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SCHOLARSHIP ISSUE**  

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The Magazine of the Maine Better Transportation Association

# MAINE TRAILS

## IN THIS ISSUE:



15

### PRESIDENT'S MESSAGE

**9 Design, build, fundraise, renew.** Building a new workforce. **By Tony Grande**

### CALENDAR

**11 Upcoming MBTA events.**

### ON RAMP

**13 A digest of recent transportation news.**

### COVER STORY

**15 The Scholarship Issue.** Meet the new MBTA scholarship recipients.

### COVER STORY

**24 New work plan.** MaineDOT unveils \$3.94 billion work plan.

### ASSOCIATION NEWS

**27 In with the new.** The 2022 MBTA Holiday Meeting.

**32 Where challenges meet opportunity.** The 71<sup>st</sup> Maine Transportation Conference.

### MEMBER NEWS

**39 Sanford gets a RAISE.** An innovative federal grant will help the city rebuild its center. **By Kathryn Buxton**

**46 Cross in the top 20.** The Maine-based insurance agency hits a national benchmark.

**47 Entrepreneurial spirit.** Bangor International honored.



39



47

### MAINEDOT VIEW

**49 Charting a course.** MaineDOT plans for 'pragmatic progress.' **By Jennifer Grant**

### EXIT RAMP

**59 A good match.** In 1945, states prepared for an historic infusion of rural road funding.

**On the cover:** The MBTA Educational Foundation awarded 36 scholarships to Maine students in 2022.



## Maine Better Transportation Association

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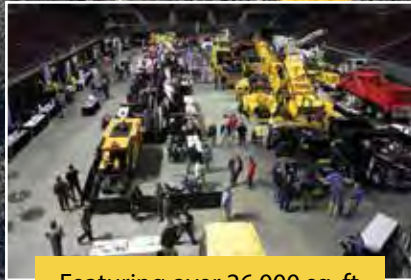


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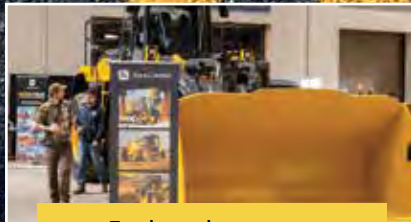
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by Tony Grande, MBTA President

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# Design, build, fundraise, renew

IF YOU were to ask me about my favorite MBTA events, you would think I would say, "Convention" or "Golf" or even "Transportation on Tap."

Yet as I was thinking about the New Year and looking at the new 2023 calendar and planning this column, I realized that would be wrong. Turns out this issue of the magazine – the Scholarship issue – and the MBTA Holiday Meeting where we get to meet the new MBTA scholarship students are my two favorite events. (Thank you, Eric Ritchie, for filling in for me at December's meeting that I was, sadly, unable to attend. By all accounts, you did a fantastic job introducing MBTA members to our latest scholarship recipients!)

That is because these events symbolize for me the cycle of renewal that is central to our industry. Every day we wake up, and plan for the future. We design and build roads. And if we are lucky and there's money enough, we repave those roads frequently enough so we don't have to rebuild them every 15 or so years. We also design and build bridges, marine and aviation facilities, rail, and trails projects.

Seeing all of these bright young people getting ready to go to work designing and building our roads, bridges, airports, ports and being adept at the technology we need to maintain all that transportation infrastructure is inspiring.

Knowing that our members have provided more than \$600,000 since 1994 to fund scholarships for hundreds of students - many of whom have stayed in Maine to build their careers and raise their families – is one of those facts that make me feel proud to be a member of MBTA.

It also reminds me how important it is to have young people who bring new ideas and new skills to the job. Because that is what will keep this industry alive and vital.

Fifty years ago, who could have known we would need people who could tune up an excavator using a computer? Or someone who could fly a drone or use LIDAR to inspect

**"Knowing that our members have raised more than \$600,000 since 1994 to support scholarships for hundreds of students – many of whom have stayed in Maine to build their careers and raise their families – is one of those facts that make me feel proud to be a member of MBTA."**

the condition of an aging bridge? Or someone who could design and build "100-year" bridges constructed from composite materials while using techniques that didn't exist five decades ago?

Still, we need to do more to continually fuel that cycle of renewal and innovation in our transportation industry workforce, and the MBTA has stepped up on two fronts:

First, the MBTA Educational Foundation has set out to raise funds for a new named scholarship in honor of our colleague Paul Koziell, who died last October in a terrible plane crash that also killed his father-in-law and CPM Constructors founder Eldon Morrison. This is an ambitious effort with a \$100,000 goal that was generously



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jumpstarted by contributions from three MBTA corporate members, Sargent, Eurovia and Shaw Brothers. Since then, many more have jumped in. Many of Paul's friends and colleagues have also answered the call and we are excited to announce we have already raised just under \$74,000. We are so grateful to all of you who have contributed so far, and hope many more of you will join the effort.

Our plan is to award the first Paul Koziell Scholarship next winter to a young person in whom we see those characteristics that made Paul who he was – super smart, energetic, passionate about construction, enthusiastic, fun, and so generous with his time to encourage younger people coming up through the business.

Second, the MBTA Board of Directors voted

recently to step up on another front to bring young people into the business. We are partnering with AGC Maine on an important new workforce initiative, the Transportation & Infrastructure Workforce Development Collaborative Pilot Program.

This is a two-year pilot program backed by the Maine State Transportation Innovation Council (STIC) that will increase facilitated career matching and accelerated training and placement of young people in transportation-related careers both at the entry and professional levels.

That is how MBTA is keeping the cycle going – designing, building and renewing – and caring for the transportation infrastructure that is so vital to this state.

I want to personally thank all of you who

are helping through your support of the MBTA Educational Foundation – sponsoring scholarships at the Maine Transportation Conference and the Holiday Meeting, buying Super Raffle tickets in November and December every year, and contributing to the 50-50 raffles we hold at all of our meetings throughout the year. It all adds up!

That brings me to my next favorite things on the MBTA calendar, events like Transportation on Tap, the Fall Convention and the Infrastructure Golf Tournament where we get to foster the relationships that are so important to keeping this industry healthy.

I look forward to seeing you all there, including at the MBTA Cumberland County Meeting on Thursday, March 2! Happy New Year! ■

# MBTA CALENDAR

## Thursday, March 2

**CUMBERLAND COUNTY MEETING**  
Portland Sheraton, South Portland  
5 p.m.

## Thursday, May 4

**ANNUAL MEETING**  
Hilton Garden Inn, Freeport  
5 p.m.

## Thursday, July 13

**INFRASTRUCTURE GOLF TOURNAMENT**  
Waterville Country Club, Oakland  
9 a.m.

## Thursday, August 10

**AROOSTOOK COUNTY MEETING**  
Location TBD  
5 p.m.

## Friday, September 15

**FALL GOLF / CONVENTION**  
Samoset Resort, Rockport

## Saturday, September 16

**FALL CONVENTION**  
Samoset Resort, Rockport

## Friday, September 29

**PDH TOUR**  
Location and Time TBD

## Thursday, December 7

**MAINE TRANSPORTATION CONFERENCE**  
Augusta Civic Center

## Thursday, December 14

**HOLIDAY-SCHOLARSHIP MEETING**  
Black Bear Inn, Orono  
5 p.m.

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

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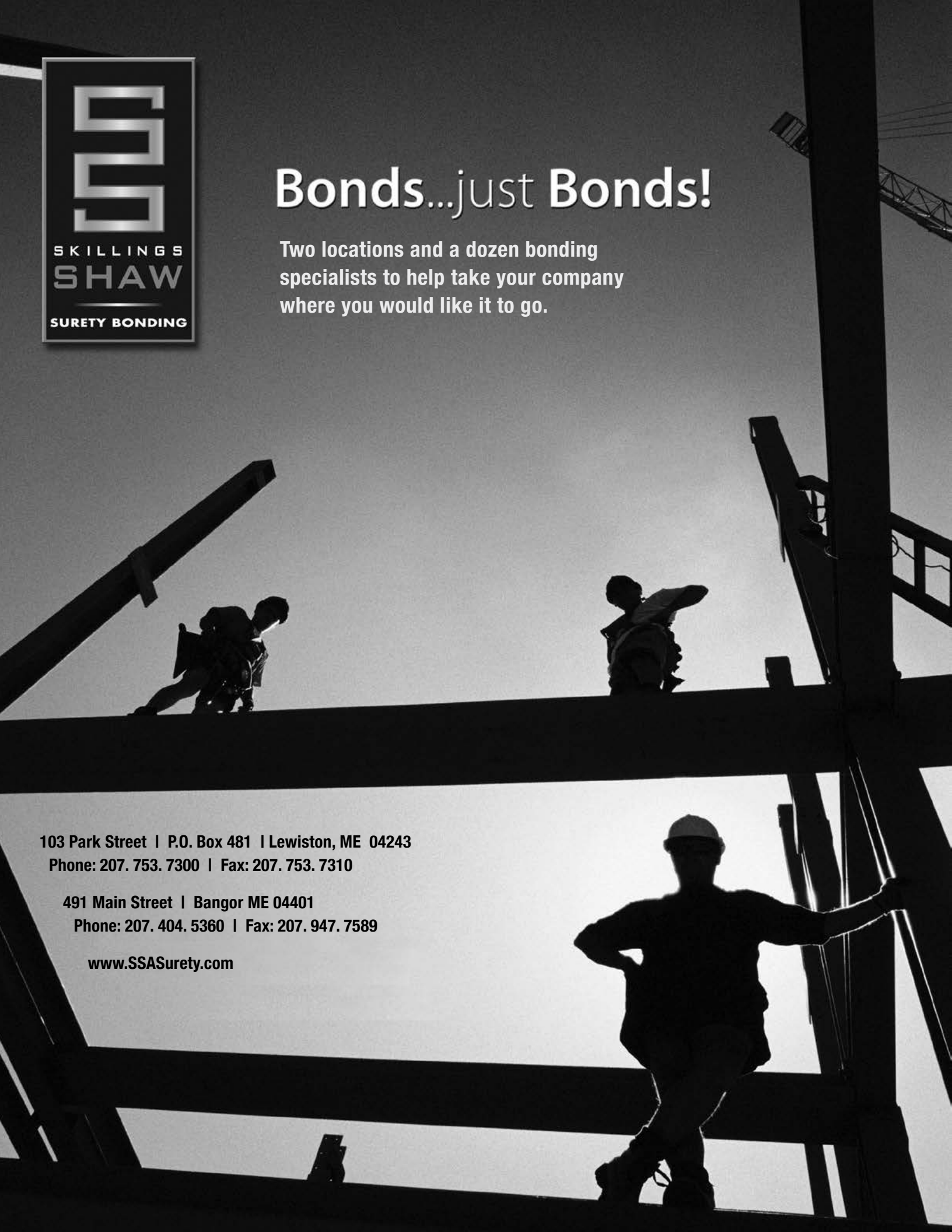
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# ONRAMP

## High impact

**M**OTOR VEHICLE crashes cost Americans \$340 billion in 2019, the National Highway Traffic Safety Administration announced in early January. The agency's new report, *The Economic and Societal Impact of Motor Vehicle Crashes, 2019*, examines the costs of one year of crashes that killed an estimated 36,500 people, injured 4.5 million, and damaged 23 million vehicles.

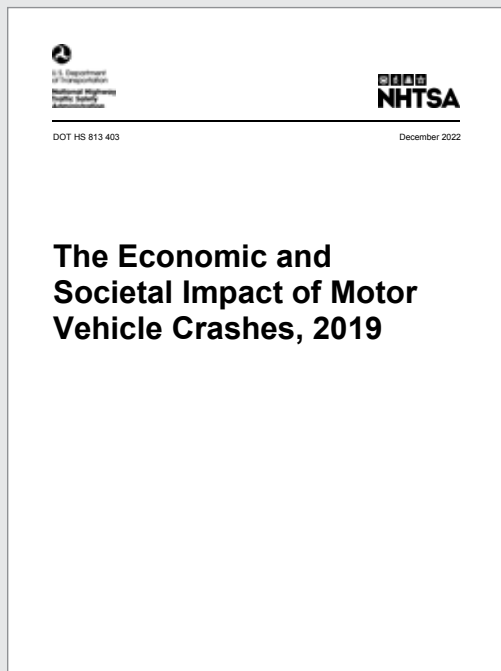
"This report drives home just how devastating traffic crashes are for families and the economic burden they place on society," said Ann Carlson, NHTSA's Acting Administrator. "We need to use the safe system approach embraced in DOT's National Roadway Safety Strategy to dramatically decrease the number and severity of crashes: safer roads, safer people, safer vehicles, safer speeds, and better post-crash care."

The \$340 billion cost of motor vehicle crashes represents the equivalent of \$1,035 for each of the 328 million people in the United States and 1.6 percent of the \$21.4 trillion real U.S. gross domestic product for 2019. Those not directly involved in crashes pay for roughly three-quarters of all crash costs, primarily through insurance premiums, taxes, congestion-related costs such as lost time, excess fuel consumption, and increased environmental impacts.

The report broke down costs by states, and for Mainers, that cost was considerable. Motor vehicle accidents cost \$1,879 million in 2019 or \$1,396 per person (2.8 percent of Mainers' per capita personal income).

The report also included new data on the total value of seat belt use in the United States. From 1975 to 2019, seat belt use saved 404,000 lives and prevented \$17.8 trillion in societal harm.

