 2021, and includes \$13.6 billion additional funding for the Highway Trust Fund.

**"This really was a big win for state DOTs. This means we are good for a continuation of policy and funding."**

AASHTO Director of Policy & Government Relations Joungh Lee

- An extension of FAST Act funding and provisions from FY 2020 to all of FY 2021, including contract authority formula apportionments to states.
- A \$10.4 billion general fund transfer to the HTF's Highway Account and a \$3.2 billion transfer to the Mass Transit Account.
- A \$14 billion general fund transfer to the Airport and Airway Trust Fund, making up for the aviation excise tax holiday included in the \$2 trillion CARES Act passed in March.
- Suspension of the Rostenkowski fiscal solvency test for the Mass Transit Account for FY 2021. Without suspending that "test" – crafted by the late Rep. Dan Rostenkowski (D), who served as chairman of the House Ways and Means Committee in the 1980s – significant reductions in transit obligation funds would occur in FY 2021.
- An increase to the "multimodal cap" within the U.S. Department of Transportation's

Infrastructure for Rebuilding America or INFRA discretionary grant program from \$500 million to \$600 million.

- An extension of 2017 and 2018 Better Utilizing Investments to Leverage Development or BUILD grant program obligation deadlines through September 30, 2021.

“This really was a big win for state DOTs,” added Joung Lee, AASHTO’s director of policy and government relations during the organization’s virtual joint policy conference in October. “This means we are good for a continuation of policy and funding.”

When the U.S. House passed its version of the extension, both Representatives

Peter DeFazio (D-Oregon) and Sam Graves (R-Missouri), leaders of the U.S. House of Representatives’ transportation policy panel, expressed agreement on the merits of a one-year extension of the country’s soon-to-expire highway law, asserting it would buy congressional policymakers time to update its provisions and keep Americans working at a critical time.

“With this one-year extension in place, we can continue work on a long-term, transformational bill that significantly boosts investment in our surface transportation network and moves our transportation systems into the 21st century,” DeFazio said. “As many stakeholders continue to navigate

the impacts of the COVID-19 pandemic, ensuring that states are capable of planning and executing infrastructure projects and preventing any disruptions to the 2021 construction season will keep Americans on the job rebuilding our infrastructure,” Graves noted.

There continues to be frustration at the state level, as Congress continues to defer challenging funding decisions and neglects to take up the difficult topic of transportation funding. The last time the federal gas tax was increased was in 1993 and the last time Congress passed all 12 appropriations bills, including a multi-year transportation reauthorization, was in 1996. ■

STATES NEWS

# ‘MacGyver mode’ Across the country, state DOTs grapple with revenue shortfalls

IN MAINE, as COVID restrictions kicked into place, MaineDOT stepped up work on state roads. There were fewer vehicles on the roads, and that allowed contractors to accelerate the pace of work on several road and bridge projects. Governor Janet Mills and the Maine Legislature also took steps to fill what will be a \$40 million gap in transportation revenues at the end of this biennium, by sending a \$105 million transportation bond to voters in June, rather than waiting until the November election cycle.

That – plus low interest rates – has enabled MaineDOT to jigger its work schedule to add \$33 million in projects to its schedule in 2020.

“COVID is a very big, dark cloud, but there’s a silver lining – dealing with less traffic is more cost-effective. It’s also safer out on roads working on projects – and so we did a lot,” MaineDOT Commissioner Bruce Van Note told *Mainebiz* in a recent interview. Meanwhile, Van Note and MaineDOT have been looking ahead to revenue projections and what Maine will have to do to get through this period of decreased travel and gas tax revenues.

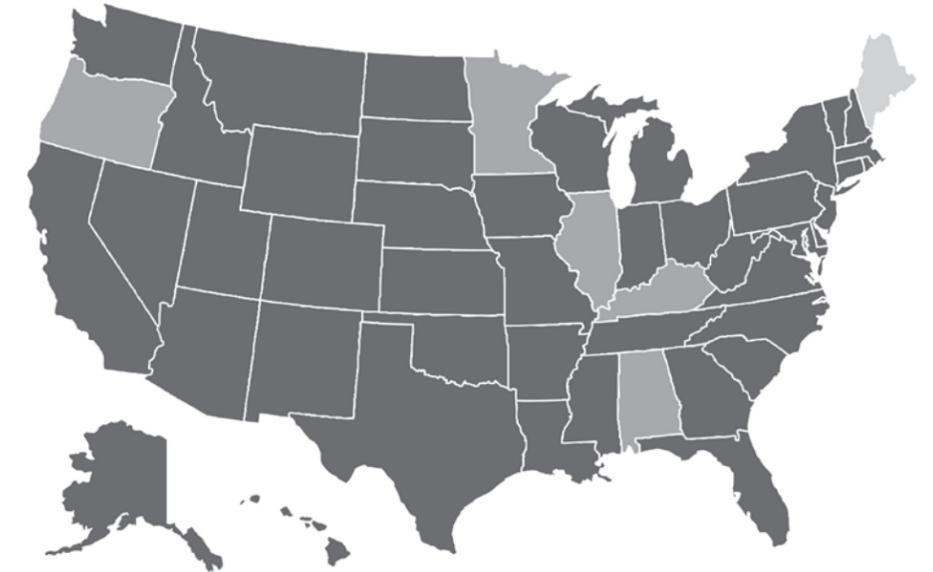
Said Van Note: “Long-term, there’s going to have to be some broad bipartisan conversations about how we fund transportation, and we do need more revenue, but now is not the best time for that conversation. Given rock-bottom interest rates, we’re probably going to have to rely on bonding to get us through this pandemic. That would mean probably a bond larger than \$100 million next year, and it might need to be in June instead of November to get us through.”

**FEELING THE CRUNCH**

Even as Maine has pushed through more projects during this period, other states have started to rein in work as they look at declining revenues.

Oregon’s Department of Transportation (ODOT) announced earlier this month that it is looking at a \$27 million annual decline in gas tax revenues as a result of the pandemic. While the pain of this revenue decline has been lessened somewhat due to a 2-cent-per-gallon increase in gas tax that recently took effect, officials from ODOT have said they are looking at postponing some projects and cutting back on services, including snow plowing, to help make up some losses.

“We’re postponing some of our big road projects, canceling one of them and downsizing our team,” ODOT Assistant Director Travis



Oregon’s revenue losses have been tempered by a 2-cent-a-gallon increase in the gas tax that recently took effect. Kentucky officials have called its loss of highway revenues “dire.” Maine is facing a shortfall of \$40 million, and several other states are reporting major revenue losses. Those and other states featured in this article are highlighted in gray.

Brouwer told KOIN News in late October.

In Minnesota, the state government has taken steps to meet the funding challenge head on. On October 21, Democratic Governor Tim Walz approved a \$1.9 billion infrastructure bond, the largest public works package in that state’s history. Bipartisan agreement on the bond was achieved after a long debate, with the final vote reflecting legislators’ views that a jobs bill was needed to counteract persistent unemployment caused by the economic slowdown during this time.

“The ability to create jobs, get them in the pipeline and be able to build is going to be absolutely critical for keeping these folks employed and keeping the state moving forward,” said Walz when he signed the bill in St. Paul.

In Kentucky, news outlets are describing the transportation funding shortfall created by the coronavirus as “dire.” The state has seen a \$74.6 million drop in state road funding for fiscal year 2020, including a \$32 million decrease in gas tax revenues.

The Northern Kentucky Tribune quoted Chad LaRue, executive director of the Kentucky Association of Highway Contractors, speaking to the General Assembly’s Interim Joint Transportation Committee and trying to put those funding losses in perspective: “We are likely going to end up at a level in 2020 that approaches the total we were putting down in 1960. We’re going to be putting down at a level we were at 60

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

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years ago, something many in this room have not seen in their lifetime.”

## SILVER LININGS

Still, other states are seeing the benefits of recently enacted new and expanded transportation funding measures. In Alabama, a Republican-controlled legislature and Republican governor last year passed the Rebuild Alabama Act which raised the gas tax by 6 cents per gallon with two additional 2-cent annual increases set for 2020 and 2021. The “new” money is already having a marked effect with the state reporting a \$150 million gain in fuel tax revenues over last year – a 28 percent increase over 2019.

Twenty-five percent of the new funding goes to counties and 8 percent to municipalities, and that has been appreciated by local officials.

“It’s been a game-changer for us,” Sonny Brasfield, executive director of the Association of County Commissions of Alabama told Alabamian.com. His organization had lobbied for the gasoline tax increase to address a persistent backlog of bridge and road maintenance. Brasfield said that in its first year, the new revenue is expected to double the normal amount of resurfacing and bridge replacements, to about 1,100 miles and about 20 to 22 bridges.

“There’s no question about that. We’re doing everything we can to maximize the money,” said Brasfield.

In Illinois, community leaders are praising the first round of projects to come from Governor J.B. Pritzker’s “Rebuild Illinois” \$45 billion infrastructure plan. The plan draws on a 19-cent increase in the state gas tax, as well as other funding sources, and the money raised goes to roads, bridges, transit, education, state parks, historic sites and clean water infrastructure.

One of the first major road projects undertaken under the plan is the rehabilitation of I-255. State officials announced the project would be concluded ahead of schedule on November 1 and save taxpayers \$14 million.

“This highway saw \$67 million worth of drainage upgrades, bridge repairs, and resurfacing,” said Pritzker in a statement about the project. “Best of all, we got this project done in record time – months instead of years – saving money and protecting drivers and workers alike by strategically closing the road for work.”