FMI: To download a copy of the report, visit [www.nhtsa.gov/press-releases/traffic-crashes-cost-america-billions-2019](http://www.nhtsa.gov/press-releases/traffic-crashes-cost-america-billions-2019). ■



## Calling all techies

**S**TATE TRANSPORTATION agencies are facing a chronic shortage of engineers, data analysts and other skilled technicians officials on the Transportation Research Board, a federally backed research group according to [statescoop.com](http://statescoop.com) and [smartcitiesdive.com](http://smartcitiesdive.com).

The National Association of State Chief Information Officers found in its most recent survey that the future of IT workforces is increasingly top-of-mind for its members. The challenge in finding and retaining tech talent looms large across state government.

A 2022 work survey conducted by the American Public Transportation Association found that 96 percent of agencies surveyed were experiencing staff shortages amid high retirement levels and hot competition for workers. Creating pathways for advancement and professional growth, establishing new internships and apprenticeships, making schedules more flexible and streamlining the application process could all help agencies make new hires, Linda Ford, APTA's general counsel, said.

As tech projects grow in importance, city leaders say governments must think creatively to find skilled workers.

It's "a major pain point," said Cleveland Mayor Justin Bibb. The city is struggling to compete with the private sector to hire and retain tech workers, Bibb said. Cleveland wants to handle more technology functions like cybersecurity in house, but it has outsourced several functions because of the talent shortage, he said.

"The labor market is very competitive right now, particularly in the tech sector," Bibb said. "We're having a hard time retaining talent in our technology division because our private-sector peers are offering higher wages, the ability to work remotely and a lot more flexibility." ■

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# Meet our new scholarship recipients

**MBTA scholars this year are a diverse group of students with diverse goals studying to make careers and a difference in transportation**

**I**N 2022, the MBTA Educational Foundation awarded more than \$39,000 in scholarships to 36 students who promise to bring a wide range of experience and insight to transportation and business in Maine. MBTA members met many of these outstanding young students at the MBTA Holiday Meeting on December 8, 2022.

Finding and encouraging young talent who will work to improve transportation in Maine and elsewhere is the mission of the MBTA Educational Foundation, a tax-exempt, non-profit charitable organization that awards scholarships annually to deserving Maine students studying transportation-related fields of study. The MBTA hopes scholarship recipients will become future leaders in the industry.

Congratulations to all of this year's scholarship winners. The MBTA looks forward to hearing from you – and working with you – in the future! And many thanks to our members' generosity that made these scholarships possible.

## **KALEB BARRETT**

*University of Maine  
Transportation Trailblazer*

Kaleb Barrett attended Freeport High School and is in his senior year at the University of Maine, majoring in construction engineering

with a minor in business management. Kaleb completed an internship with CPM Constructors during his freshman year, working on the Jonesport-Beals Bridge, and the following year interned with Cianbro, working on the North Hero-Grand Isle Drawbridge in Vermont.

Most recently he worked for Bancroft Contracting, learning about and operating heavy equipment. Kaleb would like to continue building on his knowledge to prepare him for a career in the transportation field. This year he participated in his Capstone project which was a demolition and construction project on the Littlefield Garden Gazebo at UMaine. Skills that he learned in this project that tie into the transportation field are utilizing time management, and participating in safety talks each and every day to protect everyone on the team. With the combination of his construction engineering academics and business



**KALEB BARRETT**

management skills, he is hoping to own and operate a Maine-based construction business one day. In his spare time, he enjoys skiing, fishing and golf.

## **LUCAS BENTLEY**

*University of Maine  
Lucius Barrows Scholarship*

Lucas Bentley grew up in the town of Gardiner and is graduating from the University of Maine this May with a bachelor of science degree from the Civil and Environmental College. Lucas has had internships at Pike Industries and Gorrill Palmer and has appreciated the insight those experiences have provided him.

Lucas has accepted a job with Gorrill Palmer as a design engineer. During his first year he will rotate within the company's transportation divisions to find his best niche. Lucas' interest in transportation came from travelling the east



**LUCAS BENTLEY**



## **Paul Koziell Scholarship update**

*Less than \$25,000 needed to complete goal*

**T**HE MBTA Educational Foundation Board - with the support of Paul's family - is creating a named scholarship in memory of Paul Koziell, a beloved past president of MBTA and long-time member and fundraiser for the MBTA Educational Foundation Board. We have already received generous donations from Sargent, Eurovia, Shaw Brothers and many of Paul's friends and colleagues totaling more than \$75,000. Please help us meet our goal of \$100,000. To learn more about Paul's contributions to transportation in Maine and to donate online: [bit.ly/KoziellMemorial](https://bit.ly/KoziellMemorial). The MBTA Educational Foundation is a 501(c)(3) organization. ■

coast during his youth. Seeing the difference between infrastructure in New England and the south had him very intrigued. Lucas would like to thank MBTA for their gracious scholarship, and the MBTA Educational Foundation Board for helping him over the past four years. Lucas looks forward to helping design the future roadway infrastructure.

**KAYDEN CLINE**

*Washington County Community College*

Kayden Cline grew up in Trescott, a small rural town-ship in Down East Maine. He is pursuing a career in the transportation/construction field because construction is the heart of his family and childhood. His



**KAYDEN CLINE**

father is a contractor with over 20 years of experience constructing houses. His grandfather has more than 50 years of experience in various construction fields from logging, trucking, paving, and plowing. Because of this, Kayden has had access to equipment and job experiences that have helped him learn to operate equipment and understand basic mechanics of construction. These experiences helped him to decide his future goals.

Kayden is working to obtain his CDL license and is enrolled in the heavy equipment operations program at Washington County Community College. He knows in order to obtain opportunities and pursue a career in the construction field he must learn necessary skills and obtain certifications, which will lead to higher paying jobs.

He is open to any opportunities in the construction field and is especially interested in crane and grader operations. He would prefer to stay in Maine and maybe someday have a construction business of his own.

**ANDREW CZARNECKI**

*University of Maine  
Millard W. Pray Scholarship*

Andrew Czarniecki, a current junior at the University of Maine studying construction engineering technology, grew up in North Branford, Connecticut. He is very interested in the construction field because he loves the idea of putting ideas to life. Andrew has chosen transportation as a career option because it always amazed him how roads and bridges have been

built to allow for travel across the country. Andrew recently worked with CPM Constructors over the summer and had a great experience working on different bridges throughout



**ANDREW CZARNECKI**

New Hampshire and Maine. After graduation he hopes to continue down the path of transportation and learn more about Maine and its roads. Andrew is very thankful to be chosen for an MBTA Millard W. Pray Scholarship. He noted that the award will help in many ways through his academic success at the University of Maine.

**GARRETT DANIELS**

*University of Maine  
Transportation Trailblazer*

Garrett Daniels was born and raised in Falmouth and is currently a junior at the University of Maine studying computer engineering. Emerging technologies, such as computational transportation science, that incorporate aspects of computing, modeling and information technology within the transportation industry is something that is very intriguing to him, recognizing that these disciplines could be integral to future transportation systems. Throughout his undergraduate studies, the concept of driverless and autonomous vehicles has piqued his interest, and he is seriously considering pursuing his senior capstone project on the topic of autonomous vehicle technologies. Garrett is a grateful recipient of the MBTA Trailblazer Scholarship and thankful for the opportunity to further explore a transportation-related career.



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**ZACKARY "ZACK" DILL**

*University of Maine  
Lucius Barrows Scholarship*

Zack Dill is a second-year civil engineering student at the University of Maine. He grew up Milford, Maine, and graduated from Orono High School, no more than five minutes from



**ZACK DILL**

whether it be transportation, environmental, structural, or another. He is unclear about his career path but is an avid golfer, and nothing upsets him more than hitting the cart path and having his ball all marked up from the path. He thinks about designing a cart path that prevents golf balls from getting marked up, a project that would be both effective and interesting. And after all, many golf courses have bridges which need to be designed as well. Zack hopes to move to Montana after graduation, and maybe design golf courses. He is very appreciative of this award and thankful to be a part of a great community in the civil engineering world.

**SCOTT DORN**

*University of Wisconsin - Whitewater  
Frank A. Healy Scholarship*

Scott Dorn grew up in Lincoln, Maine, and worked at Northeast Paving last summer, which proved to be a great learning experience. He learned what goes into setting up paving sites and all the numbers that go into it. He spent the summer in central Maine and worked on



**SCOTT DORN**

I-95, redoing the interstate, culverts, and putting in new drainage pipes. He also worked in towns such as Waterville and Clinton doing the same thing. Although these jobs were similar to one another as far as what needed to be done, Scott appreciated that they were very different in aspects of how they had to be done. He learned a great deal about new job materials, as well as the importance of safety. Working in transportation has allowed him to learn so much, and he is thankful to those who helped him.

Scott is a neurology student and football

campus. Zack is interested in engineering due to the ability to design new projects for the world to use. Civil fascinates him due to the number of different paths it can provide,

player at the University of Wisconsin-White-water. After graduation, he plans to pursue a doctoral degree and hopes to help young people and athletes to decrease head trauma and neck injuries.

**TIMOTHY DOYLE**

*Western New England University  
MBTA Scholarship*

Timothy Doyle grew up in the small town of West Gardiner and attended Gardiner Area High School where he was a soccer goalie and the Maine State Youth of the Year for the Boys and Girls Clubs of Maine. He is currently



**TIMOTHY DOYLE**

a senior mechanical engineering student with a minor in finance at Western New England University (WNE) in Springfield, Massachusetts. At WNE, he works as a student ambassador, referees youth soccer games and plays intramural volleyball. Last summer, he had the opportunity to work at Pratt & Whitney working on cutting-edge technology to make aviation more sustainable and efficient for years to come. Working on the most powerful engines that power America's best fighter jets to engines that have reduced carbon emissions by 35 percent in five years, he learned a lot about how these complex machines are made and looks forward to continuing to learn more about aviation. After graduating, Timothy hopes to return to Maine to help grow aviation in Maine and beyond with new and better technologies that can make aviation a better transportation option for the people of Maine.

**ELIZABETH DRELICH**

*University of Maine  
Construction Engineering Technology*

Elizabeth graduated from Deering High School in Portland, and is currently a junior construction engineering technology student at the University of Maine. Her passion for engineering started like many children, by playing with Legos and wooden train sets with her older brother. Since then, she became particularly interested in roads and bridges because of the connections that transportation infrastructure makes between land and people. Last summer, Elizabeth interned with Sargent where she completed finish-up site work at the Ferland Engineering Education and



**ELIZABETH DRELICH**

Design Center at UMaine, among other projects. Her experience with Sargent solidified her interest and passion in the heavy civil industry. Elizabeth is the captain of the UMaine Steel Bridge Team, and is leading a group of classmates in designing, fabricating, and constructing a 24-foot-long scale model of a truss bridge. The Bridge Team has been a great learning experience and, like her internship, has further revealed her passion for infrastructure. After graduation, Elizabeth hopes to work to improve infrastructure in the state of Maine, where she believes she can give back to her community and improve others' quality of life.

**GRETCHEN FAVREAU**

*University of Maine  
Transportation Trailblazer*

Gretchen grew up in Falmouth, and she has two older brothers who graduated from the University of Maine. From a young age, she realized the importance of community service. In high school, Gretchen became involved in Furniture Friends and she has volunteered with Friends of Acadia, helping to give back to the community. She developed a strong passion for math and art as she progressed through school.



**GRETCHEN FAVREAU**

Toward the end of high school, she planned on majoring in architecture, but she realized that civil engineering would allow her to delve deeper into her interest in math. She is currently a senior, studying civil engineering at the University of Maine. She is interested in home remodels, home repairs, and building and refinishing furniture. Additionally, she loves being outdoors whether by the ocean or hiking mountains. After college, she hopes to work at a civil engineering firm as a practicing structural engineer, and she is considering continuing her education in architecture. Eventually, Gretchen hopes to have her community service come full circle by being involved in

a project building shelters for those who are less fortunate.

**MICHAEL FEELY**

*University of Maine  
Transportation Trailblazer*

Michael Feely is a fourth-year student at the University of Maine, where he is pursuing a bachelor of science degree in civil engineering with a concentration in transportation



**MICHAEL FEELY**

engineering. He grew up in South Portland and graduated from South Portland High School. At UMaine, Michael's interest in transportation was sparked when he took the introductory transportation course. He continued with a course in pavement analysis and design and is now excelling in courses in transportation safety and advanced roadway design. Michael is interested in the impact transportation engineering can have on the safety and efficiency of roadways and transportation system – like a puzzle in which many different components must fit together in a way that is best for society. Another interest is how transportation engineers must consider people's behaviors and tendencies to inform their decisions.

Michael interned with the project delivery team at Sebago Technics last summer, which was a great introduction to the industry. He plans on working for an engineering firm in southern Maine after he graduates in the spring. Michael is excited to work on improving Maine's transportation infrastructure to allow people to safely and comfortably explore the beautiful state.

**MEGAN FULLER**

*University of Maine  
MBTA Scholarship*

Megan Fuller grew up in Dover-Foxcroft, Maine with her parents, two sisters, and the family dog. She played field hockey for four years at Foxcroft Academy and graduated in



**MEGAN FULLER**

2020. She is currently a third-year student at the University of Maine majoring in mechanical engineering and will be graduating in 2024. She was introduced to the field of transportation in high school, when she spent two summers working at Central Maine Auto Auction under Cathy and Kevin Tilton.

Last summer Megan interned as a project engineer with Cianbro on a bridge replacement project in Hampden, and spent time in the field office gaining experience in project management by attending meetings, writing daily reports, and tracking materials and equipment. Her time in the field was spent learning how to implement traffic control systems, take survey shots, and mark pavement layout.

In school, Megan favors her thermodynamics and design classes, and plans to continue focusing in these areas. She is involved with the Society of Women Engineers on campus and was recently inducted into Tau Beta Pi. Megan plans to stay in Maine upon graduation and hopes to pursue a career in engine design.

## CHASE GRAVES

*University of Maine  
Construction Engineering Technology*

Chase Graves is a third-year construction engineering technology student at the University of Maine. He is from Steep Falls and graduated from Bonny Eagle High School.



**CHASE GRAVES**

Chase has seen the construction and transportation industries through a variety of lenses, beginning with his father, a salesman for Anderson Equipment, who showed him the relationship-building side of the business. In high school, Chase focused his senior capstone project around the framework of the industry, providing him a second perspective. He also worked for Peters Construction, Inc. for three years where he's learned a variety of life-long skills.

Chase strongly believes that transportation is an imperative factor to society, especially given the fast pace of growth and technology in today's world. Making a difference in people's lives on such a large scale is important to him, and he feels that having a good position in the industry will allow him to improve transportation as a whole.

After graduation, Chase is eager to be part

of a great team and company that will move transportation forward where he can be a strong advocate among the builders and pioneers of technological advancement and help shape the future of the transportation industry.

## WYATT GREEN

*University of Maine  
MBTA Scholarship*

Wyatt Green is a sophomore majoring in mechanical engineering at the University of Maine. Growing up around his father's crane business, W.H. Green & Sons in Augusta, he has always been



**WYATT GREEN**

interested in heavy equipment and construction. Wyatt was amazed by the sheer size and power of those large machines and was excited to hop in and practice himself. While traveling the state of Maine, his father would point out different jobs that he had been a part of and Wyatt was impressed by the complexity of the bridges that he helped assemble. The decision to pursue a degree in mechanical engineering was very simple and straightforward, since he knew he wanted to be able to work on the equipment as well as the engines of the things his father utilized on his job sites. Inspired by companies such as Pike and other transportation establishments, he will be applying to internships at those companies focusing specifically on transportation-related engineering or any engineering field related to machines and engines. After graduating from the University of Maine, Wyatt hopes to pursue a career in mechanical engineering in Maine or New England. Wyatt is thankful for the opportunity to pursue a degree that he is passionate about and has opened many doors for his future career. He greatly appreciates the support from the Maine Better Transportation Association.

## MATTHEW HANNA

*Southern Maine Community College*

Matthew Hanna is a Maine native who grew up in Bristol and in the midcoast region. He is from a fishing family and has grown up working and playing on the water. Watching over his father's shoulders as he worked on boat motors, Matt developed an interest in engines at an early age. He is pursuing transportation and an automotive technology degree as a career



**MATTHEW HANNA**

choice, because transportation is necessary for the economy. Matt saw a need in the transportation industry for automotive technicians. The MBTA scholarship is assisting Matt while he attends Southern Maine Community College, as it will help him purchase the necessary tools to get the job done and required by SMCC.

He is looking forward to furthering his automotive skills and putting them to use in the industry. He has an eye on the future as to what may be needed and knows he will have to adapt and expand his skills for high-end engine performance for not only gas engines and diesel, but also electric. Matthew is looking forward to graduation and getting his ASE (Automotive Service Excellence) Master Technician certification. He will have his ASE Brakes and Steering certification in spring 2023. Matthew is currently working part-time in the automotive industry at Don Foshay's while attending SMCC.

## EVAN HELWIG

*Southern Maine Community College*

Evan grew up in central Massachusetts and moved to Portland six years ago. After graduating from



**EVAN HELWIG**

UMass Amherst in Economics, he is currently enrolled at Southern Maine Community College and hopes to graduate in 2023 with a degree in electrical engineering technologies.

Evan has traveled across the country and has decided he never wants to leave Maine. He loves to travel, be it by car, boat or train. His roommates remark on what a great driver he is – despite him being from Massachusetts.

Evan hopes, through his work, he will be able to enable and empower others to explore and travel as well. Whether it be a drive along beautiful coastal Route 1 on a fall day, a ferry across the bay to Peaks Island, or a ride on the famous Downeaster, Evan hopes to work towards keeping these means of transportation

alive, well, thriving, and most importantly functional.

Evan currently works for J&J Contractors part-time, and is assisting on the Madawaska Border Crossing Station and International Bridge in the northernmost points of Maine, so is well on his way to a thriving career in transportation.

## **SILAS JONES**

### *Maine Maritime Academy*

Silas Jones is a sophomore Maine Maritime Cadet in the marine engineering technologies (MET) program. Growing up in both New York and Maine, Silas learned a diverse range of skills which have been honed into the interests he has today. Being a native of Portland, he grew up being immersed in the commercial fishing industry, later meeting and working for multiple Maine Maritime alumni. After seeing the accomplishments of these alumni and peers, he chose to attend MMA in the regimented program as a MET cadet.



**SILAS JONES**

Silas is hoping that pursuing this career in transportation will open many doors in not only the engineering field but also the transportation industry as well. Seeing his father work on construction projects on the coast of Maine and other ports along the eastern seaboard has shown Silas the many avenues to be explored with a degree from Maine Maritime Academy. Silas already holds a 100-ton captain's license and is looking to add to his merchant mariner credential with an unlimited tonnage 3rd-engineers license upon completion of his studies at MMA.

After graduation Silas hopes to continue his career in commercial fishing, having obtained a commercial lobster license in Maine, and to utilize his degree as an engineer aboard large maritime vessels.

## **SOPHIA KOZIELL**

### *University of New Hampshire Millard W. Pray Scholarship*

Sophia is a Maine native, growing up on the coast in Scarborough. She is a senior at the University of New Hampshire, double majoring in finance and information systems and business analytics. Sophia is very involved in the University of New Hampshire community.



**SOPHIA KOZIELL**

Fund, a member of the Financial Partners program, and a peer mentor to fellow University of New Hampshire students. Sophia truly enjoys being involved at the University of New Hampshire.

Sophia's family has a rich history in the construction and transportation industries, which has been the driving factor as to why she wants to pursue a career in transportation. While she is currently trying to decide what career path she will take, she hopes to combine her finance and information systems and business analytics degrees with transportation. Sophia has enjoyed her time in New Hampshire, but she looks forward to moving back to Maine post-graduation, where she will hopefully pursue a career in transportation.

## **VINH LAM**

### *University of Maine UMaine Civil Engineering*

Vinh Lam, from Sanford, is currently a fourth-year undergraduate student at the University of Maine in the civil engineering program with a concentration in transportation.

Since he was five, Vinh has been fascinated with transportation systems, and he is current on ways to improve these systems and make our infrastructure safer, more efficient, sustainable, and reliable for the public.

Vinh plans to attend graduate school in the transportation field, hopefully in the Boston area at Northeastern University. He plans to then pursue a professional engineer's license, and work in either design or policymaking for a major firm and/or a state or federal agency.

Vinh recently interned for Sebago Technics in the summers of 2021 and 2022. He has experience in signal (re)timings and signal

Her involvement is mainly in the Peter T. Paul School of Business and Economics. At the business school, she is the president of the Rutman Fellowship, a principal in the Rines Angel



**VINH LAM**

operations around Maine and New Hampshire. These experiences focused primarily at two locations in the city of South Portland. He also has experience in highway engineering around Maine, with the most recent involving a hybrid roundabout on the University of Maine campus.

## **JOHN LANAHAN**

### *Maine Maritime Academy*

John grew up in a small town in central Florida, called New Smyrna Beach.



**JOHN LANAHAN**

He spent much of his young life fishing and boating along both the Atlantic and Gulf coasts. Growing up, he never realized the specific career opportunities that were available on the water. Although, with family rooted into different facets of the transportation industry (aviation and marine), he knew it was a tried and true path. That is where he discovered Maine Maritime Academy and the great opportunities a maritime degree and USCG license could provide. He decided to pursue a marine engineering technology degree at the academy and is on track to graduate this coming spring. In the summer of 2021 he had the opportunity to spend 60 days with the crew aboard the Overseas New York, a 600-foot coastal tanker that transports refined petroleum products between Texas and Florida. He has also had the opportunity to sail on two training cruises with the academy, visiting multiple domestic and foreign ports. After he graduates in the spring, he plans to join the Marine Engineer's Beneficial Association (MEBA) and ship out, hopefully getting the chance to travel the world.

## **LUKE LAWRENCE**

### *University of Maine MBTA Scholarship*

Luke grew up in Pittston, the youngest of five children. A freshman at the University of Maine, his goal is to study civil engineering and to fulfill long-term training and education, so that he can contribute to the importance



**LUKE LAWRENCE**

of environmental appreciation.

Luke chose UMaine for its hands-on laboratories, in addition to the accredited programs. He knows that earning a degree is a significant achievement and an important investment towards his future. Graduating with an ABET-accredited program opens many opportunities towards his career choices from all over the United States. Luke is confident that UMaine will teach him how to use the offered resources to achieve his goals by basic and applied research.

Although only in his first year at the university, Luke has already discovered many building blocks that together can create possibilities to improve methods and bridge the gap for success.

That being said, Luke is interested in encouraging opportunities to improve the transportation industry by incorporating the environment and its natural resources.

### **LEVI LEVESQUE**

*University of Maine  
Millard W. Pray Scholarship*

Levi Levesque from Lisbon is a junior in the construction engineering technology program at the University of Maine. He is pursuing a career in transportation because his grandfather worked for MaineDOT his whole life contributing to the construction of Maine's first interstate highways. This summer, Levi worked for CPM Constructors as an intern on the Exit 45 project on the Maine Turnpike in South Portland.

Growing up in Maine, Levi has always been adamant about wanting to continue to develop the infrastructure in Maine. He feels a deep connection to his home state and wants to be a part of working on its highways, roads, bridges, and whatever else can be improved within infrastructure. While Levi is still quite open about what path he will take and where specifically he wants to develop his career, he undoubtedly sees a future for himself where he is giving back all that he can to the state of Maine. He is still undecided on what he will pursue for an internship this summer before graduation but knows that wherever he may go that he is working in Maine and doing his part to learn all that he can for his upcoming



**LEVI LEVESQUE**

career in the construction industry.

### **HAYDEN LIBBY**

*University of Maine  
UMaine Civil Engineering*

Hayden grew up in Topsham and attended Mt. Ararat High School. He is a current senior at the University of Maine studying civil engineering and minoring in climate science. Hayden is interested in a career in transportation because he feels it is a sector that has a lot of opportunity for improvements, including efficiency, mode, and redesign of transportation systems to better serve the public and the environment. After graduating Hayden plans on continuing his education and studying the effects of water and snow in cold climates on transportation systems.



**HAYDEN LIBBY**

Katie Luce is a junior at the University of Maine where she is majoring in civil engineering. She grew up in Sidney and became interested in the field of engineering through her job shadowing experiences, background, passion for creativity, and drive for leadership. Katie has developed a fondness for research through her collegiate experiences, having studied the effects of dispersed cellulose nanofibrils within cement based composites and presenting that research internationally, during a summer internship. She has also succeeded in two part-time internships through the University of Maine Innovation Center, and hopes to get engineering field experience within the following years. She is active on campus, having held leadership positions in honor societies and music ensembles. Katie continues to work towards her bachelor of science degree in civil engineering with a minor in the business field. She would like to work in Maine within the transportation and

### **KATIE LUCE**

*University of Maine  
Kenneth W. Burrill Scholarship*

Katie Luce is a junior at the University of Maine where she is majoring in civil engineering. She grew up in Sidney and became interested in the field of engineering through her job shadowing experiences, background, passion for creativity, and drive for leadership. Katie has developed a fondness for research through her collegiate



**KATIE LUCE**

engineering industry, to make infrastructure safer and more efficient, while also integrating her internship experiences. She is excited to work and make an impact within the transportation and engineering industries. Katie would also like to recognize and thank the Maine Better Transportation Association for providing these supportive scholarships, and for all they do for the scholarship recipients!

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### **CHARLES "CHAD" MOLLOY**

*University of Maine  
UMaine Civil Engineering*

Charles Molloy grew up in Marshfield, on the south shore of Massachusetts, and is graduating from the University of Maine with a bachelor of science degree in civil engineering. He has accepted a position at HNTB in Portland as a highway engineer and will start in June of 2023. What made Charles want to pursue a degree in civil engineering was his Eagle Scout project, where he designed a campsite in his hometown of Marshfield. During the process of completing the Eagle Scout project, he learned how to be a project manager and this helped influence Charles to choose civil engineering. At UMaine, he took several classes in transportation engineering that helped him decide what type of civil engineering he was most passionate about. He started his career in transportation engineering working on the Green Line Extension Project which extended the Green line in Massachusetts from Somerville to Medford. This previous summer he worked for a transportation design company where he worked on railway, highway, and roadway improvement projects. He is passionate about helping people and trying to make the world a better place. Charles would like to thank the Maine Better Transportation Association for granting him a scholarship.



**CHAD MOLLOY**

Abigail Morrison-Ouellette grew up in Scarborough with her parents and older sister. Her family has been involved in the transportation and construction industry in Maine for several decades, and she has been lucky to meet and

### **ABIGAIL MORRISON-OUELLETTE**

*University of Maine  
Millard W. Pray Scholarship*

Abigail Morrison-Ouellette grew up in Scarborough with her parents and older sister. Her family has been involved in the transportation and construction industry in Maine for several decades, and she has been lucky to meet and



**ABIGAIL MORRISON-OUELLETTE**

make connections with many in the industry at various meetings and outings through the years. Abigail is currently a senior at the University of Maine majoring in civil engineering, and participating in the Honors College where this spring she will defend her thesis on the preservation of historic bridges. The civil engineering department is excellent and she enjoys the environment where students are encouraged to work together to help each other solve problems. This has helped Abigail realize how important collaboration is in the industry. Abigail is interested in pursuing a career in transportation because she has seen how important reliable transportation infrastructure is to everyone's daily life. It makes it possible for people to do things, such as visit family and commute to work and school. She understands the value that these activities bring to local communities and the economy of Maine. She looks forward to working in the industry in Maine after she graduates. Besides studying at the University of Maine, Abigail enjoys reading, doing crafts, hiking, and spending time with her family.