Rebuild Illinois is expected to support 540,000 jobs in the state over the life of the plan. ■

# Port of Portland receives \$4.1 million for improvements

**T**HE U.S. Department of Transportation Maritime Administration (MARAD) has awarded a \$4,098,360 grant to the Port of Portland. The grant will be used to increase the efficiency and reliability of the container terminal.

The project, titled Linking Intermodal Needs and Rural Freight Knowledge (LINK), will provide additional public and private logistical assets at Merrill’s Marine Terminal with warehousing, breakbulk and drybulk-to-container loading capacity. The project was championed by U.S. Senator Susan Collins (R-Maine), who is chair of the Senate Transportation Appropriations Subcommittee. During her tenure on the committee, Collins has secured federal funding for marine infrastructure, including \$225 million for the Port Infrastructure Development Program in the fiscal year 2020 appropriations bill. She also secured a provision requiring MARAD to prioritize funding for small ports and allowing small ports to receive

up to an 80 percent Federal cost share.

“The International Marine Terminal has experienced a significant increase in volume in recent years, and this \$4.1 million investment will allow the terminal to make improvements to keep pace with its substantial growth,” said Collins. “This major seaport is northern New England’s only container terminal and is utilized daily by businesses and customers across our state, including L.L. Bean, Sappi, Aroostook potato growers and Washington County blueberry growers. The LINK project will create additional jobs, increase the export of Maine manufacturers’ products, and support rural economies across the state. As the chair of the Transportation Appropriations Subcommittee, I will continue to push for funding to address our state’s transportation needs.”

The project has four major components: 1) to connect the International Marine Terminal and Merrill’s Marine Terminal through the construction of a heavy haul road along

existing railroad tracks; 2) to renovate a currently vacant state-owned warehouse at Merrill’s Marine Terminal; 3) to consolidate cross-docking activities with terminal access; and 4) to add capacity for bulk-to-container and container-to-bulk operations.

“The LINK project will be the latest investment into the successful redevelopment of Portland’s working waterfront,” said Jon Nass, CEO of the Maine Port Authority. “This grant will help two Maine terminals continue to grow, create jobs, and provide critical logistical infrastructure to help grow Maine’s economy.”

Portland’s International Marine Terminal has seen container volume grow by 20 to 30 percent year over year since the port attracted marine shipper Eimskip to establish its North American operations at the port. Even during the pandemic and economic crisis, this year’s total volume is projected to match the previous calendar year. ■

# Portland planning board gives cold storage thumbs up

**P**ORTLAND'S PLANNING Board unanimously approved a cold storage facility on state-owned land near the International Marine Terminal on October 14. Proponents of the facility have said that expanded cold storage capacity will keep Maine's busiest deepwater port competitive with larger ports.

After a previous effort was abandoned, a new group of developers stepped up and presented a plan for a 120,000-square-foot Maine International Cold Storage Facility at 40 West Commercial Street adjacent to the International Marine Terminal on Portland's western waterfront.

The plan was proposed by Treadwell Franklin Infrastructure, Eimskip and Amber Infrastructure and is estimated to cost between \$25 million and \$30 million to construct.

When complete, the facility will serve Maine's growing food, beverage and biopharmaceutical industries.

One day before the vote, the editorial board of the *Portland Press Herald* came out in favor of the plan. "Without the port, Maine would be the end of the road when it comes to interstate commerce," the editorial board wrote. "But with it, Maine becomes a midway point between Europe and the major population centers of North America. Access to this trade hub is a huge opportunity for Maine companies that want to receive supplies or ship their products."

Jon Nass, CEO of the Maine Port Authority, told *The Forecaster* that the facility will



A rendering of the planned cold storage facility on Portland's waterfront.

SEWALL

accommodate 20,000 refrigerated pallets and provide a cost-effective alternative for shippers who otherwise would have to use cold storage facilities south of the state. Shipments that come into the terminal now have to be stored in Boston and brought back up to Maine to be distributed locally.

"This will give a competitive advantage to Portland, Maine, to help keep the port successful for years to come," Nass said.

There was strong opposition to the project from a group of West End Portland residents who will overlook the facility. They argued the building is too big, would add to the traffic congestion in that section of the city and shouldn't be built in that section of the waterfront. More than 80 residents wrote a letter of opposition to the Planning Board in

August.

This latest proposal was presented to the city two years after Americold abandoned plans to build a similar facility on the site. The land has been vacant the last several years. Most recently it housed a Northern Utilities natural gas/propane distribution facility.

In recent years, the state of Maine has invested \$64 million in the port's infrastructure. Since Eimskip established its headquarters at the port in 2013, the port has seen freight volumes increase by 25 percent annually.

According to the *Press Herald*, more than 28,600 container units passed through the port of Portland, four times the volume in 2013. ■

# USDA awards \$130K to NMDC

## Grant will provide water and waste water training for municipalities

**T**HE USDA has awarded two grants totaling \$130,000 to the Northern Maine Development Commission. The largest of the two grants – a Water and Waste Technical Assistance Training Grant of \$80,000, will provide educational assistance. The second grant – a \$50,000 Rural Community Development Initiative Grant – will provide training and technical assistance to 31 very low and low-income municipal and economic development recipients.

The Water and Waste Water Technical Assistance Training Grant will provide much needed assistance for students pursuing a career in the field of commercial and public water and waste water management.

"We did a water needs assessment a few years back, and found that there were a lot of staff retiring," Joella Theriault, community development specialist at NMDC told WAGM News. Theriault noted that the NMDC has matched the grant with \$25,000 in funding, and that training has already begun at

Northern Maine Community College.

"If somebody has no experience whatsoever, they can come in here and start taking classes with me. And after they're done, they should be able to pass a certification exam, which is the big thing because a lot of people are retiring out of the industry and we need new people in the field, and this is a good start for them," Gilles St. Pierre, a water treatment instructor at Northern Maine Community College (NMCC) told WAGM.

In addition, NMCC has redesigned the class schedule to free up students to work half days, a feature local employers particularly appreciate. "If a student, say, from Washburn comes to a class, he's here in the morning. And there's no more split classes, so if he's here in the morning, he's available for work in the afternoon. The employers really like that part of it," St. Pierre said.

NMDC also received a \$50,000 Rural Community Development Initiative Grant, which will provide training and technical assistance to 31 very low and low-income

municipal and economic development recipients. NMDC plans to use the funding to help communities do housing needs assessments and write grants for housing assistance.

Northern Maine Development Commission (NMDC) is a membership organization comprised of participating communities and counties in the Aroostook-Washington Economic Development District. NMDC provides federal and state services at the regional and local levels. NMDC's mission is to create jobs, increase economic opportunities and drive growth to all communities, particularly those communities that are underserved and/or economically distressed. As a regional economic development organization, NMDC provides financing and counseling for small businesses, technical assistance to municipalities, conducts regional community economic development planning and support for industry sectors with high growth potential. ■

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# Amtrak speeds up

## New Acela trains will reach an average of 65 mph in northeast corridor

**J**UST WHEN it looked like the train had left the station, Amtrak has announced new state-of-the-art, high-speed trainsets are coming to the United States. Look for dramatically improved service aboard the next Acela generation of Acela Boston on the northeast corridor, starting in 2021.

The new fleet will travel along the current Acela line between Boston and Washington, D.C. The new fleet of trains will reduce carbon consumption by almost half. All new Acela

trainsets in the United States are expected to be in service by 2022.

In the United States, Acela service has grown from 2.5 million passengers in 2002 to 3.5 million in 2019, with significant growth in revenue and market share in the northeast, along the nation's busiest rail corridor.

Each day, 750,000 people board commuter and Amtrak trains to head to work, school and other destinations, making the northeast corridor a major driver of the regional and national economy. Nearly one-third of the region's jobs are located within five miles of a northeast corridor station. The region is home to nearly a quarter of the nation's top universities, a fifth of the Fortune 500 company headquarters and many top hospitals.

To serve this market, each train will have 386 seats, with the spacious, high-end comfort customers expect, including personal outlets, USB ports and adjustable reading lights at every seat.

While Amtrak anticipates the new trains will average 65 miles per hour and that is faster than the old Acela service, the trains are nevertheless limited by the old track infrastructure.

The new trains come at a landmark in Amtrak's history. Fifty years ago on October 30, President Nixon signed into law the Rail Passenger Service Act of 1970. The law established a publicly funded passenger rail service, creating a new National Railroad Passenger Corporation which later became known as Amtrak. ■

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# Shiver me timbers

MBTA members fly their pirate colors and raise money for scholarships and Infrastructure Development Fund



Captain Irv "Jolly Roger" Smith (aka MBTA president) and the ultimate Packers fan, MaineDOT Commissioner Bruce Van Note.

**M**BTA MEMBERS set sail on November 19 for the first ever MBTA Virtual Scholarship Meeting & Auction, an event that was held online after the coronavirus outbreak caused the organization to cancel the Fall Convention.

"We were all set to hold our annual convention at the Samoset Resort in Rockport," said Captain "Jolly Roger" Smith (aka MBTA President Irv Smith). "But, to be safe, the board decided to move the event online and create a combined event with our annual scholarship meeting which we typically hold in December."

The resulting mash-up was a "pirate cruise" attended by what Smith called his pirate crew – a mix that included MBTA members, MBTA's newest scholarship recipients and their parents. Captain Smith urged everyone to get in the spirit and take advantage of the props they had received in the mail, which included pirate jargon on flashcards, tools to make their own pirate hat and an eyepatch.

"Because everyone knows, you can't be a proper pirate crew without an eyepatch or two," said Smith. "Now, let's cast off! Anchors aweigh!"

### A GENEROUS CROWD

The first order of business was recognizing the generosity of the many MBTA members who had stepped up to sponsor the event.

"A big thank-you to all the companies who sponsored this event,"



said Smith. "And a special shout-out to some of our major sponsors, including Admiral Sargent; Captain HNTB; Commander H.O. Bouchard Inc.; Skippers All States Materials Group and Bitumar; and Ensigns Chadwick BaRoss and The Rowley Agency."

The event was a chance for MBTA members to meet many of the newest MBTA scholarship recipients and was tied to the MBTA Educational Foundation's Super Raffle fundraiser. Winners of the Super Raffle were also

announced at the end of the meeting (more on that later in the story).

"This year our Educational Foundation board awarded more than \$45,000 in scholarships to 38 students, so we are glad you can meet some of them today," Smith told the MBTA members gathered, noting that the foundation has been an influential force promoting careers in transportation.

"Since 1994, MBTA has awarded 454 scholarships totaling \$468,000. Well, blow me down!" said Smith.

Twenty-nine of the new 38 scholarship winners attended the meeting, several of whom were joined by their parents. Each one in turn introduced themselves and talked about their studies and plans for the future. Hailing from all corners of the state, the scholarship recipients showed a wide range of professional interests, from environmental and transportation engineering to marine transportation, heavy equipment operation and maintenance.

**'BIG. JUNE. BOND.'**

After the introduction of the scholarship students, Smith handed off the helm of the meeting to MaineDOT Commissioner Bruce Van Note, who offered a candid account of how MaineDOT has been coping with an avalanche of challenges including continued high pricing pressures for construction and paving in the west, north and Downeast areas of the state and budget shortfalls due to the pandemic.

He noted that the department was working with industry leaders to address many of the issues, but could see little easing of pressures for the foreseeable future. He did offer hope that Governor Janet Mills and the Maine Legislature may look to bonding as a means to boost jobs, the state economy and making long-term investment in public infrastructure.

Said Van Note: "If you want to keep MaineDOT going and invest in our infrastructure when interest rates are low, remember these three words: Big. June. Bond." He added that at the current time and with legislative restriction on the amount of bonding that would be possible, the industry may see the governor propose a sizeable transportation bond package, as well as additional bonding for other state programs that would go to voters in June.

"And if it doesn't pass, we're going to be in big trouble," he said.

**'UNPRECEDENTED'**

The commissioner also spoke about longer term issues, including when the Maine Legislature is likely to take up recommendations of the



Cap'n Noiro (aka Orion Breen) (above) and auctioneer Oliver Zubrick of Central Maine Auction Center (below). MBTA members were invited to wear their own pirate hats. Meeting kits included pirate eyepatches, saltwater taffy for the sweet of tooth, lyrics to "Weigh hey, and up she rises" and choice pirate phrases.



Blue Ribbon Commission on Transportation Funding. The bipartisan commission's report, identifying a \$232 million annual shortfall and recommending various ways to raise revenues to fill that gap, was released in March of this year, just over a week before Maine and the country was swept up by the pandemic. Van Note said it was unlikely the legislature would take the issue up in the near term.

"I don't see it happening," he said bluntly, adding that it could be 2022 or later before state lawmakers would be ready to revisit the issue, due to uncertainty on the state and national front.

"I don't use the word 'unprecedented' anymore," said Van Note, "because as far as I am concerned, unprecedented is what happens two weeks from now."

**CAMERA, LIGHTS, AUCTION**

At the conclusion of Commissioner Van Note's remarks, the camera switched to the offices of Central Maine Auction Center where auctioneer Oliver Zubrick presided over the online auction. Zubrick, who like Smith was decked out in full pirate gear, challenged, coaxed and cajoled bidders to compete for a dozen high priced items that had been donated by members, including Celtics tickets donated by Roland and Billiegene Lavallee and Red Sox tickets donated by The Rowley Agency among other auction packages including construction and transportation services. There was also an online silent auction that went live on November 12 and concluded later in the day on the 19th. Thanks to donors and those members who bid on items, the two

auctions grossed nearly \$25,000!

**SUPER EVENT**

The meeting concluded with the drawing for the Super Raffle winner. The raffle is the annual fundraiser for the MBTA Educational Foundation, and this year "Captain" Smith explained that there had been an interesting twist.

Thanks to the fabled and goodnatured competition between champion ticket sellers Bruce Hubbard and Paul Koziell and the generosity of several companies that had stepped up after the Fall

Convention had been cancelled, the Super Raffle had sold out earlier than usual, and some members didn't have a chance to get their ticket.

"On this voyage, we had a few buccaneers who were left out," said Smith. "So Paul Koziell, another past president, decided to ask them if they would donate anyway. He even gave up his tickets to another company and donated his \$500 anyway. Then he got his bucky Bruce Hubbard involved. That created another bag o' loot!"

Smith gave a shout out to the individuals and companies that stepped up to make this year's raffle the most successful on record by making significant cash donations in addition to the tickets to the MBTA Scholarship Fund: Tim Folster; Paul Koziell and CPM Constructors;



Mike Lebel and Lebel & Harriman; Jeremy Jordan and Chadwick-BaRoss; Jack Parker and Reed & Reed; and Brian Bowman and Bowman Brothers.

"You're not going to believe this total. The extra donations totaled \$5,000. That is over and above the \$17,000 raised by the sale of raffle tickets," said Smith, calling for everyone present to "join me mateys in a big round of applause for everyone who bought a ticket, sold a ticket, or donated cash."

Then, Smith and MBTA Educational Foundation Committee

Chair Tim Folster drew the winners of the raffle. Paula Quirion of Quirion Construction was the grand prize winner of the \$7,000 top cash prize. The second name drawn was John McClare of H.O. Bouchard, who won a \$500 L. L. Bean gift certificate. Richard Trahey of Maine Governmental Relations won third prize, a \$250 L. L. Bean gift certificate.

Smith closed out the event by once again thanking sponsor companies, everyone who bought Super Raffle tickets, bid on auction items and made donations to the auction and MBTA Educational Foundation.

"That concludes today's pirate voyage! We are weighing anchor here! Thank you all for joining us!" said Smith in a virtual sign off. ■



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## MBTA VIRTUAL SCHOLARSHIP MEETING & AUCTION

### EVENTS & CONVENTION COMMITTEES

#### Events Chair:

Paul Koziell, CPM Constructors

#### Convention Chair:

Tony Grande, VHB

Orion Breen, Global Partners

Jason Griffiths, Pike Industries

Larry Hutchins, Bitumar USA

Michelle Ibarguen, Cross Insurance

Dana Knapp, Concord Coach Lines

Sharon Perry, Frankenmuth Surety

Eric Ritchie, Sargent

Irvin Smith, H.O. Bouchard, Inc.

Andrew Sturgeon, Hoyle Tanner & Assoc.

Jasmine Strout, Green International

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### SUPER RAFFLE – EDUCATIONAL FOUNDATION COMMITTEE

#### Education Foundation Chair:

Tim Folster, Sargent

Paul Bradbury, Portland International Jetport

Deborah Dunlap Avasthi, Androscoggin Bank

Tony Grande, VHB

Bruce Hubbard

Dana Knapp, Concord Coach Lines

Paul Koziel, CPM Constructors

Ian Messier, Crooker Construction LLC

Millard Pray

Brian Raymond, Northeast Paving

Irvin Smith, H.O. Bouchard

#### DOOR PRIZES

##### \$60 L.L. Bean Gift Card:

Garrett Daniels, 2020 Scholarship Recipient

##### \$60 L. L. Bean Gift Card:

Bracy Hood, H.O. Bouchard, Inc.

##### \$60 L. L. Bean Gift Card:

Jody Watson, Pike Industries

##### \$75 L. L. Bean Gift Card:

Katie Luce, 2020 Scholarship Recipient

##### \$100 L. L. Bean Gift Card:

Cathy Tilton, Central Maine Auction Ctr.