**MATISSE MOSER**

*University of Maine  
Millard W. Pray Scholarship*

Matisse was born in California, but moved to Falmouth, Maine, before he was 10 years old. He attended Falmouth High School, and knew he would attend the University of Maine for some kind of engineering. During his junior year, he had an assignment in his advanced topics



**MATISSE MOSER**

in engineering class to present on the topic of civil engineering. It was then that Matisse knew he would be attending the University of Maine to pursue a degree in civil engineering.

This past summer, Matisse worked an internship for CPM Constructors in Freeport. There he learned important construction

skills that could never be learned in school. The majority of his summer was spent working on the new I-295 South bridge near Exit 17 in Yarmouth. He was also able to attend an MBTA dinner in May with CPM.

After graduation, Matisse hopes to pass the Fundamentals of Engineering exam, work for a few years and pursue his professional engineer License. He hopes to work in a field that contains structural engineering, and whether that is designing bridges, buildings, or other structures, he is unsure. Matisse does not know exactly where he wants to work, but that's what he loves about civil engineering. It does not matter where you are, civil engineering will be needed.

**JULES SANGOLO MUYAMBI**

*Southern Maine Community College*

Jules Muyambi has been studying architecture and engineering, as well as pre-engineering with a mechanical concentration at Southern Maine Community College (SMCC) for more than two years. His goal is to become a civil structural engineer. He has considerable work experience having been a team leader at Tyson Foods in Portland for two years and was a direct support professional at Creative Work in Westbrook more recently.



**JULES SANGOLO MUYAMBI**

Jules earned his GED in Portland, and then completed a certificate in Community Health Management. During his time at SMCC, he earned a certificate in the Emerging Leaders Program.

Jules is a certified forklift operator, and is certified in CPR and First Aid. He is skilled with machines and assembly, along with computer networking and parametric modeling.

**GRACA MUZELA**

*Washington County Community College*

Graca Muzela is a second-year student in electromechanical instrumentation technology at Washington County Community College (WCCC) in Calais, Maine. Graca is originally from Angola and has been in the United States since 2019 to pursue his dream job as an electrical engineer. Graca is also interested in pursuing transportation as one of his career choices to help improve Maine's transportation



**GRACA MUZELA**

systems on highways for a better environment. Graca believes deeply in EV technology and would like to see more electric vehicles on Maine roads. Eventually, he plans to become a successful master electrician and electrical engineer.

Graca was selected as the 2022 Student of the Year at WCCC, and he hopes to continue learning and working hard to achieve his dream goal. Maine Better Transportation Association (MBTA) has a place in his heart, and he says that MBTA's generosity has motivated him to support others and give back to the community. One day, Graca hopes to assist students in accomplishing their ambitions in the same way that MBTA has helped him by awarding him a scholarship for two consecutive years.

**BEN NAULT**

*University of Maine  
UMaine Civil Engineering*

Ben is a senior civil engineering student at the University of Maine, with coursework focused on transportation and water resources. He grew up in Gorham, Maine, and has always wanted to remain in Maine after graduation. He previously worked at Gorham Sand & Gravel and had the opportunity to work on many road reconstruction projects with them. He then began an internship at Gorrill Palmer in South Portland where he was able to work on some transportation projects located in southern Maine. These included road alignments, traffic analysis, and pedestrian travel way design. His interest in civil engineering sparked from his ability to problem solve, and his desire to improve the community around him. After achieving his degree, Ben



**BEN NAULT**

has accepted a full-time position as a design engineer at Gorrill Palmer. He is looking forward to the opportunity to learn more about the transportation field, and how his work as a civil engineer can help improve transportation safety around the state.

### **THOMAS NEAL**

*University of Maine  
UMaine Civil Engineering*

Thomas Neal is a third year civil engineering student at the University of Maine who grew up in the small town of Monmouth. Thomas has

lived in Maine his entire life and has a great appreciation for the many different outdoor environments Maine has to offer. He took an interest in civil engineering work and trans-



**THOMAS NEAL**

portation development early on. Coming from a small town, Thomas has always been fascinated by the logistical challenges involved with transportation and construction planning. This interest remains as Thomas works towards a bachelor's degree in civil engineering, along with a minor in management. Following graduation, Thomas plans to stay in Maine and begin work in civil engineering consulting. He sees sustainability and the continued work towards improved and long-lasting infrastructure to be vital to the success of the state. In a state such as Maine where cities are mostly spread apart, efficient transportation infrastructure is key to the way of life. Thomas believes this exemplifies the importance of transportation engineers. He looks forward to a career dedicated to civil engineering improvement in a variety of fields.

### **MADELINE NOBLE**

*University of Maine  
UMaine Civil Engineering*

Madeline Noble is a second year civil engineering student at the University of Maine. She grew up in the rural town of Lincoln where she attended Mattanawcook Academy. Always having been interested in construction and design, she feels that civil engineering was a perfect fit because it has such a wide range of aspects to explore. The transportation industry specifically spoke to her because it has an impact on people everywhere. Civil engineers work to improve bridges, roadways, railways,



**MADELINE NOBLE**

and more every day, and this is something Madeline has always wanted to be a part of. She recently gained some knowledge and experience in the field, working as an intern at Sargent over the summer of 2022. It only increased her interest in the construction industry. In summer of 2023, she plans to work for the ND Paper mill in Old Town with their environmental division. She hopes to expand on her knowledge of the civil engineering discipline and discover more about the future career options after graduation. Ideally, her future career will take her to different places all over the country and world. She enjoys traveling and exploring new places, which is why she chose to study abroad for the 2022 fall semester at the Polytechnic University of Valencia in Valencia, Spain.

### **ANA ORTIZ-ALBOR**

*University of Maine  
UMaine Civil Engineering*

Ana Ortiz-Albor grew up in a small town in Mexico, before moving to Maine in 2017. Ana took an interest in construction and transportation at an early age when she discovered the difficulties people in her hometown faced due to the lack of efficient roads and transportation systems. This lack of infrastructure in her hometown and other developing countries inspired her to pursue a degree in engineering. Ana is currently in her third year at the University of Maine, majoring in civil engineering, where she is also getting practical experience by working as an engineering intern. After graduation, Ana plans to stay in Maine and begin her career in transportation while earning a master's degree at UMaine. Her goal is to build up her knowledge and skills in the area of transportation to be able to help solve the infrastructure difficulties that communities in Maine and in her country experience every day. This coming summer, she hopes to



**ANA ORTIZ ALBOR**

land a transportation engineering internship to gain her first real-world experience in roadway and urban design. Ana would like to thank the Maine Better Transportation Association for their generous support towards students.

### **JACOB PRAY**

*University of New Haven  
Millard W. Pray Scholarship*

Jacob is a senior at the University of New Haven studying psychology, hoping to graduate with a bachelor of arts degree with a minor in music. He was born in Massachusetts but raised in New Jersey with six younger siblings,

the youngest of them being just shy of a year and a half old in the fall. Jacob has been marching in his University's drumline for the past four years, and has been involved in marching bands



**JACOB PRAY**

for the past eight years. After graduation, he hopes to continue to work as a mentor and counselor for underprivileged communities in New Haven, Connecticut, where he currently works as an intern. It has been a fantastic opportunity for Jacob to work with and serve his community, and it's shown him how important public transportation is to the lives of the people in that city. He knows it is the lifeline of neighborhoods, and without it, any and all opportunities provided to the children he works with would be inaccessible. Jacob is passionate about working in his community to improve transportation systems, while allowing the next generation to expand their horizons past what was previously thought possible.

### **MACKENZIE PRAY**

*University of New Haven  
Millard W. Pray Scholarship*

Mackenzie Pray is a junior at the University of New Haven pursuing degrees in both the music industry and business administration. She is in a joint bachelor of arts and master of business arts program, and hopes to one day open her own business – a place to hear new music, encourage local growth, and showcase the hardworking people who make every day work.

Mackenzie spends her time studying accounting and business in classes while using her spare time as the head of promotions for





**MACKENZIE PRAY**

she was inspired by what she saw every day. From Shakespeare on the beach to running events at the library to shows in Asbury Park, Mackenzie spent her time before college volunteering at events that promote the arts and education.

She learned early on that helping others is the best way to help yourself, and that a

the campus' Music Industry Club, where she develops the skills needed to efficiently plan and execute amazing concerts all over campus. Having grown up on the Jersey Shore,

compassionate mind is one worthy of being heard. She brought that love of service to college, and hopes to serve her community, wherever that may be, for the rest of her life.

**KYLE SALLEY**

*University of Maine  
Timothy M. Folster Scholarship*

Kyle Salley grew up in Smithfield, Maine, on a small family-owned and operated beef farm, where he learned the value of hard work, long days, and daily consistency. After taking a pre-engineering classes at the Somerset Career and Technical Center in high school, he decided to pursue a degree in construction engineering technology at the University of Maine.

For the past two years, Kyle has interned with Sargent, working on a road reconstruction job in Kingfield on Route 27/16. He learned how to calculate grades, set catch basins,

lay pipe, operate equipment, lead a crew, and much more. Kyle was also able to experience the project management side of construction during the winter months with Sargent,



**KYLE SALLEY**

learning how to create submittals, complete quantity takeoffs, and resource management.

Kyle recently signed a full-time offer with Sargent that will begin following graduation in this May. His career will begin as a junior foreman, and from there, he hopes to work his way up the ladder as far as he can. He plans to remain in Maine throughout his career in the heavy civil industry. ■

**About the MBTA Educational Foundation**

The MBTA Educational Foundation is a 501(c)(3) organization that awards scholarships to students pursuing careers in transportation or construction-related fields: civil engineering, construction management, construction trades, marine, rail or aviation studies, heavy equipment operation, electrical, diesel mechanic or similar studies. For information about applying, visit [mbtaonline.org/foundation/scholarships](http://mbtaonline.org/foundation/scholarships). For information about making a tax-deductible donation, please contact Maria Fuentes ([Maria@MBTAonline.org](mailto:Maria@MBTAonline.org)).



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# MaineDOT unveils \$3.94 billion work plan

The 2023 edition of the 3-year work plan invests heavily in Maine’s roads, bridges and municipal transportation infrastructure

**T**HE MAINE Department of Transportation (MaineDOT) released the 2023 edition of its three-year work plan on January 25. The plan includes all capital projects and programs, maintenance and operations activities, planning initiatives, and administrative functions for calendar years 2023, 2024, and 2025. The plan contains 2,599 individual work items with a total value of \$3.94 billion, consisting primarily of work delivered or coordinated through MaineDOT.

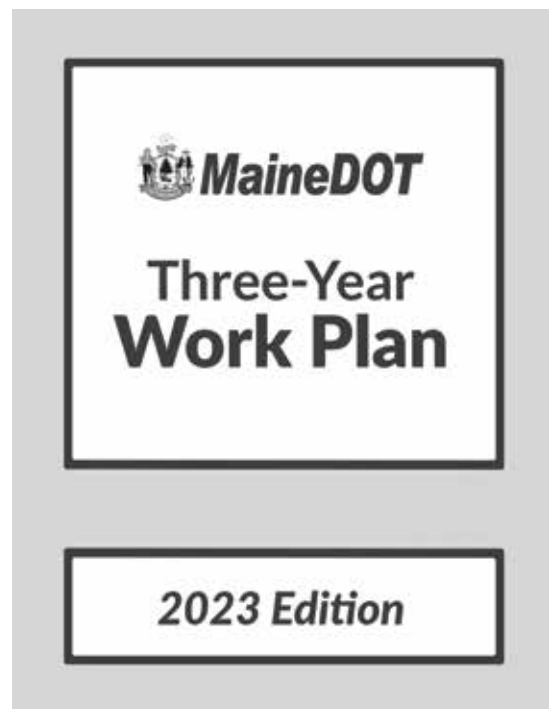
This year’s plan takes into account continued market pressures including increased labor and materials costs. In a statement announcing the plan, MaineDOT Commissioner Bruce Van Note noted that, despite upward price pressures, the state still stands to benefit considerably from the influx of transportation funding from the Bipartisan Infrastructure Law (BIL), as well as “robust” levels of General Fund support for transportation provided by Governor Mills and the Maine Legislature.

“Strong support for infrastructure at both the federal and state levels gives us reasons to be optimistic about the future of transportation in Maine,” said Commissioner Van Note. “We are continuing our shift from making do to making pragmatic progress. If we set reasonable goals that fit Maine’s needs, manage costs with practical ingenuity, and find the funds needed to match available federal funds, all Maine people can realize the enhanced safety, economic opportunity, and quality of life that comes with a better transportation future.”

The statement points out that since 2018, construction costs have increased by an average of 40 to 50 percent, driven by tight labor and materials markets. Because of this, MaineDOT will continue to embrace a “MacGyver” approach of getting the most customer value from each dollar provided. MaineDOT noted that ingenuity and prudent stewardship of public funds is what Maine travelers and taxpayers rightly expect.