#### SUPER RAFFLE WINNERS

##### GRAND PRIZE | \$7,000:

Paula Quirion, Quirion Construction

##### SECOND PRIZE | \$500 L. L. BEAN GIFT CARD:

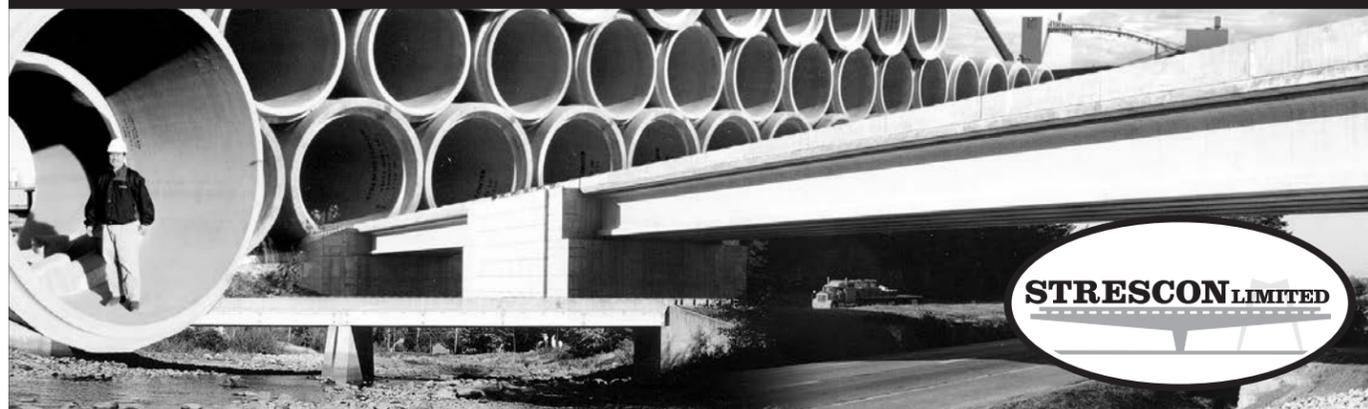
John McClare, H.O. Bouchard

##### THIRD PRIZE | \$250 L. L. BEAN GIFT CARD:

Richard Trahey, Maine Governmental

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 Recruited by: Glenn Adams Jr.  
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#### Black Bear Crane, LLC

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 Contact: Anthony DelMonaco  
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# Big plans

## After years of building Maine's infrastructure, Jon and Dan Shaw build a legacy with the Shaw Brothers Family Foundation

By Kathryn Buxton

**J**ON AND Dan Shaw have big plans. There is a pre-1850s barn to be taken apart board-by-board and reassembled (if permits are approved), an old canal to clean out, an ice-skating pond to flood when the weather turns cold, a small downhill ski slope with lift to build, antique tractor shows to host, trails to construct, and work with community organizations to establish a farmer's market and raise food to help fight hunger. After more than four decades building their heavy construction business and working with MaineDOT and southern Maine's municipalities, the Shaw brothers are busier than



Jon and Dan Shaw with their mother, Sally. The brothers pledged \$1 million to Maine Medical Center for the hospital's modernization project. The hospital is naming its new entrance causeway after Sally Shaw (above).

ever building a legacy that will serve their community for years to come.

It is a bright fall day with the season's first frost clinging to the grass outside the Shaw Brothers Construction headquarters in Gorham. Both brothers sit socially distant at the large conference table inside the warm and woody building and talk about their latest enterprise. It's not a new quarry or a paving plant. It is the Shaw Brothers Family Foundation, a 501(c)(3) non-profit charitable organization that the long-time business partners and brothers established in 2015.

Over the years, there has been a steady flow of generous donations,

TOP: MAINE MEDICAL CENTER; BOTTOM: SHAW FAMILY



The Sawyer family – Kaleb, Doug, Kaylie, Alisha and Keisey – hike the trails at the farm. The recreation site is popular among residents of Gorham and nearby towns.



One of the bridges that was built from materials reclaimed from demolition of the old Sarah Mildred Long Bridge.

the kinds of gifts the Shaw brothers have been making for years to many causes and organizations, including Camp Sunshine for kids with life-threatening illnesses and Camp Susan Curtis for disadvantaged children. (Shaw Brothers is also a corporate member of MBTA, AGC Maine, ABC, MAPA and Maine Aggregates Association and has been a supporter of MBTA events and other industry causes for decades.) In 2005, the brothers donated Shaw Park to the town of Gorham. That park has a ball field, a two-plus mile trail loop that traces a section of the Presumpscot

River, canoe rentals, and a trail connecting to the Sebago to the Sea Rail Trail.

“They’ve given a lot over the years,” said Tom Biegel, CFO and controller of Shaw Brothers Construction, adding that the brothers particularly have long supported causes for “kids and recreation and health care.”

But in the past two years, the foundation has made splashier headlines in southern Maine. First, the foundation officially opened Shaw Cherry Hill Farm in September 2019, a 258-acre tract of former farmland with

three miles of public access multi-use trails and open land that the foundation leases to the town of Gorham for just \$1 a year.

This summer, the foundation pledged \$1 million to Maine Medical Center for the hospital’s ongoing expansion and modernization project. In recognition of the donation, an open-air causeway near the new hospital tower entrance will be named in honor of their mother, Sally Shaw. Construction of the Sally Shaw Causeway is expected to break ground later this year.

When construction of the new hospital tower is complete in 2023, more than 24,000 patients and families are expected to pass through the new entrance every year.

“Jon and Dan are incredibly generous people who are deeply committed to this community,” said Maine Med CEO and MaineHealth President Richard Petersen in a statement. “We’re exceptionally grateful for the support they have shown over the years that has helped lay the groundwork for environments of care that improve the health of people



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The three-mile trail network crisscrosses farm fields and woods at the 258-acre park.

throughout Maine and New Hampshire. This important contribution will move us closer to our vision of making Maine's communities the healthiest in America."

The gift is the largest single donation the foundation has made to date, and the brothers see it as a way to honor their mother who was the family matriarch in every sense of the word, raising nine kids and working alongside her husband Dewayn Shaw on the family farm for decades.

"Our mother thought a lot of Maine Medical Center," said Dan. "She

had all nine of her kids there."

"If you think about it," said Jon, "[the gift to] Maine Medical is for our mother, and the farm, it honors our father and our grandfather."

### BACK TO ITS ROOTS

Still, it has been building Shaw Cherry Hill Farm that has captured Jon and Dan Shaw's imagination and ignited their inner fire to do civic good. Their grandfather Herb Shaw had once leased this farm and their father

Jon and Dan Shaw at the business they founded when they were just teenagers.

Dewayn spent his youth working there before Herb bought the Shaw family farm in West Gorham where Jon and Dan grew up.

In the late 1980s the land, which had been part of a large dairy farm owned by the Grondin family, was bought by Regional Waste Systems (now known as ecomaine) who planned to develop it as an industrial site. Those plans did not materialize, and in 2015, the Shaws offered to buy the land from ecomaine, which is just down the road from their company headquarters.

The town had hoped to find a buyer that would develop the land as an industrial site. The brothers envisioned something more public minded: they wanted to preserve the land as a farm to honor its place in history as one of Gorham's early farms and a crossroads for the local rural economy. They also wanted to provide outdoor recreation for the town.

The land is part of a 300-acre grant King George II made to John Tyng in 1730. It is flanked on one side by Route 25, a busy local thoroughfare, and on the other by the Presumpscot River and the old Cumberland & Oxford Canal. The canal opened in 1832 and was an important transportation route, with barges carrying wood products from western Maine to the coast, as well as gunpowder produced in mills in Windham and Gorham (some of which Shaw Brothers gave to the Presumpscot River Land Trust back in the 1990s.) Nearly a quarter of the gunpowder used by Union troops during the civil war was produced at those mills. Later, steamboats traveled the canal, taking passengers on excursions to Sebago Lake.

### THE HARD WORK OF PHILANTHROPY

As philanthropists, Jon and Dan's legacy bears the hallmarks of their style as businessmen. No detail is too large or too small for the two brothers that founded their heavy construction business in 1977 when they were both barely out of high school.

They worked hard in the early days, with a small fleet of equipment and a strong will to succeed. Their early jobs were labor heavy jobs that included laying brick sidewalks and digging foundations for homes – a company slogan was "A Package Deal and Guaranteed Dry Cellar." They added equipment as they took on bigger jobs working for local municipalities and utilities. Early on Jon and Dan made the decision to keep work close to home.

"We wanted to be home with our families every evening," said Jon. Following this philosophy, the company rarely takes out-of-state jobs or accepts work on job sites in far corners of the state. That has meant Shaw

Brothers Construction crew members, like the bosses, can always count on being at home each night with their families, and that has helped them attract and retain a talented pool of employees, many who have been with the company for decades. Still, that has made Shaw Brothers into a 24-hour-seven-day a week operation, and many town managers and public works directors, the Maine Turnpike Authority and utility companies have the company on speed dial for emergencies such as water main breaks or road washouts.

### RESOURCE MANAGEMENT

Just as they have with their business, Dan and Jon manage the foundation's resources carefully and drive a hard bargain whenever they can. The many bridges on the farm were constructed from materials salvaged from the old Sarah Mildred Long Bridge in Kittery and constructed in their shop.

The Mosher barn they hope to erect at Cherry Hill is one of four historic barns built by descendants of Daniel Mosher, an early settler of Gorham. It currently stands on property owned by Sebago Technics founder Walt Stinson and his son, Nick, who plan to gift the barn to the Shaw Brothers Family Foundation when they get environmental approvals to build a storage facility on the property. If all goes well, the town will be able to preserve a piece of its agricultural history, and the Shaws will have a grand old barn from which they can stage the farm's haying and other agricultural operations.

Shaw Brothers crews constructed the farm's impressive network of eight wide and solidly built trails (each named for local figures or with historical significance), helping the company to keep crews busy in between projects. "It fits with our company," said Jon. "If we have a crew free or a day left in between jobs, they go down and work on the farm."

Still, as Jon and Dan tell the story, it has taken some hard bargaining to bring the town of Gorham on board with their gift. Because Gorham had originally hoped the land would be used as an industrial site and the foundation's purchase would take the land off the town tax rolls, the agreement the Shaws struck with the town calls for setting aside frontage on Route 25 to lease to commercial businesses. These leases will provide additional funds directly to the Shaw Brothers Family Foundation to help assure that the foundation will live in perpetuity. Sebago Brewing was the first business to take up the offer. In 2018, the company relocated its headquarters, including a tasting room and brewery, in a new 30,965-square-foot building adjacent to the farm's trail head.



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## WIDE AND DRY

Then there was the challenge of building a trail network at the farm. Originally, there was local opposition to the brothers' plan for the multi-use trail network and farm roads. Some had wanted the trails to be narrower, but Dan and Jon persisted and built trails that only a road builder can fully appreciate.

"The trails are wide and built with hard gravel," said Jon. "They are high and dry and built to last. They will never be muddy."

"You can get an ambulance down them," said Dan, noting that the farm and its trails are meant to provide a level of comfort and confidence for older walkers and cyclists, who can appreciate their smooth surfaces. The wider-than-usual trails have proven especially popular during recent months as more families have been looking to get outside and social distance during the pandemic. The farm is open year-round, with crews from Shaw Brothers Construction maintaining the trails that are used by walkers and cyclists in the warm months and cross county skiers and snowshoers during the winter. There are designated snowmobile trails running through the property, as well.

## 'PAYING BACK'

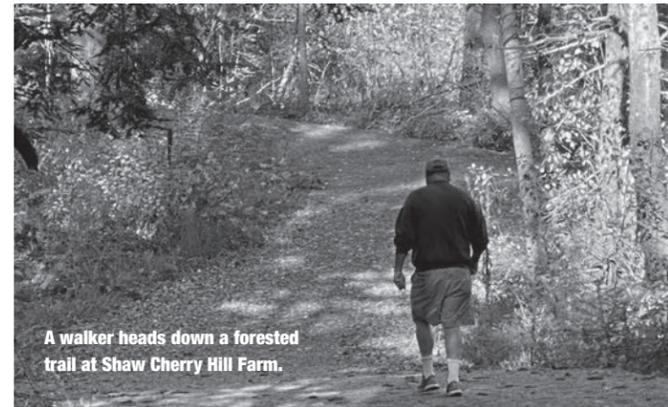
The Shaws credit their employees, who through their hard work have made so much happen. "If it wasn't for our employees, none of this would be possible," said Jon. They also take pride in giving back to the communities that have been their home and home to their business for more than 40 years. Their hope is that the farm, their gift to Maine

Medical and future charitable work of the Shaw Brothers Family Foundation "pays the community back."

Growing the work of the foundation, also just "feels good," said Dan. So, they continue compiling lists of all they want to achieve at the farm and through the foundation. The fields have been cut and are ready for winter, and they are hoping to find a local volunteer to help groom the ice at the skating pond this winter. And before they can move the barn, they have plenty of trail maintenance and some farm roads to build.

Both brothers agree that they have their work on the farm and with the foundation cut out for them "for the next 20 years."

"Our dreams aren't fulfilled yet," said Jon. ■



A walker heads down a forested trail at Shaw Cherry Hill Farm.

# Bradbury named 'Director of the Year'

**A**IRPORT EXPERIENCE News has named Paul Bradbury, airport director for the Portland International Jetport (PWM), as its 2020 Director of the Year in the small airport category.

"In an incredibly challenging year for airports, Paul Bradbury stood out because of his unwavering commitment to advancing the cause of airports on the national stage," said Melissa Montes, publisher of *Airport Experience News*. "Those efforts, coupled with his stellar management of PWM over the past dozen years, made Paul an excellent choice for Director of the Year."

The airport is the busiest commercial airport in Maine. In 2019, PWM recorded a record number of passengers – 2,180,154 – passing through its gates. That is an increase of more than 440,000 passengers since 2008. Passenger travel at the airport decreased sharply in March and April this year due to the travel restrictions caused by the coronavirus epidemic. Passenger traffic has rebounded partially since that time but still has yet to reach 2019 levels. In August and September, the jetport served a total of 151,148 passengers, just about half of those served during the same period in 2019. Nationally, air traffic is estimated to be down by 60 percent.

The current downturn is just one more chapter in Bradbury's long career at the jetport. He has served at PWM for more than 28 years, beginning in 1992, and became airport director in 2008 during the Great Recession. In the subsequent 12 years, he has been instrumental in attracting new service and building traffic to a record 2.18 million passengers in 2019.

"I am honored to be recognized by *Airport Experience News* as Director of the Year in the small airports category," Bradbury said. "The PWM team and all of our business partners recognize the importance of serving our customers and providing the best possible airport experience."

Under Bradbury's leadership, PWM has undergone considerable expansion and modernization. In 2011, the airport wrapped up a multi-year, \$75 million expansion that



Paul Bradbury, below, Jetport director since 2008, has seen the airport through a major expansion and instituted sustainability initiatives.



included updates to check-in areas and security, reconfiguration of the airport access road and terminal roads, and rehabilitation and expansion of the parking garage.

Bradbury also has led the airport's efforts for sustainability. The 2011 expansion included installation of a geothermal heating and cooling system – the largest of its kind in Maine. The geothermal heating plan has reduced the airport's consumption of heating oil by more than 100,000 gallons per year.

The jetport has built and recently expanded the nation's first facility for re-manufacturing aircraft deicing fluid (ADF) from used ADF effluent captured from the aircraft deicing pad. The jetport is the first airport in the country to produce a new FAA-approved ADF from used recycled fluid. PWM also receives and processes used fluid from other airports which it remanufactures and sells to other airports in the region. Most recently, the jetport added a third deicing pad. The \$7.5 million project included construction of the pad, as well as 740 linear feet of trench drain and more than a mile of piping. The reclamation facility recycles more than 1 million gallons of glycol annually, including from other airports in the region. The jetport has closed the loop, as well, using 100 percent recycled deicing fluid in its deicing operations.

Bradbury, who served as MBTA president in the 2019-2020 term, was a 2014 MBTA Transportation Achievement Award recipient for his work in the public sector.

The jetport has been recognized many times over for its leadership in customer service and environmental innovation. In 2018, PWM received the Governor's Award for Environmental Excellence. The jetport also has received several other awards, including Best Airport in North America serving fewer than two million passengers and Best Customer Service from the Airports Council International.

PWM's beginnings were humble. It began as a private airstrip in the late 1920s built by Dr. Clifford "Kip" Strange, a flying enthusiast. Boston & Maine Airways inaugurated airline service at the Portland facility when it moved from Scarborough in 1934. The city of Portland bought the airfield in 1936 and built a third runway. In 1940, the Works Progress Administration built Portland's first real terminal, a brick structure that is now the general aviation terminal. ■

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



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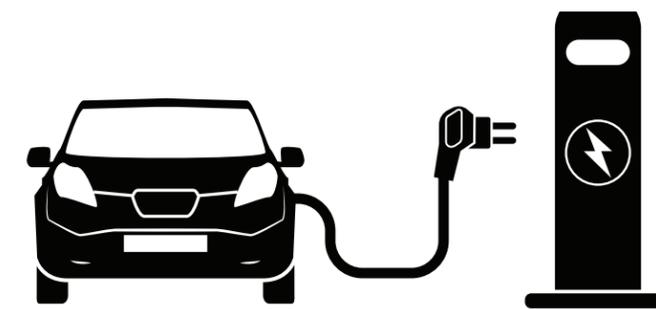
# CMP launches electric vehicle charging station pilot

**T**HE TRANSPORTATION sector in Maine is responsible for more than 50 percent of Maine's annual greenhouse gas emissions. CMP supports technologies and grid improvements to dramatically lessen the state's dependence on fossil fuels and to reduce emissions. Therefore, as part of a new pilot program, Central Maine Power (CMP) is seeking applications from qualified customers to host, purchase, install, and operate Level 2 (L2) Electric Vehicle (EV) chargers to serve electric vehicles at locations throughout the CMP service territory.

CMP will provide up to \$4,000 per charging port to assist in covering the cost of the "make-ready" infrastructure needed to install Level 2 electric vehicle chargers (240 volts). Level 2 chargers can provide a variety of charging amperages and depending on the amperage and vehicle battery capacity, they typically fully charge a vehicle in four to eight hours.

Funding for up to 60 charging ports is available. CMP will perform the make-ready (up front prep construction and charger service

infrastructure) work up to the point of the meter or charger at the customer's discretion including a service disconnect, underground wiring, service panel, and concrete pedestal between the customer's existing service or a new service and the vehicle charger. CMP will own the infrastructure.



Eligible locations or uses of EV charging equipment include those open to the public as well as workplaces and multi-unit dwellings (minimum of four units) and there is a four-port minimum required at each location. This pilot program is available to non-residential customers only.

CMP will contract the make-ready work to a single contractor and the customer can choose whether they want to have the same contractor

provide and install the vehicle charger, or they can choose their own vendor. The cost of the charger and the cost of any electrical service upgrades or new service will be the responsibility of the customer. Make-ready infrastructure costs above \$4,000 will be the responsibility of the customer.

The review process for acceptance into the program began on October 1 and applications will be considered on a first applied - first reviewed basis. The program will continue until the maximum number of 60 ports is fulfilled.

Priority for selection to participate in the program will be given to customers installing networked chargers. A full

description of customer responsibilities and potential costs can be found in the Customer Service Agreement.

The CMP program is being offered as an alternative to the Efficiency Maine Trust pilot program, which is offering a rebate for L2 make-ready installation. Interested customers are only eligible for one of the two programs. ■

FMI: For more information, visit [www.cmpco.com](http://www.cmpco.com).