The work plan invests in what MaineDOT terms “the largest and most heavily used component of Maine’s transportation system: its 8,800-mile, state-jurisdiction highway network and 2,800 bridges.” The plan calls for nearly \$2.2 billion invested over three years in state highway and bridge capital projects, including:

- 302 bridge projects (estimated cost: \$706 million).
- 1,178 miles of preservation paving (estimated cost: \$575 million).
- 271 miles of highway construction and rehabilitation (estimated cost: \$475 million).
- 264 highway safety and spot improvements (estimated cost: \$190 million).
- 2,073 miles of light capital paving (estimated cost: \$116 million).



Other notable projects in this work plan include:

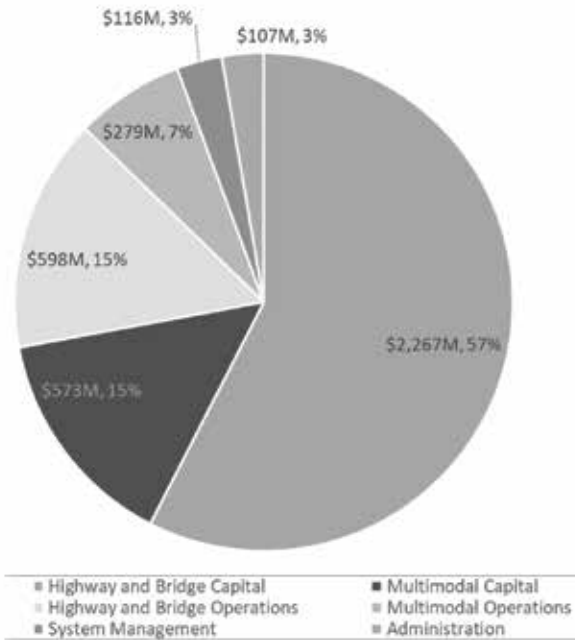
- Replacing approximately 75 miles of rail on CSX’s Waterville-Mattawamkeag Line and making other track improvements to allow heavier freight cars and increased speeds (\$42.5 million).
- Construction of a new hybrid electric vessel for the Maine State Ferry Service to service Lincolnville and Islesboro (\$35 million).
- Pedestrian safety improvements in 12 Heads Up! focus communities that have experienced a disproportionate number of pedestrian crashes in recent years (\$11.1 million).
- Rural worker/workforce transportation funding opportunities for projects aimed at connecting workers to employment opportunities, especially in rural areas where transportation options are limited (\$5 million).

One relatively new element in this plan is funding for the Village Partnership Initiative. Launched in 2022, the matching grant program focuses on improving lower-speed areas where people meet, walk, shop, and do business. Partnerships between MaineDOT and municipalities

aim to leverage special federal funding to support placemaking projects. A partnership between MaineDOT and the city of Sanford has already secured a \$25 million federal grant. A project in Windham is being readied for consideration for a co-grant application. Village Partnership Initiatives in Bucksport, Cumberland, Gorham, Monmouth, Monson, Norway, Orono, Presque Isle, Pittsfield, Rangeley, Rockport, Skowhegan, and Woodstock are in various stages of development.

“The Village Partnership Initiative has been a catalyst for channeling key elements of the town’s Downtown Revitalization Plan into a tangible path forward beginning with the Oquossoc Village Transportation Study that is underway now,” said Joe Roach, Rangeley town manager. “MaineDOT leadership met with town officials to discuss the program, planning staff helped

Work Plan Uses of Funds (3-Year) - 3.94B



the town through the application and consultant selection process, and professionals from various disciplines across MaineDOT had a strong presence at the kick-off meeting and are engaged with our project consultants. The Village Partnership Initiative enhances transportation and community development locally while strengthening the state as a whole. The benefits of the partnership go beyond the matching funds.”

According to MaineDOT, this work plan is dependent upon funding assumptions involving state Highway Fund revenue, federal funds, and other funding sources. Should funding sources not materialize, the work items within this plan will need to be adjusted to reflect funding changes. ■

FMI: View and search the 2023 edition of the MaineDOT work plan by visiting [www.mainedot.gov](http://www.mainedot.gov).



# 2023 MBTA CUMBERLAND COUNTY MEETING

## Who’s got the energy?

PLEASE JOIN US FOR THE MBTA’S 2023 CUMBERLAND COUNTY MEETING with guest speaker Bill Harwood, Maine’s public advocate, who will speak on challenges Maine and the state’s business and transportation communities face as we transition to cleaner forms of energy.

**Thursday, March 2, 2023**  
**Sheraton Sable Oaks, South Portland | 5 p.m.**  
**Register at [bit.ly/Cumberland2023](http://bit.ly/Cumberland2023)**



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- Jonathan Hopkins, Central Fleet Services Director



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- Mark Wood, Mechanic



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# In with the new

## Meeting new members and scholarship students at MBTA Holiday Meeting

**M**UCH WAS accomplished at the MBTA Holiday-Scholarship Meeting on December 8, 2022, at the Black Bear Inn in Orono. More than 130 MBTA members welcomed the organization's newest scholarship recipients, several of whom attended with their families. They also welcomed new association members and congratulated the winners of the annual membership contest. There was the drawing for the MBTA Educational Foundation Super Raffle, the year's biggest fundraiser for the fund which awards scholarships to Maine students pursuing careers in transportation.

And, of course, there was the chance for members to catch up with industry colleagues after what has been a busy and eventful year in the transportation industry.

"Good evening and welcome to the Holiday meeting of the Maine Better Transportation Association!" said MBTA First Vice President Eric Ritchie of Sargent, who served as master of ceremonies during the evening. Ritchie's first order of business was to thank the evening's sponsors: Scholarship sponsors Copiam Asphalt Solutions, Dirigo Materials, Northeast Paving, The Rowley Agency, and Sargent; Innovator sponsor Cross Insurance; and Pathfinder sponsors Berkley Surety and Dirigo Slipform. He also thanked members Tim Folster, Alan Gould of WhiteCap and Richard Martin, who hosted scholarship students at the meeting.

Ritchie then welcomed several special guests: Phil Dunn, Meredith

Kirkmann, and Drew Pickering from the University of Maine Construction Engineering Technology program; Ian Riley and Scott Christiansen from Foscadh, a new corporate member of MBTA; and Sara Devlin, executive director of the Bangor Area Comprehensive Transportation Study (BACTS).

Then, Ritchie got down to the main focus of the evening, and offered the group a short primer on the MBTA Educational Foundation, a separate 501(c)(3) organization, which Ritchie noted "is always looking to expand the transportation workforce by providing scholarship assistance to future leaders."

He spoke about the fundraisers for the foundation's scholarships held throughout the year – the 50-50 raffles held at MBTA's regional meetings, scholarship sponsorships at the Maine Transportation Conference, and the Super Raffle, the primary fundraiser for the foundation.

"Companies sometimes raise money and contribute to named scholarships, such as the Frank A. Healy award, which Rod Lane and John Wardwell of Northeast Paving spearheaded to honor their former boss and friend," said Ritchie. "More recently, the folks at Sargent donated \$50,000 to name a scholarship after Tim Folster. This was fitting on so many levels, and we will hear from Tim shortly, since he is chair of the MBTA Educational Foundation Board."

Ritchie also spoke about the foundation's first-ever named scholarship, created by Eldon Morrison, who funded an award in the name of



**Top left:** Eric Ritchie was the evening's emcee. **Top middle:** Tim Folster announced the winners of the Super Raffle, a fundraiser for the MBTA Educational Foundation. **Top right:** Glenn Adams congratulates 3rd place Membership Contest winner Jim Wentworth. **Below:** 2022 MBTA Scholarship recipients.



**Kaleb Barrett**



**Abigail Morrison-Ouellette**



**Kyle Salley**



**Evan Helwig**



**Graca Muzela**

ANTHONY DELMONACO PHOTOS



**Andrew Czarnecki**



**Zack Dill**



**Wyatt Green**



**Michael Feeley**



**Katie Luce**

his friend and former business partner at CPM Constructors, Millard Pray. “Eldon died last month, but he certainly left a legacy with his generosity not only to the MBTA, but certainly to AGC Maine where he was a past president,” said Ritchie. “His philanthropy extended to the University of Maine, where he was a major contributor to the Engineering School, including the recently completed Ferland Engineering Center which some of our board members were able to tour this afternoon.”

Ritchie announced that the MBTA Educational Foundation had launched a fundraising campaign for a new named scholarship for former MBTA President Paul Koziell.

“Paul had a passion for mentoring young people and for providing as many scholarships as possible to bring more folks into the transportation construction industry,” said Ritchie, noting that Koziell was well



**Ana Ortiz-Albor**



**Lucas Bentley**

known among MBTA members for being a top seller of Super Raffle tickets for many years running and was very engaged as a member of the Foundation Board.

“I am thrilled to say that with two very significant donations from Sargent and Eurovia, we started this fund with \$20,000 in seed money, which was followed by another large gift from Shaw Brothers,” said Ritchie, who noted that by the time of the Holiday Meeting, the foundation had already raised \$39,000 to endow the scholarship with a goal of raising an additional

\$60,000 in the coming year. The foundation plans to award the first Paul Koziell Scholarship in 2023.

With that, Ritchie invited the 2022 scholarship recipients in attendance – 17 students hailing from UMaine, Southern Maine Community College and Washington County Community College – to introduce themselves and their guests to the crowd.



**Megan Fuller**



**Charles Molloy**



**Matisse Moser**



**Elizabeth Drelich**



**Garrett Daniels**



**Top left: Bracy Hood, Amos McCannell, and Jeff Bouchard. Top right: Bryan Berry, former MBTA President Irv Smith, Jimmy Lee, and Joe Rollins.**

The evening was also the conclusion of the annual Membership Campaign, and Membership Committee Chair Glenn Adams of Sargent delivered the results of his group's efforts: 15 new corporate members; one municipality; five individual members; and seven student members. Adams announced the most successful recruiters in the annual membership contest. First place went to Glenn himself for recruiting two new corporate members and one individual; second place was won by Wayne Berry of Northeast Paving for recruiting two corporate members; and third went to Jim Wentworth of Reed & Reed for recruiting one corporate member, one municipal, and one individual member.

Adams also gave a shout out to several other committee members who recruited at least one new corporate member during the campaign: Chris Abboud, USI; Jim Bryce with Transportation Infrastructure Durability Center; Craig Morin, Jacobs; Erik Wiberg, R.W. Gillespie & Associates; Mike Zarba, SLR International Corp.; and MBTA President Tony Grande, VHB.

Said Adams: "Thank you to every single member of the committee – they all contributed by cheerleading, reaching out to people, and promoting the work of MBTA. . . And we enlist your support in welcoming these new companies and individuals and getting them engaged in the

important work we do for transportation in Maine!"

Former MBTA President Tim Folster stepped up to the mic for the big moment of the meeting – drawing for the 2022 Super Raffle prizes. The Super Raffle is the major fundraiser for the scholarship fund, and this year, members of the MBTA Educational Foundation Committee sold all 500 of the \$50 raffle tickets – raising \$17,000 for the fund.

The first name drawn – Dick Cousens – was for the third place prize of a \$250 L.L. Bean gift card. Renee Bernier of ACE Security's ticket was drawn for the second place prize – a \$500 L.L. Bean gift card. And Larry Grondin of R.J. Grondin & Sons was the final ticket drawn for the \$7,000 first prize.

There was also a second drawing for the scholarship recipients attending the meeting: Ana Ortiz-Albor, Matisse Moser, and Graca Muzela each received a \$50 L.L. Bean gift card.

MBTA Vice President Ritchie oversaw the final two drawings for the evening. John Gendron of Gendron & Gendron was the winner of a pair of Amtrak Downeaster tickets donated by the Northern New England Passenger Rail Authority. Herb Sargent of Sargent won the 50-50 drawing and generously donated his \$462 in winnings to the Scholarship Fund. Thank you, Herb! ■

## MBTA 2022 HOLIDAY MEETING

### SCHOLARSHIP STUDENTS ATTENDING

Kaleb Barrett, UMaine, Transportation Trailblazer  
 Lucas Bentley, UMaine, Lucius Barrow Scholarship  
 Andrew Czarniecki, UMaine, Millard W. Pray Scholarship  
 Garrett Daniels, UMaine, Transportation Trailblazer  
 Zackary Dill, UMaine, Lucius Barrows Scholarship  
 Elizabeth Drelich, UMaine, Construction Engineering Technology  
 Michael Feely, UMaine, Transportation Trailblazer  
 Megan Fuller, UMaine, MBTA Scholarship  
 Wyatt Green, UMaine, MBTA Scholarship  
 Evan Helwig, SMCC, Southern Maine Community College Scholarship  
 Katie Luce, UMaine, Kenneth W. Burrill Scholarship  
 Charles Molloy, UMaine, Civil Engineering  
 Abigail Morrison-Ouellette, UMaine, Millard W. Pray Scholarship  
 Matisse Moser, UMaine, Millard W. Pray Scholarship  
 Graca Muzela, WCCC, Washington County Community College Scholarship  
 Ana Ortiz-Albor, UMaine, Civil Engineering  
 Kyle Salley, UMaine, Timothy M. Folster Scholarship

### MEMBERSHIP CAMPAIGN

1st place Glenn Adams, Sargent  
 2nd place Wayne Berry, Northeast Paving  
 3rd place Jim Wentworth, Reed & Reed

### SUPER RAFFLE

1st place (\$7,000) Larry Grondin, R.J. Grondin & Sons, Inc.  
 2nd place (\$500 L.L. Bean gift card) Renee Bernier, ACE Security  
 3rd place (\$250 L.L. Bean gift card) Dick Cousens, CPM Constructors, retired

### STUDENT RAFFLE

Ana Ortiz-Albor, Matisse Moser, and Graca Muzela  
 (each received a \$50 L.L. Bean gift card)

### 50/50 RAFFLE

Herb Sargent, Sargent (\$462 donated back to the Scholarship Fund – thank you, Herb!)