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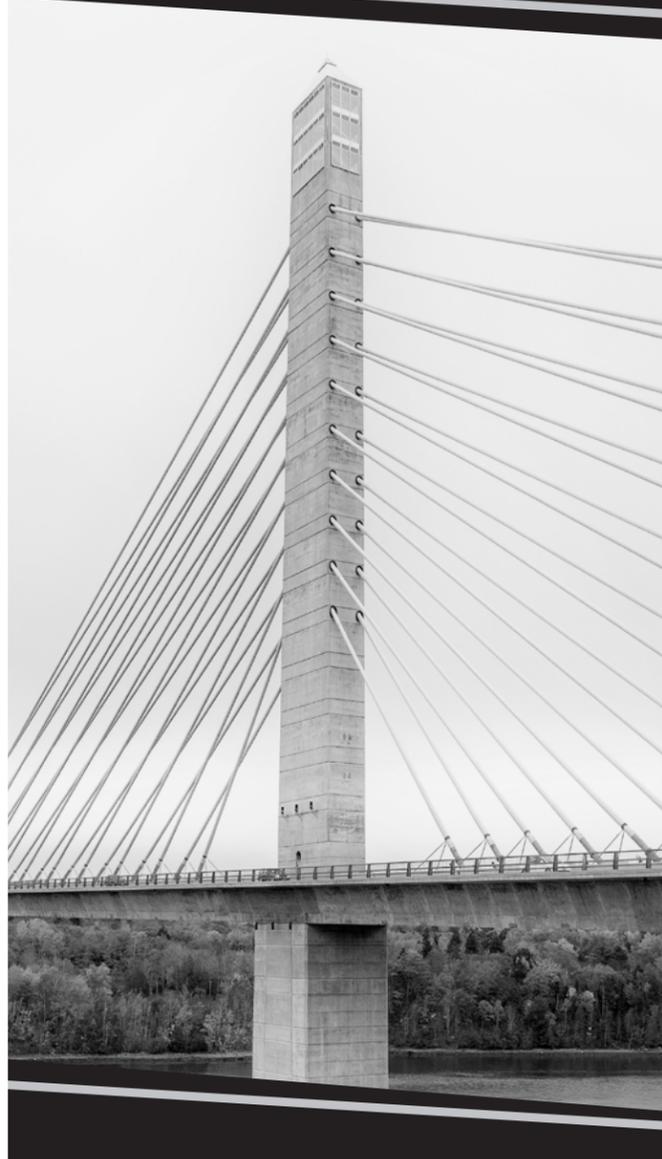
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# Jackson Lab wraps up phase 2 of expansion

**T**HE JACKSON Laboratory recently completed the second phase of a multi-phase, \$240 million expansion at the site of a former 200,000-square-foot big box store in Ellsworth. The \$74 million project will enable the lab to move the majority of its mouse production to the new site.

The first phase of the conversion was completed in 2018. A third phase, estimated to cost \$80 million, is still in the permitting stage.

According to the *Bangor Daily News*, Catherine Longley, the lab's executive vice president and chief operating officer, and Leah Graham, its manager for government affairs, briefed the Ellsworth City Council in October about the progress

the lab was making in converting the former Lowe's home improvement store on Beechland Crossing into its primary mouse reproduction facility. Jackson Lab uses mice to study human health and reproduces mice that it sells to biomedical research facilities around the world.

The project was put on hold briefly in March when the COVID-19 pandemic first spread to Maine but resumed with health and safety procedures in place for all contractors, including social distancing requirements, face masks and symptom screening provided by Northern Light Health.

This most recent phase of the renovation included construction of mouse reproduction rooms, as well as a cafeteria and a gym for employees. To

date, the lab has hired approximately 90 employees to work at the Ellsworth location with that number eventually growing to 350 once the conversion is completed.

The majority of the lab's more than 1,700 employees are based at its headquarters on Mount Desert Island.

The *Bangor Daily News* reported that the lab has had a significant impact on the region's economy.

In 2019, the lab injected \$732 million into the state economy, including \$136 million that it paid to its employees. The lab did business with 569 different vendors in Maine last year and, as of the end of 2019, was the 15th largest employer in the state. ■

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# Nadeau elected president of Sewall

**T**HE BOARD of Directors of James W. Sewall Company (Sewall) announced recently that Charles Nadeau has followed George N. Campbell, Jr. as the 140-year-old company's newest president. Nadeau most recently served as the firm's chief financial officer and chief operating officer. During his tenure, he and his team implemented a new enterprise resource planning system to manage projects, accounting and human resources seamlessly at the company.

In addition to overseeing accounting and human resources at Sewall, Nadeau's new role will encompass direction and leadership of the company in partnership with Sewall CEO Andrew Nelson. Sewall is a multi-disciplined consulting firm providing services to government and the energy, utility and forest industries. Founded in 1880, Sewall is comprised of professional engineers, surveyors, natural resource consultants, and geospatial and information consultants and technologists. Sewall's owner, Treadwell Franklin Infrastructure Capital LLC (TFIC), develops P3 infrastructure projects in addition to overseeing accounting and human resources at Sewall.

George Campbell will continue as a Sewall board member and chair of the board of Sewall's parent company, Treadwell Franklin Infrastructure Capital. His primary responsibilities will center on business development and strengthening of key business alliances critical to the success of both TFIC and Sewall.

Of his new role, Nadeau said, "I am excited to work with our industry-leading team to continue the great work Sewall has been doing under George's leadership. Our efforts will continue to be client and solutions focused, with emphasis on advancing Sewall as among the premier employers within Maine and beyond."

George Campbell said: "Chuck and I have teamed up on major



**Chuck Nadeau**

financial decisions and more during TFIC's ownership of Sewall for the past two years. His presidency is a natural evolution of this collaboration. He understands the legacy of this iconic Maine company and how to grow it and adapt it to changes in the world around us in our 140th year in business. I couldn't be more pleased with his insight, character, temperament, and leadership qualities. Sewall couldn't be in better hands." ■

FMI: To learn more about the company, visit Sewall's new web site at [www.sewall.com](http://www.sewall.com).

# Cianbro wins 2020 ENR mid-Atlantic 'Best Project'

**C**IANBRO'S BRIGHTON Dam Rehabilitation project in Brookeville, Maryland, has won an Award of Merit in the 2020 Engineering News Record Mid-Atlantic competition. The Cianbro project was one of only 25 projects selected. The Cianbro project won in the Water/Environment category.

The Brighton Dam went into service in 1944 and spans the Patuxent River between Montgomery and Howard counties. It created the Triadelphia Reservoir which holds approximately 6.3 billion gallons of source drinking water and provides approximately 30 percent of the drinking water for local customers. For the project, Cianbro rehabilitated 13 tainter gates on the 76-year-old dam, resurfaced the dam's concrete spillway, and replaced the original intake gates and bar screens. The project also included rehab work on a companion dam. The project is expected to extend the useful life of the dam significantly.

Two panels of industry judges reviewed more than 80 projects located throughout the mid-Atlantic region, including Delaware, Maryland, Pennsylvania, Virginia, West Virginia and the District of Columbia. The judges were divided into two groups and assigned a group of categories. Projects were evaluated on the following criteria: the ability of the project team to overcome challenges; the project's contribution to the industry and community; safety; and construction and design quality. ■

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



The Brighton Dam Rehabilitation Project in Brookeville, Maryland. The work Cianbro crews did on the project is expected to increase the working life of the 76-year-old dam considerably.

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# MBTA members on 'best places' list

**T**HE MAINE State Council of the Society for Human Resource Management announced the winners in the 15th annual "Best Places to Work in Maine" program. This year seven MBTA members were among the 84 companies that met the criteria of a "Best Place to Work in Maine."

Two MBTA members – Bernstein Shur and CES, Inc. – achieved recognition in the medium size employer category (50-249 employees). The remaining five companies – Bangor Savings Bank, Burns & McDonnell,

Darling's, Machias Savings Bank and TD Bank – were recognized in the large employer category (250 or more employees).

The program began in 2006 and recognizes companies that have established and consistently fostered outstanding workplace environments. The organization that manages the program, Best Companies Group, gathered information from all registered organizations including employee benefits and workplace policies. The program also surveys employees to measure their job and workplace satisfaction.

Participating companies receive an

Employee Feedback Report in an effort to help them identify strengths and find opportunities to continue building a better workplace. The report summarizes employee engagement and satisfaction data and includes employees' written comments. The report is used by many organizations to make significant improvements in their workplace culture.

The program is part of a long-term initiative to encourage growth and excellence in companies throughout the state. ■

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

# Maine Sportsman features Gorrill Palmer's Holmes

**C**HIRSTI HOLMES, a design engineer for Gorrill Palmer and a columnist for *The Maine Sportsman*, was recently featured on the magazine's September cover. Inside she's interviewed about her life and love in the outdoors, which is becoming more popular in these difficult times.

Holmes is well known to Maine women who love outdoor recreation, and she serves as a guide to those looking to take it outside.

"The outdoors can be super overwhelming. There's a lot of barriers to entry," said Holmes. "I would start by asking around, do any of your friends hunt and fish? Don't be shy." She recommended asking if you can tag along and to consider hiring a registered Maine Guide for half a day.

"It's well worth the money," she said.

"Maine has a strong history of women in the outdoors. The first Maine Guide was a woman," said Holmes in an interview on News Center for Women's Equality Day.



The September 2020 issue of *The Maine Sportsman* featured Christi Holmes.

She also knows how to properly clean a squid, if you like calamari. Most of what she does she taught herself.

Holmes graduated from the University of Maine in 2010 where she helped found the student chapter of Engineers without Borders. Holmes is trained in OSHA's 40-hour hazardous waste operations and emergency response (HAZWOPER) program and recently was keynote speaker for the Society of Women Engineers' annual luncheon at UMaine.

Prior to joining Gorrill Palmer, Holmes worked for CES, Inc. in Machias where she served as branch head engineer, branch safety officer and a member of the firm's Wellness Committee. While a student at UMaine, Holmes presented a student research paper at the 2008 Maine Transportation Conference. In 2009, the MBTA Educational Foundation awarded her a \$1,000 scholarship, and in 2007, she received an MBTA-ASCE Transportation Scholarship. ■

# Hewins steps back at HospitalityMaine

**S**TEVE HEWINS, president and CEO of the trade association HospitalityMaine, will leave his post at the end of the year to focus on its educational foundation. HospitalityMaine is Maine's largest restaurant and lodging trade association.

The HospitalityMaine board expects to name a successor before Hewins' departure, and Hewins will participate in the search process, according to a story in *MaineBiz*.

"It has been an honor and a pleasure to serve [members] in my role as leader of the association. We have certainly traveled a long way these past four and a half years," he said in a statement. Hewins will transition to working with the HM Foundation, that he helped form earlier this year.

"The foundation has a large role to play in the restart and rebuild of our industry, and I am especially passionate about the need for a sustainable education and career pathway to develop the new generation of hospitality professionals needed in the post-COVID economy," Hewins said in his letter.

His work with what is now HospitalityMaine dates to 2016 when he was named to head the Maine Restaurant Association and the Maine Innkeepers Association, succeeding Greg Dugal, who left the roles to direct government affairs for the two nonprofits. They merged in 2018. HospitalityMaine is a member of Maine Better Transportation Association, as was its predecessor organization, the Maine

Innkeepers Association.

More recently, Hewins has helped navigate HospitalityMaine and its 1,000 members through the COVID-19 crisis, and served as a voice for one of Maine's economic sectors hardest hit by the pandemic.

In June, the Augusta-based organization joined with the Maine Tourism Association, the Retail Association of Maine and other groups to propose an \$800 million plan to help the state's tourist industry recover from coronavirus-related shutdowns.

At that time, the pandemic had already cost Maine more than 105,000 lost jobs, according to the Maine Department of Labor, including 12,000 in retail and 42,600 in hospitality.

Dana Connors, president of the Maine Chamber of Commerce, hailed Hewins for his leadership of HospitalityMaine, calling Hewins a "first-class guy" and praised the way he has responded to the crisis.

"You never felt for a moment that [HospitalityMaine] was being cavalier. The message has been, we're responsible and respectful of public health," Connors told *MaineBiz*.

Steve DiMillo, HospitalityMaine chairman and manager of DiMillo's On the Waterfront in Portland, said in a news release, "Steve Hewins has done a great job leading our ever-changing industry during these challenging times."

Hewins, a graduate of the University of Maine, founded Hewins Travel Consultants, which he headed until 2007, when he sold the

firm to AAA Northern New England. For six years he then served as that organization's vice president of travel and branch operations.

He later was executive director of Portland Downtown, a nonprofit organization whose mission is to build and promote the city's center as a vibrant business, residential and tourism destination. During his time there, Portland Downtown implemented a new strategic plan, contemporized its branding and web sites and expanded city-wide events, including the Old Port Festival.

Hewins is a trustee of the Maine Historical Society, and serves on the boards of the University of Maine Alumni Association, Visit Portland, the Maine Tourism Association, USM Hospitality and Tourism Advisory Program, SMCC Culinary and Hospitality Program, and Husson University's College of Business Advisory Board. ■



Steve Hewins

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

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# Sebago Technics adds 6



**Chris LaMotte**      **Francine Nason**      **Jeffrey Pollard**      **Oscar Keydel**      **Christopher Taylor**      **Aaron Radziucz**

**S**EBAGO TECHNICS, AN EMPLOYEE-OWNED, engineering consulting firm based in South Portland, has added six new people to the team.

Chris LaMotte has joined the firm as a senior surveyor. LaMotte is a graduate of the University of Maine with a degree in survey engineering technology and a certificate in GIS from the University of Maine-Machias. He has worked for Maine survey firms for the last three years.

Francine Nason, a billing and contracts specialist, is a graduate of Husson College with a degree in accounting. She will support the finance team and all project managers in preparing, reviewing and issuing project proposals and contracts.

Jeffrey Pollard, a civil engineer, was an intern with Sebago in the summer of 2019 and is a recent graduate of the University of Maine with a degree in civil engineering.

Oscar Keydel, a surveyor, recently graduated from the University of Maine with a degree in surveying engineering technology.

Christopher Taylor has joined the firm as a senior project engineer. A graduate of the University of New Hampshire with a degree in civil engineering, Chris worked for small civil engineering companies in Connecticut for the last nine years.

Aaron Radziucz, a civil engineer, is a recent graduate of the University of Maine with a degree in civil engineering and a minor in economics. He has previous experience providing MaineDOT project inspection services.

Founded in 1981, Sebago Technics is a Maine-based land development consulting firm offering civil engineering, survey, landscape architecture, GIS, traffic/transportation engineering and environmental services. ■

FMI: For more information, please visit [www.sebagotechnics.com](http://www.sebagotechnics.com).

# Twitchell elected to Clark board

**S**COTT TWITCHELL has been elected to the Clark Insurance board of directors, the company announced in September. Twitchell is executive vice president of sales at Clark and, as a member of the management team, he is responsible for the strategic growth of the Maine, New Hampshire, and Massachusetts markets.



**Scott Twitchell**

Twitchell began his insurance career with Banknorth Insurance, and eventually became part of the leadership team that grew to be TD Banknorth Insurance, TD Insurance, and most recently USI Insurance Services. Twitchell left the position of USI's president for the state of Maine to join Clark Insurance.

Twitchell graduated from Bowdoin College and has attended executive MBA classes through Boston University and the University of Southern Maine. He holds his Certified Insurance Councilors (CIC) designation, is a recent member of the advisory board for

AIG Insurance, Hanover Insurance and Acadia Insurance. He has a strong client base in the fuel oil and propane industry. He serves on the Maine board for Junior Achievement, as well as Bowdoin College Fraternal Chi Psi, and is a dedicated baseball coach, umpire and booster.

"We're excited to welcome Scott to the board of directors at Clark Insurance," said Clark President Jeff Shaw. "Scott brings significant industry knowledge and experience that complements our team-centered approach to insurance and service."

Founded in 1931, Clark Insurance is a 100 percent employee-owned independent insurance agency. With more than 120 employees in seven offices across Maine, New Hampshire and Massachusetts, Clark is one of the largest independent agencies in New England. Clark's services include business insurance, personal insurance, employee benefits, bonds, life, health, annuities, and safety and risk consulting services. ■

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

# Chris Fogg, 54

CHRIS FOGG, FORMER HEAD of the Maine Tourism Association and the Bar Harbor Chamber of Commerce, died suddenly of a heart attack on October 17. He was 54.

A Farmingdale resident, Fogg took command of the Maine Tourism Association as its chief executive officer in 2015 after eight years as executive director of the Bar Harbor chamber. He was an active leader of the organization, serving as a spokesperson and frequently writing opinion columns on behalf of the industry for the *Bangor Daily News*.

Alf Anderson, the Bar Harbor chamber's executive director, described Fogg as "a hardworking, passionate leader in our community. His expertise in the tourism industry and professional leadership helped shape our chamber into the organization it is today and for that, we are all extremely grateful."

Chamber member Earl Brechlin described Fogg's death as "a giant loss for his family and all of Maine. . . He was a tireless worker for this town, this island and this state."

As CEO, Fogg oversaw the 1,500-member state-wide tourism association, including seven state visitor information centers and 90 employees. The organization produced the official state-wide visitors guide, *Maine Invites You*, and the official state highway map, with Fogg representing the tourism industry with the state legislature.

Last year, Fogg was elected to the U.S. Travel Association's board of directors as an at-large director for 2019-21, a role he hoped would allow him to advocate for the Maine tourism industry and to continue to build awareness of the economic benefits and workforce opportunities that travel and tourism create. Fogg resigned

from the association last December.

In May, Fogg launched Fogg Association Management Consulting, a firm that helped associations, chambers of commerce and nonprofit organizations with financial reporting, operations management, job searches and strategic planning.

Fogg leaves behind a wife and two young sons. Friends and associates have created a fund to support Fogg's sons. Contributions can be made payable to the Fogg Family Memorial Fund and mailed to: c/o Kennebec Savings Bank, 1 Northern Avenue, Farmingdale, Maine 04344. ■



**Chris Fogg**

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**A**CROSS New England, experts at state transportation agencies are tapping into the creativity and ingenuity of university students to strengthen the region's infrastructure. Entering the third year, these partnerships are working toward producing practical and sustainable innovations for New England's transportation systems.

In 2018, the U.S. Department of Transportation (DOT) selected the University of Maine to lead the creation of a highly competitive University Transportation Center (UTC) called the Transportation Infrastructure Durability Center (TIDC). Five other New England universities joined UMaine, and all six state transportation departments in the region are also involved. For the next five years, the U.S. DOT will provide \$12.5 million in funding to this UMaine-led coalition. Research projects require a funding match, bringing the total program investment to \$25 million.