### DOWNEASTER TICKETS RAFFLE

(Donated by the Northern New England Passenger Rail Authority)  
 John Gendron, Gendron & Gendron



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Top left: Former MBTA President Deborah Dunlap Avasthi and Mike O'Brien. Top middle: Scholarship recipient Elizabeth Drelich and Herb Sargent. Top right: Susan Morrison and scholarship recipient Abigail Morrison-Ouellette. Bottom left: Aissata Wadidie, scholarship recipient Ana Ortiz-Albor, and Pacificque Munyabarama. Bottom right: Former MBTA President Paul Bradbury, MBTA Vice President (and the evening's emcee) Eric Ritchie, Craig Salley, Heather Salley and scholarship recipient Kyle Salley.

## MBTA 2022 HOLIDAY MEETING

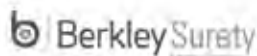
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Scholarship



Innovator

Pathfinders



Sandrine Moser and scholarship recipient Matisse Moser.



Bruce Hubbard and Richard Martin.

# Where challenges meet opportunity

## The 71st Maine Transportation Conference returned to in-person discussions of critical policy and technical issues facing Maine and the nation

**T**HREE YEARS had passed since the last time Maine's transportation community gathered in-person for the Maine Transportation Conference. Much had happened in those three years. Still, for the transportation professionals gathered on December 1 at the Augusta Civic Center, much had stayed the same, including the industry's sharp focus on the latest and most promising trends in transportation.

The conference opened with MaineDOT Commissioner Bruce Van Note welcoming a crowd of more than 650 professionals to the event. That greeting was all the more heartfelt, because the event had been held virtually for the past two years. Van Note thanked the sponsors that had made the event possible including major sponsors: Treadwell Franklin Infrastructure Corporation (Megawatt sponsor); VHB (Combustion sponsor); and Stantec and HNTB (Hybrid sponsors). He also took the opportunity to recognize Dana Humphrey, who retired earlier this year after 36 years at the University of Maine as a faculty member and dean of the College of Engineering during which he helped educate and train many of the engineers in the audience, who in turn showed their appreciation by giving Humphrey a boisterous standing ovation.

Following in his footsteps, Interim Dean of the College of Engineering, Mohamad Musavi, spoke about recent developments at the UMaine College of Engineering, including the completion of the new Ferland Engineering Education & Design Center.

The conference's keynote speaker – President and CEO of the Conference of Minority Transportation Officials (COMTO) April

Rai – spoke of the challenge of *Actualizing Equity in Transportation*. She laid out how her organization is working to address issues of equity both within the transportation workforce and for transportation users. An executive order signed by President Biden in 2021 calls for “the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.” Rai detailed how the industry is stepping up to meet that challenge.

Rai noted that working to achieve equity is a “rewarding challenge” that begins with how an employer posts a job description and recruits applicants through training, and employee retention programs. That wholistic approach also applies to procurement and MWDDBE programs in the planning and design of the nation's transportation infrastructure. The end result, said Rai, will better serve diverse users as the industry itself commits to welcoming diversity and equity.

During the luncheon keynote session, U.S. Department of Transportation Associate Director of Implementation Florence Chen spoke about the rollout of the landmark Bipartisan Infrastructure Law (BIL). The bill has \$1.2 trillion for a wide range of



Keynote speaker April Rai



MaineDOT Commissioner Bruce Van Note



UMaine College of Engineering Interim Dean Mohamad Musavi

infrastructure projects throughout the country – funding that is going to roads, bridges, public



MaineDOT Chief Engineer Joyce Taylor (left) moderated the *Electrification of Transportation*. Speakers were: Michael Stoddard, Efficiency Maine Trust (second from left); Mihir Bodarya, Hatch LTK (second from right); and Dan Burgess, Governor's Energy Office (right).



Speakers at the *Moving People* session included Rodger Lentz (left) from the City of Wilson, North Carolina; and Ross MacDonald (second from left) from VTrans. MaineDOT's Jennifer Grant (second from right) was moderator. USDOT Associate Director of Implementation Florence Chen spoke about the Bipartisan Infrastructure Law and its implications for Maine during the luncheon keynote.



Left: University of Maine students presenting research papers at the conference were: (left to right) Emma White, Elizabeth "Biz" Hurm, Alex Stewart and Hayley McLeod. Right: in the morning session, Commissioner Van Note gave special recognition to Dana Humphrey who retired in 2022 after 40 years teaching (many as dean of the College of Engineering) at UMaine.



MAINEDOT PHOTOS

transit, airports, marine transportation, and EV charging networks. Chen noted that \$185 billion was announced or allocated in the first year. She also detailed what Maine can expect to receive over the five-year period covered by the bill: \$711 million for highways and bridges; \$251 million for public transit; \$29 million for airports; \$20 million for ports and waterways; and \$19 million to expand the state's electric vehicle charging network. Chen said the overall goal of USDOT's implementation of the BIL is

six-fold: 1) to assure good stewardship of public dollars; 2) promote economic competitiveness and domestic sourcing; 3) create and support good jobs; 4) promote equity in transportation; 5) help states prepare for climate change and create resilient transportation networks; and 6) provide effective coordination throughout the five-year program.

During the popular Student Paper competition, four University of Maine College of Engineering students presented their

research, with audience members voting on their favorites. Alex Stewart placed first for his paper, *How Hydrologic Structures Can Help Prevent Wildlife Crashes in Maine*. Emma White won second place for *Safety and Effectiveness of Bicycle Infrastructure*; Elizabeth "Biz" Hurm was runner up for *Does Driver Education Reduce Teen Crashes?*, along with Hayley McLeod for *Safety of Crosswalk Visibility Enhancements*. Maine Better Transportation Association sponsors the

annual competition, and MBTA President Tony Grande handed out cash prizes to the student paper winners at the luncheon session.

Also during lunch, MaineDOT Commissioner Bruce Van Note presented the 2022 David H. Stevens Award to MaineDOT Senior Project Manager Wade McClay, who joined MaineDOT in 1977 and whose “knowledge and passion for asphalt paving and material science have made him a vital asset to the department.”

The conference also featured a series of technical and policy discussions throughout the day that addressed issues including electrification of Maine’s transportation system; developing “micro-transit” to address public transit needs in a rural state (Vermont and North Carolina); technology to aid winter road maintenance programs; stream and culvert innovations to monitor fish populations; planning for the Gorham Connector; and private and public investments’ impact on Maine port and rail freight operations.

There was, of course, the annual Bridge Breaking Competition, in which engineers take their best shot at building a popsicle stick bridge from a kit. Those bridges are then stress tested, with the winner being the last bridge standing. This year, the bridge constructed by TYLin bested four other bridges in the competition, winning the applause and admiration of the large crowd gathered. Their bridge’s maximum load of 535 pounds was double the second place team’s! The new moderator of the Bridge Breaking Competition was Erin Brewer, an assistant transportation engineer at MaineDOT. This was not Erin’s first time at a Maine Transportation Conference podium. When she was at UMaine, Erin was a student presenter at the conference.

The evening program, moderated by Parry Seddiqi, president of the UMaine Student Chapter, ASCE, featured an impressive presentation titled *60 Incredible Hours: Replacement of the I-295 Bridge*. Aided by stunning photography, MaineDOT Senior Project Manager Devan Eaton and HNTB Project Director Tim Cote gave a time-lapse tour of the project that required a weekend shutdown of one of the busiest sections of highway in Maine and innovative planning and technology to make it happen smoothly and quickly. ■

FMI: To learn more about the upcoming Maine Transportation Conference, Thursday, December 7, 2023, visit [MBTAonline.org](http://MBTAonline.org).



MAINE DOT PHOTOS

**Tim Cote (left) of HNTB and Devan Eaton (right) of MaineDOT spoke about 60 Incredible Hours: Replacement of the I-295 Bridge over Veranda Street during the conference’s evening session.**



**An entry in the Bridge Breaking Competition goes under pressure. The team from TYLin won the competition.**

## 71<sup>ST</sup> MAINE TRANSPORTATION CONFERENCE

### Student Paper Awards

**FIRST PLACE** - \$400 award: *How Hydrologic Structures Can Help Prevent Wildlife Crashes in Maine*, Alex Stewart, University of Maine

**SECOND PLACE** - \$300 award: *Safety and Effectiveness of Bicycle Infrastructure*, Emma White, University of Maine

**RUNNERS UP** - \$150 award each: *Does Driver Education Reduce Teen Crashes?*, Elizabeth “Biz” Hurm, University of Maine; *Safety of Crosswalk Visibility Enhancements*, Hayley McLeod, University of Maine

### David H. Stevens Award

MaineDOT Senior Project Manager Wade McClay

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# Sanford gets a RAISE

An innovative federal grant is helping the city fuel a downtown revival **By Kathryn Buxton**

**A**S SANFORD Public Works Director Matthew Hill sees it, the city of Sanford sits at a crossroads, both literally and metaphorically. Four major state highways converge in the city – state routes 202, 109, 4, and 11A – and connect to population centers to the north, south, east, and New Hampshire that sits just a short drive to the west.

The city is experiencing a steady swell in newcomers, with a healthy six percent population gain over the past decade, growth that is well above the state average. That, a well-timed effort to revitalize the center of the former mill town, and a good working relationship with MaineDOT helped the city win a coveted RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant from the U.S.

of life for the city’s residents, attract more visitors, and support small businesses.” Senator Collins was instrumental in securing the grant.

## ‘ONCE-IN-A-GENERATION INVESTMENT’

According to the USDOT, RAISE is a discretionary grant program that has been designed to help “communities around the country carry out projects with significant local or regional impact and that are often more difficult to fund through other USDOT grant programs. As its acronym implies, the RAISE grant program comes with high aspirations, and the USDOT has noted that grants are to address societal challenges, including climate change, racial equity, and removal of barriers to opportunity, as well as the support of wealth creation and the creation of good-paying



MAINE DOT

An artist's rendering of a section of the planned Mousam Promenade that will feature a new streetscape with walking trails around Number One Pond in Sanford.

Department of Transportation (USDOT). The grant is for the Downtown Sanford Village Partnership Initiative for multimodal improvements to a network of roads that rim Number One Pond in downtown Sanford: Cottage Street (Route 202), William Oscar Emery Drive, Riverside Avenue, Main Street (Route 109), Washington Street, and School Street in Downtown Sanford. The centerpiece will be the creation of the 1.5-mile-long Mousam Promenade, a multimodal path for cyclists and pedestrians along Sanford’s Number One Pond, just steps away from the city’s Main Street. The grant also includes funding for construction of a new Park-and-Ride lot to serve commuters headed to Portsmouth Naval Shipyard, Pratt & Whitney, and other area employers. In all, the project comes with an anticipated price tag of \$31.3 million.

“The investment in Sanford is exciting and will be transformative,” said U.S. Senator Susan Collins in a statement announcing the grant in August. “It will help revitalize the downtown and improve the quality

jobs with the free and fair choice to join a union, the incorporation of strong labor standards, and training and placement programs, especially registered apprenticeships.”

Grant applications are evaluated based on statutory criteria of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity for tourism, state of good repair, partnership and collaboration, and innovation. The grant program aims to award grants equally to urban and rural projects.

Hill said when he first heard about the grant, he was cautiously optimistic. “We hit on eight different initiatives outlined in the grant criteria,” said Hill. He also knew this would be a rare opportunity to bring a diverse set of transportation projects in the city under one umbrella.

The \$25 million grant awarded to MaineDOT for the Downtown Sanford Village Partnership Initiative is one of 166 grants awarded in 2022 to all 50 states, the District of Columbia, Puerto Rico, the Northern



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Mariana Islands, and the U.S. Virgin Islands – and only two awarded to projects in Maine. The other RAISE grant awarded to a Maine project, for just under \$25 million, went to MaineDOT to rebuild Hogan Road interchange on I-95 in Bangor.

“We are pleased that MaineDOT’s work with the city of Sanford helped us secure new discretionary grant funding that will benefit the people who live, work, and travel here,” said MaineDOT Commissioner Bruce Van Note on a visit to the city with Governor Janet Mills last October. “This is a great example of how collaboration and partnerships can lead to projects that can compete for and win grant funding to make once-in-a-generation investments in Maine communities.”

### ‘GRASSROOTS’ SUPPORT

Both Sanford City Manager Steven Buck and Hill are quick to point out that the work the grant supports has been in the pipeline for quite a while. The city, with considerable “grassroots support” from residents, began its effort to reimagine transportation in its downtown area nearly a decade ago. About that time, Sanford residents gave high marks to city work crews on the city’s annual survey but noted their concerns about the deteriorated condition of the its roads.

“We were looking at all the ways of building community, and one way was to improve our roads,” said Buck, who joined the city as manager in 2012. Armed with the idea that this could be a grassroots effort supported by local citizens, Buck and Hill, who came to the city as public works director and city engineer in 2014, began reimagining how Sanford managed its road maintenance program and made a case for increased investment in its infrastructure.

At the time, the city was investing just about \$800,000 annually in its capital roads program and that was not nearly enough to address everything that needed to get done, said Buck. So, the Public Works Department set about documenting pavement conditions throughout the city, and estimating the investment that it would take to bring them up to standard.