The mission of the TIDC is to develop innovative, sustainable, next-generation solutions to improve the durability and extend the lifespan of existing and new transportation assets in New England and beyond. The goal is to improve the cost-effectiveness of transportation infrastructure through transformative research, education, outreach, workforce development, and technology transfer through four research thrust areas:

1) monitoring and assessment; 2) new materials for longevity and constructability; 3) new systems for longevity and constructability; and 4) connectivity for enhanced asset and performance management.

There are 31 current research projects. The clear message from DOT is that the research should lead to practical results that can be implemented to improve our infrastructure. MaineDOT is fully supportive and committed to working with UMaine and the TIDC to solve real world problems.

We've chosen two projects in this column.

### BRIDGE LOAD RATINGS

In 2007, MaineDOT completed the first *Keeping Our Bridges Safe* report. That report provided a comprehensive review of our bridge inventory and made recommendations to improve our ability to effectively maintain and preserve these bridges. Since the report was released, we've been working with UMaine to provide more advanced modeling and load-testing techniques to keep our good bridges open to truck traffic.

There are many bridges (like reinforced concrete slabs and concrete T-beam bridges) built 50 or more years ago that have provided safe passage for fully-loaded trucks with no sign of wear or distress. However, the national design and rating codes have changed, and when our bridge



Live load-testing a reinforced concrete slab bridge.

engineers use these updated codes, the results often show bridges are unable to withstand these heavier loads. Thus, bridges require load postings, strengthening, or sometimes even expensive replacements. Other alternatives include conducting more advanced engineering modeling (called finite element modeling) and instrumenting and measuring bridge responses to loaded dump trucks.

Enter our partnership with UMaine. Researchers have been able to develop modeling techniques that our bridge engineers can use to conduct live load testing on dozens of bridges. The MaineDOT Bridge

Team then uses these results to make better informed decisions on the future of our bridges. This has saved millions of dollars in unnecessary bridge replacements and kept bridges open for businesses and the trucking industry.

### COMPOSITE TUB GIRDER

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in transportation infrastructure. The most recent technology, a composite tub girder, was developed by a partnership involving UMaine and Advanced Infrastructure Technologies Bridges in Brewer.

The composite tub girder has been designed and tested and will soon be installed at two bridge locations in Hampden. Construction of the first project will be completed this fall at the Grist Mill Bridge. We are installing five girders that are 75 feet long and 50 inches deep. These girders will be load-tested and monitored using bridge diagnostic instrumentation and fiberoptic sensors to ensure loads and strains are in line with the design methodology.

Composite materials have been used in the aerospace and marine industries for years. The materials have high strength qualities, are lightweight, and are non-corrosive. Completion of the two Hampden



Crews place a composite tub girder developed by TIDC in partnership with MaineDOT and Advanced Infrastructure Technologies at the Grist Mill Bridge site in Hampden.

more about the TIDC by visiting the program's website, [www.tidc-utc.org](http://www.tidc-utc.org).

ABOUT THE AUTHOR: In addition to serving as MaineDOT director of research and innovation, Dale Peabody is chair of the TIDC Advisory Board and co-chair of the Maine Transportation Conference Planning Committee.

bridges could lead to a transformational technology in bridge engineering.

These researchers are working toward cutting-edge solutions to improve the durability of transportation assets in New England and beyond. The MaineDOT/UMaine partnership encourages and recognizes that more industry involvement in this work will generate new innovations that will continue to benefit our infrastructure. Learn

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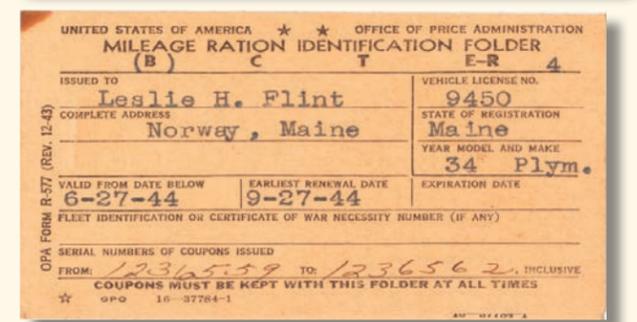
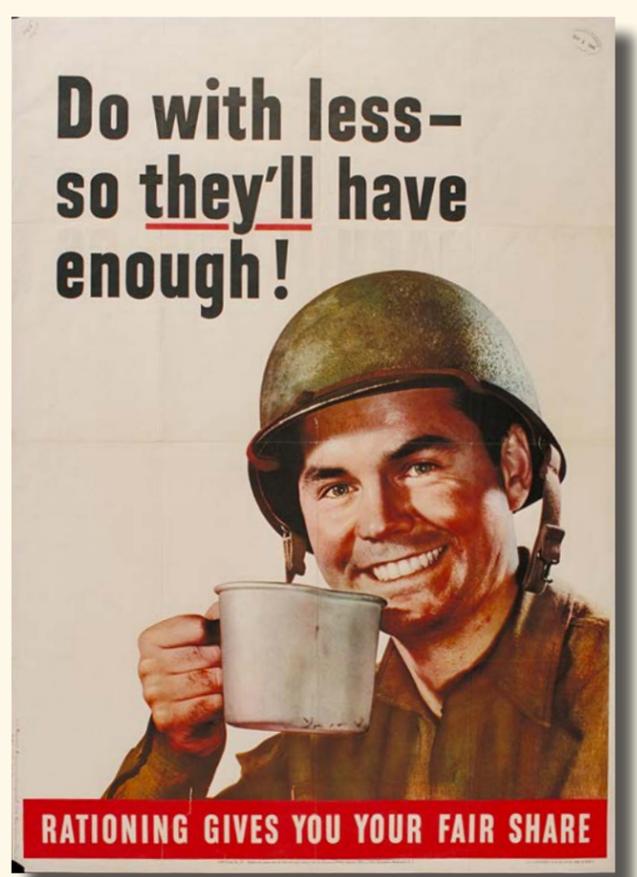
## In it to win it

**W**E'RE ALL in this together. That was the story in January 1944 as the U.S. was entering the final year of World War II. *The Trail* that month had two stories on how, on the home front, the nation was banding together by rationing essential supplies including gasoline.

In mid-1941, gasoline rationing began in 17 eastern states, including Maine, as an attempt to help the American war effort. By the end of the year every state was rationing gasoline. Rubber was the first commodity to be rationed, after the Japanese invasion of the Dutch East Indies cut off the U.S. supply; the shortage of rubber affected the availability of products such as tires. Rationing gasoline, it was reasoned, would conserve rubber by reducing the number of miles Americans drove.

At first that created a lot of whining. A voluntary program proved unsuccessful. Proving it could remain obstinate even in the face of a national crisis, Congress balked at imposing gas rationing. Forcing Americans to curtail their driving would be bad for business, many legislators argued. They evidently feared voter backlash more than they did Adolf Hitler or Emperor Hirohito. But the president, FDR, would have none of it. Backed by government procurement agencies and military leaders, the president ordered gasoline rationing to last "the duration."

There was a dark side to the story, as the government was planning to mail ration coupons to undisclosed issuing centers to reduce theft and hobble a rampant black market at the local level. That issue of *The Trail* also wrote about Mainer Harry E. Libby of Island Falls, one of three appointed to the War Price and Rationing Board in the northeast, the agency created to keep an eye on things. ■



During World War II, many commodities were rationed, including gasoline. The United States Office of Price Administration used public service messages on posters including this one (top) from 1943 to urge Americans to think about the troops – and their neighbors. A mileage ration folder (bottom) for Leslie H. Flint of Norway, Maine.

POSTER: GOVERNMENT & GEOGRAPHIC INFORMATION COLLECTION, NORTHWESTERN UNIVERSITY LIBRARIES. RATION FOLDER: COLLECTION OF NORWAY, MAINE HISTORICAL SOCIETY



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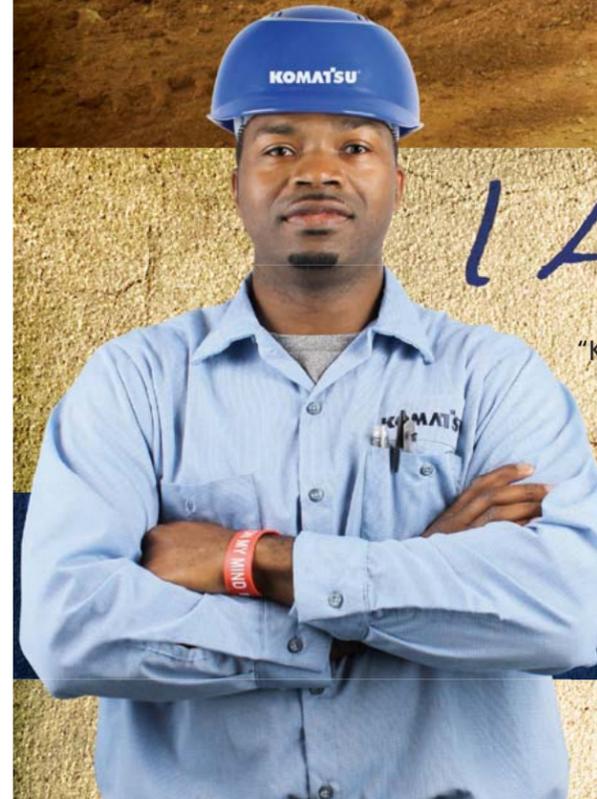
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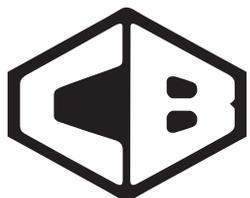


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