“Our goal was to bring the average PCI (pavement condition index) from 68 to 85 or better, and we said ‘How is that going to be achieved?’” said Buck. That analysis told Buck and Hill that the city would need to spend an average of \$4.5 million annually over the next 20 years to achieve that goal.

It was a compelling and well-researched ask, and in 2019 the city council agreed to begin increasing its annual capital contribution to the roads program by \$500,000 annually to reach the goal. The council also put a \$6.2 million bond out to voters to initiate the turnaround. Voters responded, passing the bond by 63 percent. (During that same election, Sanford voters supported the statewide \$105 million road bond referendum with 68 percent of the vote, underscoring the importance local voters placed on road infrastructure.)

### ‘NO BETTER PARTNER’

Throughout, the city has worked closely with the state to help plan for the investments. Hill’s department has applied for and received multiple MaineDOT matching grants through the agency’s Planning Partnership and Municipal Partnership initiatives. That has allowed the city staff to think bigger and smarter and to stretch local tax dollars further. Funding from MaineDOT’s newly minted Village Partnership Initiative also contributed to the 20 percent local-and-state match requirement for the RAISE grant.

“In my experience there is no better partner at the state than MaineDOT,” said Buck who, before joining Sanford’s staff, was city manager in Caribou and worked with MaineDOT on the planning



**Top: Then-City Councilor Anne-Marie Mastraccio (she is now a state representative) with Governor Janet Mills (left), who toured the city last October after the RAISE grant announcement. Bottom: MaineDOT Commissioner Bruce Van Note (left), Sanford City Manager Steven Buck (second from left), Sanford Regional Economic Growth Council Executive Director Keith McBride (second from right), and Sanford Public Works Director-City Engineer Matthew Hill (right) survey the area that will see transportation improvements as part of the grant.**

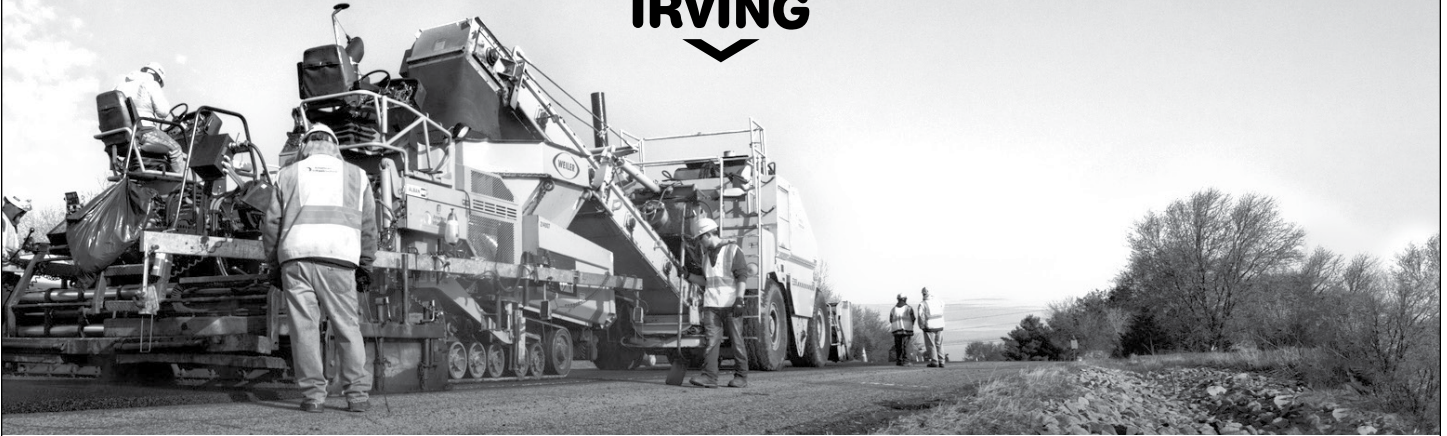
and construction of the Caribou Bypass completed in 2012. In fact, it was MaineDOT that approached the city about applying for the RAISE grant.

The work detailed in the grant is remarkably complex and includes planning, design and construction of roads, trails, as well as coordinated upgrades to the city’s sewer and water systems. The city will continue to collaborate with the Sanford Sewerage District and Sanford Water District to help coordinate those upgrades and “find mutual areas of maintenance and capital investment,” according to Hill.

The city also partnered on a joint land-use study with Portsmouth Naval Shipyard to determine a location for the park-and-ride lot. Currently 15 privately operated



**“There is so much positive energy and so many people coming together to make things happen,” said Councilor Ayn Hanselmann (above). She wrote a letter of support for the RAISE grant application, and she and fellow councilors have been supportive of efforts to invest in the city’s transportation infrastructure.**



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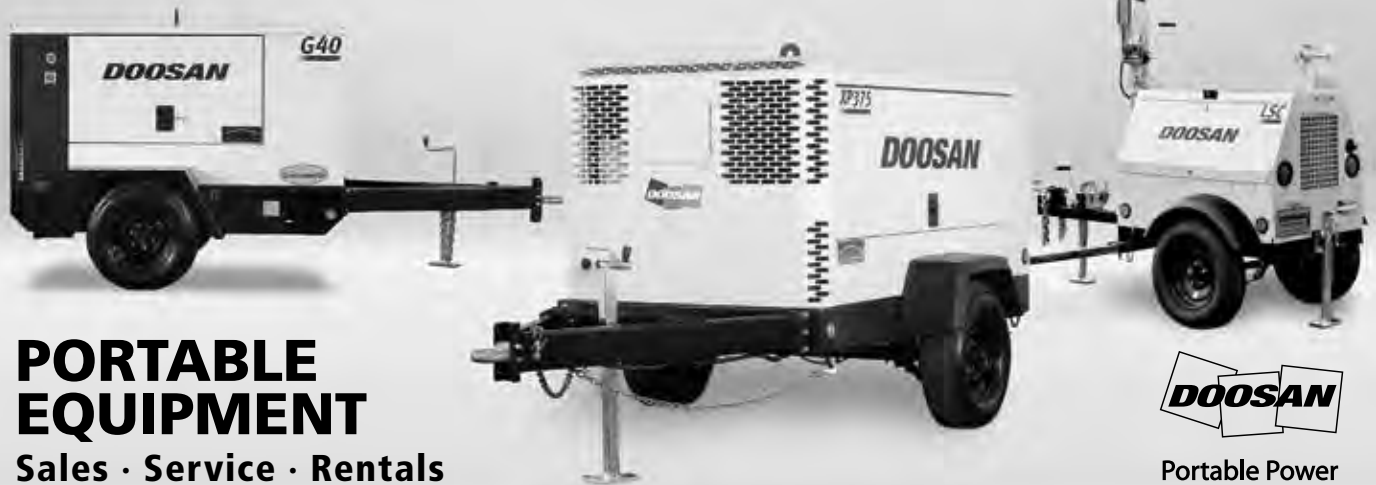
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vanpools serve employees of the shipyard that live in the Sanford-Springvale area.

“This is a big project, no question,” said MaineDOT Project Manager Ernie Martin. He noted that the planning that already has been done by the city, its partners and MaineDOT makes what comes next “very doable.” He estimated that the initial construction phase of the project would be advertised in early 2026.

### ‘ROAD TO BETTER DAYS’

Even though the projects are still in the planning stage, the grant already is achieving its goal of injecting energy into local efforts. Several new affordable housing projects are in the works, and inquiries by businesses looking to set up in the city have increased, according to local officials. Hill’s work on the centerpiece of the project – the Mousam Promenade – was recognized last October with a 2022 Smart Growth Outstanding Project Award from GrowSmart Maine.

“There is so much positive energy and so many people coming together to make things happen,” said Sanford City Councilor Ayn Hanselmann. Three dozen entities wrote letters of support for the grant, including MBTA, state agencies, local businesses, and advocacy organizations, including the Friends of Downtown Sanford, Maine. That volunteer



The RAISE grant project includes construction of a dedicated park-and-ride facility on Emerson Street that will serve the large number of vanpools for Sanford area residents working at Portsmouth Naval Shipyard and other area employers.

*Portsmouth Herald* reporter and Sanford native Shawn P. Sullivan observed the positive changes occurring in his hometown in a column: “‘Fix the damn roads!’ is – or used to be – a common refrain. . . Well, now they’re being fixed. . . I am looking forward to seeing the new street and sidewalks once they are complete – and to seeing the impact on the added pride residents will take in their properties and their neighborhood. We’re literally on the road to better days ahead.” ■

FMI: To learn more about the city of Sanford, visit [www.sanfordmaine.org](http://www.sanfordmaine.org). For more information on MaineDOT’s community-based initiatives, visit [www.maine.gov/mdot/pga/cbi/index.shtml](http://www.maine.gov/mdot/pga/cbi/index.shtml). For information on the USDOT’s RAISE grant program, visit [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants).

## Gardner to join Player Design

**C**HRIS GARDNER will be leaving the Eastport Port Authority, where he has served as executive director, to become the new director of operations for Player Design Engineering of Presque Isle. Player Design Engineering designs and builds heat-treating equipment for forest products such as wood chips and pellets.

Gardner has served as the port authority’s executive director for more than 15 years. He also is an elected county commissioner for Washington County and a reserve officer for the Eastport Police Department.

“My job at the port authority is probably one of the best jobs I’ve ever had,” Gardner told the *Bangor Daily News*.

“Leaving is one of the hardest decisions I’ve ever had to make.” He told the newspaper that



Chris Gardner

a big part of the decision is the opportunity to take on new challenges and build on his

experience in port operations.

A resident of Edmunds Township, Gardner said he plans to continue serving as an elected Washington County commissioner and has no plans to move away. Gardner was first elected to the commission in 2004 and most recently was elected to another four-year term in 2020.

As executive director of the port authority, Gardner has overseen operations of the port, including the export of paper products from the Woodland Pulp Mill in Baileyville, the importation of wind turbine blades, the reconstruction of the city’s downtown pier after it collapsed in 2014, and cruise ship visits.

Gardner told the *Bangor Daily News* that he would transition to the new job over several months, allowing time for the port authority to begin the search for a new director. ■

## GOING PLACES?

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# Lafayette named chair of BWH Hotel Group

**B**WH HOTEL Group recently announced that its board of directors has elected Danny Lafayette as board chairman for 2023. Lafayette, who previously served as vice chairman of the board of directors, brings decades of hospitality experience and more than 40 years of Best Western ownership to his role as chairman.



Danny Lafayette

During his time as a Best Western owner, Lafayette has served in numerous leadership roles. He served as a Best Western Governor for more than 25 years. He was elected to the board of directors in 2018 to represent the

interests of hotel owners in District VII, which includes the northeastern U.S. and the eastern provinces of Canada.

Lafayette graduated from Hampden Academy in 1973. He later went on to attend the United States Military Academy at West Point and graduated in 1977. He served five years as an infantry officer on active duty in the U.S. Army, and several years in the inactive reserves.

In addition to Lafayette's work with BWH Hotel Group, Lafayette has been highly involved with the Maine Innkeepers Association, where he served as president of the association and a member of the board for several years.

Lafayette was also named the recipient of the association's Community Service Award and was chosen as the association's Innkeeper of the Year.

In 2009, Lafayette and his wife raised significant funds to help build the Lafayette Family Cancer Institute. He also served on the board of the Bangor Region Chamber of Commerce as well as the Pine Tree Chapter of the American Red Cross, and was president of the Bangor Breakfast Kiwanis Club. Lafayette served on the board for Northern Light Health for 14 years until he termed off the board in 2020. He was also involved with Northern Light Health's finance and safety/quality committees.

BWH Hotel Group is a global hospitality network comprised of three hotel companies: WorldHotels Collection, Best Western Hotels & Resorts and SureStay Hotel Group. ■

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# TFIC adds Biofine to portfolio

**M**AINE-BASED TREADWELL Franklin Infrastructure Capital LLC (TFIC) and Biofine Developments Northeast Inc. (BDNE), announced recently that TFIC has acquired a minority interest in the shares of BDNE, adding to TFIC's portfolio of infrastructure and renewable energy assets, and bringing development and corporate services in-house to BDNE.

BDNE, a Maine company, owns exclusive rights to the development of biorefinery projects using the proprietary technologies of Biofine Technology Inc. in the northeast United States. Biofine's patented proprietary technology converts cellulose from forestry and post-consumer waste into various co-products, including

ethyl levulinate (EL), a drop-in green substitute for heating oil and motor diesel, with the lowest carbon intensity scoring of any available liquid fuel.

To date, TFIC has acted for BDNE as its agent for development of its first phase project, BMP1, slated for siting and construction in Lincoln, Maine.

TFIC is supported by subsidiary engineering division, Sewall, on technical aspects including siting and permitting, contractor selection, and project management.

"We are proud of the work we've done to date for BDNE in developing the first EL biorefinery," said Stephen Rigal Jones, TFIC's president and CEO. "Participating in ownership of our development projects and companies is part of TFIC's strategy."

BDNE has previously announced its intention to work with Sprague Energy as buyer of EL from its first biorefinery project.

The project, expected to produce approximately three million gallons of EL and 20,000 tons of biochar annually, is slated to break ground in 2023 and to go into production by 2025.

TFIC, founded in 2015 and with headquarters in Portland, is an integrated infrastructure business focused on municipal, institutional and energy infrastructure and offers services in New England and the northeastern United States. ■

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



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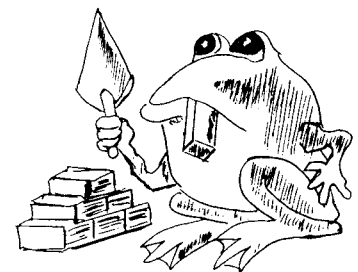
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# Sebago Technics acquires Corner Post

**S**EBAGO TECHNICS, an engineering collective based in South Portland, announced recently that it had acquired Corner Post Land Surveying of Springvale, Maine.

Corner Post Land Surveying was established in 1990 by Dana A. Libby as a land surveying firm in Springvale. The firm provides land surveying and land consulting services with a focus on boundary and topographic surveys, as well as subdivision design and approvals, construction layout, municipal GIS mapping services and CAD drafting. Corner Post's clients include private landowners, businesses, local governments throughout Maine and northern

New England.

"Building on the excellent work and reputation of Corner Post, its founder Dana Libby and its employees, the combined entities are excited to support local growth and development with local, experienced professionals," said Mark Adams, president and CEO of Sebago Technics, in a statement issued by the two firms.

Libby will continue to work out of the Springvale office in support of the firm's existing clients and assist in growing Sebago's opportunities in the area. The company will operate as Corner Post Land Surveying – a division of Sebago Technics. For Sebago, the

acquisition is an opportunity to add talented professionals, an expanded client base, and a presence in the York County area that will serve as a base for new and existing clients in Maine's southern seacoast, greater Portsmouth-Kittery, and southern New Hampshire.

Sebago Technics, a 100-percent employee-owned company, offers businesses, developers, landowners, and public agencies services in engineering, surveying-geomatics, land planning, permitting, development, and construction of projects throughout Maine and northern New England. ■

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

## Cross in the top 20 for commercial, personal lines

**I**NSURANCE JOURNAL issued its 2022 market surveys of the Top 50 Commercial Lines and Top 50 Personal Lines agencies in late November 2022. In those surveys, Bangor-based Cross Insurance placed in the top 20 on both lists.

The industry publication ranked Cross 13th among personal lines agencies and 20th among commercial lines agencies according to annual revenues. The firm was one of only 11 agencies in the northeast to make the list.

Cross Insurance Agency is a privately held, family-owned

insurance broker that offers personal insurance, commercial insurance, employee benefits, and bonds. Cross Insurance was founded in 1954, by Woodrow Cross. The firm is the official insurance broker of the Boston Bruins, the Boston Red Sox, the New England Patriots, New England Revolution, and Gillette Stadium.

The agency currently employs more than 1,000 people in more than 50 branches throughout the northeast. ■

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

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# Bangor International's 'entrepreneurial spirit' honored

**B**ANGOR INTERNATIONAL Airport (BGR) has been in the news recently. The airport recently received the Best SME (Subject Matter Expert) Award by Ground Handling International (GHI). GHI has been the voice of the global handling industry for more than 20 years. For the GHI award, BGR was among five finalists in the SME category that were celebrated for their entrepreneurial spirit as smaller sized handlers who play an integral role in delivering industry excellence around the world. Business' entries were focused on the applicants' quest to exceed customer expectations and forge a reputation for quality, safety, innovation and teamwork.

"It's an honor to have the hard work of our team at BGR recognized and acknowledged by aviation professionals throughout the world," said BGR Director Tony Caruso, who also is a member of the MBTA Board of Directors. "Our reputation as a worldwide leader in handling diversion aircraft isn't something we take lightly and we are proud to be the first winner in GHI's newest award category. This recognition is not possible without the great partnerships with our government agencies and our first responders."

While BGR's location as the first stop coming into the U.S. on the Great Circle Route makes it the easiest and safest place to handle diversions, the airport's ability to handle emergency situations and focus on customer service sets it apart from other airports its size, and even those that are larger.

The team at BGR regularly trains and has more than 50 years of



**Bangor International's director Tony Caruso spoke about the airports history and operations through the pandemic in the Winter 22-23 issue of *Business Aviation* magazine.**

experience when it comes to handling diversions big and small. The airport's ramp area can fill up when planes are re-routed and grounded due to the weather in other locations. Pilots with medical emergencies on board know they can count on fire and rescue services at BGR to provide the best care possible in a timely, often life-saving manner.

During COVID, BGR accepted cargo flights to deliver critical shipments of PPE when New York airports virtually were shut down.

Most recently, the airport has seen an increase in the need for crew swaps due to longer travel times from Europe across "the Pond" as flights are forced to go around countries impacted by the Ukraine-Russia conflict.

"We experience diversions on an almost routine basis. Every week there's something, whether it's weather-related, mechanical, medical, or an unruly passenger," said Caruso.

BGR Director Tony Caruso also was featured in the most recent issue of *Business Aviation* magazine talking about the airport's history

and recent challenges it faced during the pandemic.

"Though COVID proved to be just as challenging for BGR as it did for most other airports," Caruso said in the interview, "we fared well with the cargo and military sectors of our business." He noted that as the pandemic has eased, "BGR remains stronger than ever in terms of passenger numbers handled by the four airlines – Allegiant, American, Delta, and United – that serve the airport." ■

FMI: To learn more about Bangor International Airport, visit [flybangor.com](http://flybangor.com).



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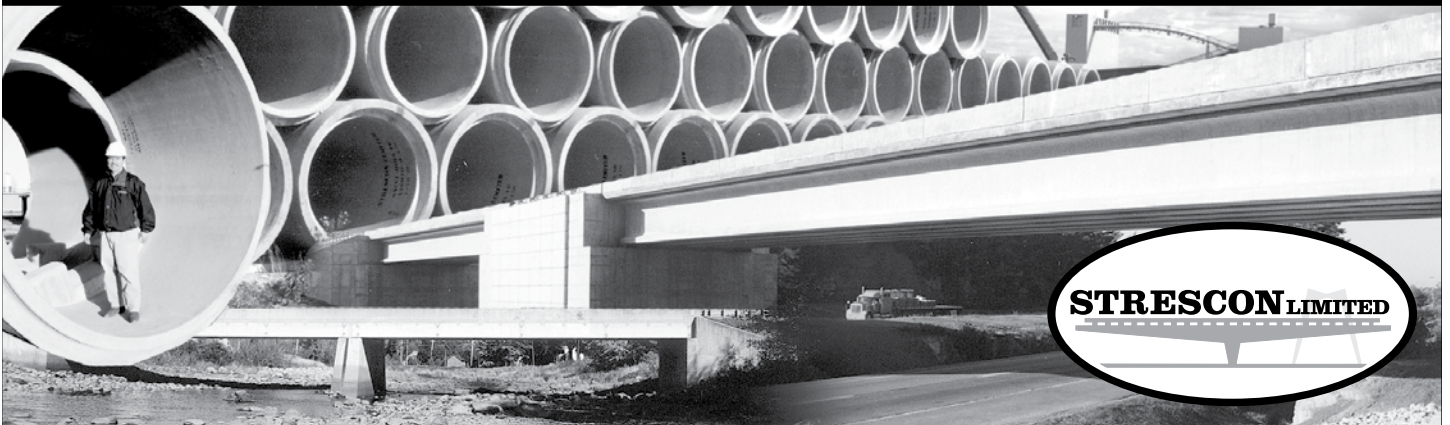
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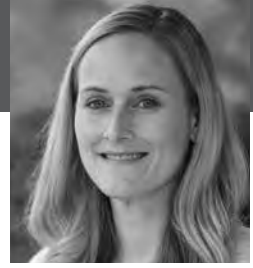
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# Charting a course toward pragmatic progress

**A**FTER MONTHS of outreach, plan development, and editing, the Maine Department of Transportation recently shared drafts of our Family of Plans for review and public comment. These plans include our Long-Range Transportation Plan, Maine State Active Transportation Plan, Maine State Rail Plan, and Maine State Transit Plan. These plans, once finalized, will shape the future of transportation in Maine for years.

One constant is that transportation in Maine is – and always will be – a big job due to basic demographics and geography. Our relatively low population is spread out across a large, mostly rural state with topography, water bodies, geology, and weather that – while varied and beautiful – present challenges from an infrastructure perspective. Maine has three-and-one-half times the land area and double the state highway miles as New Hampshire – our neighbor with about the same population. Accordingly, Maine has a vast state multimodal transportation system that includes 8,800 miles of state highway, 2,984 bridges, six commercial airports, hundreds of miles of railroad, three major seaports, a state ferry service, and miles of active transportation corridors. Simply put, Maine has much more transportation infrastructure per capita than most states do.

To move Maine forward, we need

**“To move Maine forward, we need a general direction – a guide that assesses where we are, where we’re going, and how we’re going to get there. Our Long-Range Transportation Plan aims to provide that general direction. . . [It] is MaineDOT’s overarching approach and vision for responsibly providing a safe and reliable transportation system within available resources over the long term. It includes guiding principles, high-level goals, and strategies that we will use on our journey.”**

a general direction – a guide that assesses where we are, where we’re going, and how we’re going to get there. Our Long-Range Transportation Plan (LRTP) aims to provide that general direction. The LRTP is MaineDOT’s overarching approach and vision for responsibly providing a safe and reliable transportation system within available resources over the long term. It includes guiding principles, high-level goals, and strategies that we will use on our journey.

The LRTP is part of MaineDOT’s Family of Plans – a group of distinct plans that deal with specific modes of transportation, aspects of the work we do, and work done by our partners at the regional and municipal levels as well as in the Tribes and Nations. These individual modal plans can be thought of as more specific destinations consistent with the general direction provided by the LRTP. We envision a robust active transportation system that will enhance the vibrancy of Maine’s downtown and village areas. Our vision for rail involves the safe, reliable, and efficient movement of freight and people to support economic opportunity, quality of life, and environmental sustainability. MaineDOT’s vision for our public transportation system is an accessible, coordinated, and efficient one that meets the diverse needs of all Maine people where they are, within existing and anticipated resources.

At the beginning of every calendar year, MaineDOT releases the latest version of our Three-Year Work Plan. This document includes thousands of



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work items the department plans to deliver in the next three-year period. Extending the map analogy, one can think of the work plan as the specific routes we will use to reach the destinations in the modal plans and the general direction in our LRTP.

All journeys require fuel. For transportation, that fuel is funding and is provided in federal and state budgets and other funding mechanisms. Just as fuel comes in many varieties, so too does transportation funding. Historic underfunding of our transportation system has created significant challenges over time, and recent construction cost inflation has made the cost of meeting these challenges about 50-percent higher just to maintain the same levels of production. Despite these challenges, there is reason for cautious optimism. The potential for significantly more federal funding available through the Bipartisan Infrastructure Law (BIL) coupled with unprecedented support for transportation at the state level couldn't have come at a better time. If we can provide adequate resources to match BIL funds and address inflation, a better transportation future is within reach.

Throughout this journey metaphor, notice there is no mention of

specific modes of travel. Given our demographics and population density, most in Maine likely envision themselves driving or riding in a passenger vehicle – increasingly in a low- or zero-emission vehicle. Some are thinking of themselves as flying a plane. Others may envision themselves riding in a bus or train. Still others will be walking or riding a bicycle. At MaineDOT, we think of all modes as part of a comprehensive, balanced, multimodal system that responsibly supports the economic opportunity and quality of life of all our customers, using the modes that makes policy and fiscal sense over the long term.

This is the first time that MaineDOT has developed so many modal plans at one time, resulting in a more complete and comprehensive vision of Maine's transportation future. We look forward to working with regional and local transportation providers, municipalities, our Tribes and Nations, modal advocates, and policymakers to pursue pragmatic progress that will help make the future of transportation in Maine brighter for all our customers – the people who live, work, do business, and travel in our great state. ■

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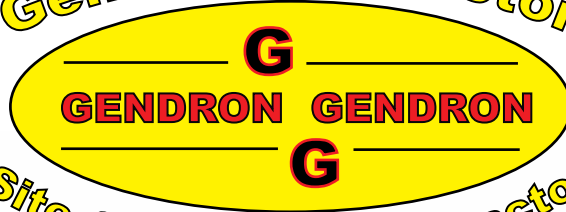
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Jack Delano, working for the Farm Security Administration, took this photo of houses along the Van Buren Road (U.S. Route 1A) in Aroostook County in October 1940.

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## A good match

**T**HE MAY 1945 issue of *The Trail*, forerunner of today's *Maine Trails* magazine, reported on the passage of the Federal-Aid Highway Act of 1944 by the U.S. Congress. As Charles Upham, the engineer-director of the American Road Builders Association wrote, "Now, as in the nursery tale, things are going to be different, and the Federal-Aid Highway Act of 1944 is in the role of the Fairy Godmother."

The bill was historic in two respects. It was designed as a post-war jobs bill and called for \$500 million in federal spending on highways, \$150 million of which would go for much needed construction and maintenance on the country's long-neglected farm-to-market roads that were essential to rural economies.

For largely rural states like Maine, that federal commitment of dollars for an interconnected network of rural roads was a game changer. The new law also established a 50-50 matching formula for those federal dollars.

The end result was the creation of a secondary road system,

jointly supported by federal and state dollars, that served the nation's six million farms.

Upham noted that it would not necessarily be "smooth sailing" going forward. With Congress's work done, most states still had to provide the matching funds, and, in some cases, that required states to pass new laws and establish programs for managing the influx and spending of the new federal road funding.

The country was preparing for the end of World War II, and Upham urged "immediate action" to make sure funding would be in place when the country needed jobs for returning service members.

To get the ball rolling, he encouraged roadbuilders to enlist public support from those who stood to benefit most – farmers. "Under our democratic government," wrote Upham, "there's nothing like public opinion to get things started. We may be certain that the American farmer, with relief in sight, will not remain unheard." ■



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