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Maine Better Transportation Association

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PRESIDENT'S MESSAGE

by *Eric Ritchie, MBTA President*



Riding out the storms

THIS WINTER, we have experienced firsthand several instances of extreme weather. Three big storms have hit in just the past two months, and our infrastructure has taken a beating, especially along the coast.

Many of our members have been working hard to make repairs to local roads and bridges and other structures that were impacted by the floods. This comes at a time when Maine and the rest of the country have been taking a hard look at how we are going to fortify and protect our infrastructure against the effects of these harsh weather systems.

That was a theme of one of the technical discussions at the 72nd Maine Transportation Conference in December. As it turns out, the session titled Water, Water, Everywhere: Adapting Infrastructure to the Changing Climate foreshadowed the fierce January storms we just experienced. We saw photos of the devastation last spring in Vermont. We also learned of work by MaineDOT to identify vulnerabilities brought on by the effects that recurring changes in climate have on the state's transportation network, and a report by Climate Advisory that singled out more than 1,000 priorities here in Maine – including nearly 700 bridges and culverts, and more than 300 segments of highways.

The truth is, preparing our infrastructure to withstand effects of these weather patterns – and cleaning up and repairing our roads, bridges, rail networks and trails when they are damaged by storms – is going to take a lot of time and resources in the years to come. It is going to require both funding and talent.

We talk about funding a lot here at MBTA, and rightfully so. It is a major concern for any of us who have watched as federal and state gas taxes have remained stagnant, even as Maine and the nation try to transition to electric vehicles as our roads are worn down by general wear and tear, as well as increased travel every year. That has meant that, even as traffic increases, the funding to keep our roads and bridges in good repair has been steadily declining. We have been fortunate that Maine has received significant federal funding during the past two

“We talk about funding a lot here at MBTA, and rightfully so. It is a major concern for any of us who have watched as federal and state gas taxes have remained stagnant, even as Maine and the nation try to transition to electric vehicles and as our roads are worn down by general wear and tear as well as increased travel every year.”

years from the Bipartisan Infrastructure Law, and last year, the Maine Legislature took the historic step of allocating \$100 million annually in General Fund monies – 40 percent of sales tax revenues from motor vehicle sales – to the Highway Fund. The Legislature and Governor Mills did something historic to improve funding for transportation, and they did it in a bipartisan way, for which we are so grateful. Now we need to work extremely hard to ensure that General Fund money remains intact and provides for a portion of the much needed, long term, sustainable funding.

Those two efforts have been a great interim fix for the Highway Fund. Nevertheless, that will not be enough to get the job done long-term. We



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still need to find a sustainable replacement for ever dwindling federal and state gas taxes, particularly since we must make our infrastructure more resilient to combat our changing climate, for which our transportation network is not yet ready.

The MaineDOT just released their 2024 Work Plan (mainedot.gov) and here is what MBTA had to say about it:

“Recent storms in Maine and beyond have caused devastation in so many communities, a stark reminder of why we need to make transportation stronger and more resilient,” said Maria Fuentes, executive director of MBTA. “MBTA is hopeful that any increase in funding will translate into more investments for more durable infrastructure – more rebuilding and reconstruction of roads, bridges, tracks, culverts, and other needs. No longer can we rely on ‘patch and pray.’ The state needs to make significant investments in our aging infrastructure to meet the needs of today and the future or risk the peril of falling too far behind.”

On the talent front, help is on the way. In this issue of *Maine Trails*, you get to meet our newest MBTA Scholarship recipients. It is a diverse group of talented young people who are studying for careers in transportation. Many of them are students at the University of Maine College of Engineering & Computing and Maine’s community colleges.

I can attest this is a sharp group of students.

Several current and recent scholarship recipients have interned at Sargent where they have all made valuable contributions to projects underway throughout the state. And I know that many other members, whether contractors, engineers, municipalities, or agencies like the Maine Turnpike Authority and MaineDOT, have benefited from Maine interns as well.

Like many of you, Sargent is a great fan of the work the MBTA Educational Foundation does, and our company is proud to be a supporter of the fund through donations to the 50/50 Raffle at meetings throughout the year, and the Super Raffle in December. Not only does the foundation help worthy students to be able to afford essentials like tuition, books, and tools, but there are other benefits to our members.

We get to meet them at events like the annual MBTA Holiday/Scholarship Meeting in December and read about their personal journeys in *Maine Trails*, journeys that have led them to pursue careers in transportation. The Educational Foundation was also proud to award the first round of Paul M. Koziell scholarships to three students who you will read about in this issue.

This could not have happened without the outpouring of support and donations from MBTA members and friends when we lost our good friend and MBTA Past President, Paul Koziell in October of 2022, along with his father-in-law, Eldon Morrison. Their family

has a long history of generosity in scholarships for the transportation construction and engineering sector, having endowed scholarships through AGC Maine, University of Maine, and MBTA, to name a few. In fact, our first funded named scholarship was created by Eldon, and matched with funds from MBTA members, who honored his dear friend and colleague Millard Pray by creating a fund in his name.

Frankly, an MBTA Scholarship is often a pretty good indicator that a student will be smart, hardworking, and resourceful, as an intern and, eventually, as an employee. Having spent some time talking to these folks at our recent December meeting in Orono – we need these young people and more just like them to continue to join our industry!

In closing, I want to thank all the individuals and members who have supported the MBTA Educational Foundation and other Maine Better Transportation Association efforts through your sponsorships, donations and by purchasing raffle tickets. We accomplished a lot last year, but if the first weeks of the year are any indication, we have a lot of work ahead of us.

Please save the date for our Cumberland County Meeting, Thursday, March 7 in South Portland, and the 85th MBTA Annual Meeting, Wednesday, May 15 in Freeport. Keep your eye out for news about the 2024 Transportation on Tap (T2) Series set to start up late this spring! I look forward to seeing you there! ■

2024 MBTA CALENDAR

Thursday, March 7

CUMBERLAND COUNTY MEETING
Portland Sheraton, South Portland

Thursday, March 21

TRANSPORTATION ON TAP
Kittery

Wednesday, May 15

ANNUAL MEETING
Hilton Garden Inn, Freeport

Thursday, May 23

TRANSPORTATION ON TAP
Topsham

Thursday, July 11

INFRASTRUCTURE GOLF TOURNAMENT
Waterville Country Club, Oakland

Thursday, August 1

TRANSPORTATION ON TAP
Location TBA

Thursday, August 8

AROOSTOOK COUNTY MEETING
Northeastland Hotel, Presque Isle

Friday, September 13

FALL GOLF TOURNAMENT
Samoset Resort, Rockport

Saturday, September 14

FALL CONVENTION
Samoset Resort, Rockport

Saturday, September 21

DEMPSEY CHALLENGE
Lewiston

Friday, September 27

PDH TOUR
Location TBA

Wednesday, October 2

TRANSPORTATION ON TAP
Bangor Area

Thursday, December 5

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Augusta Civic Center

Thursday, December 12

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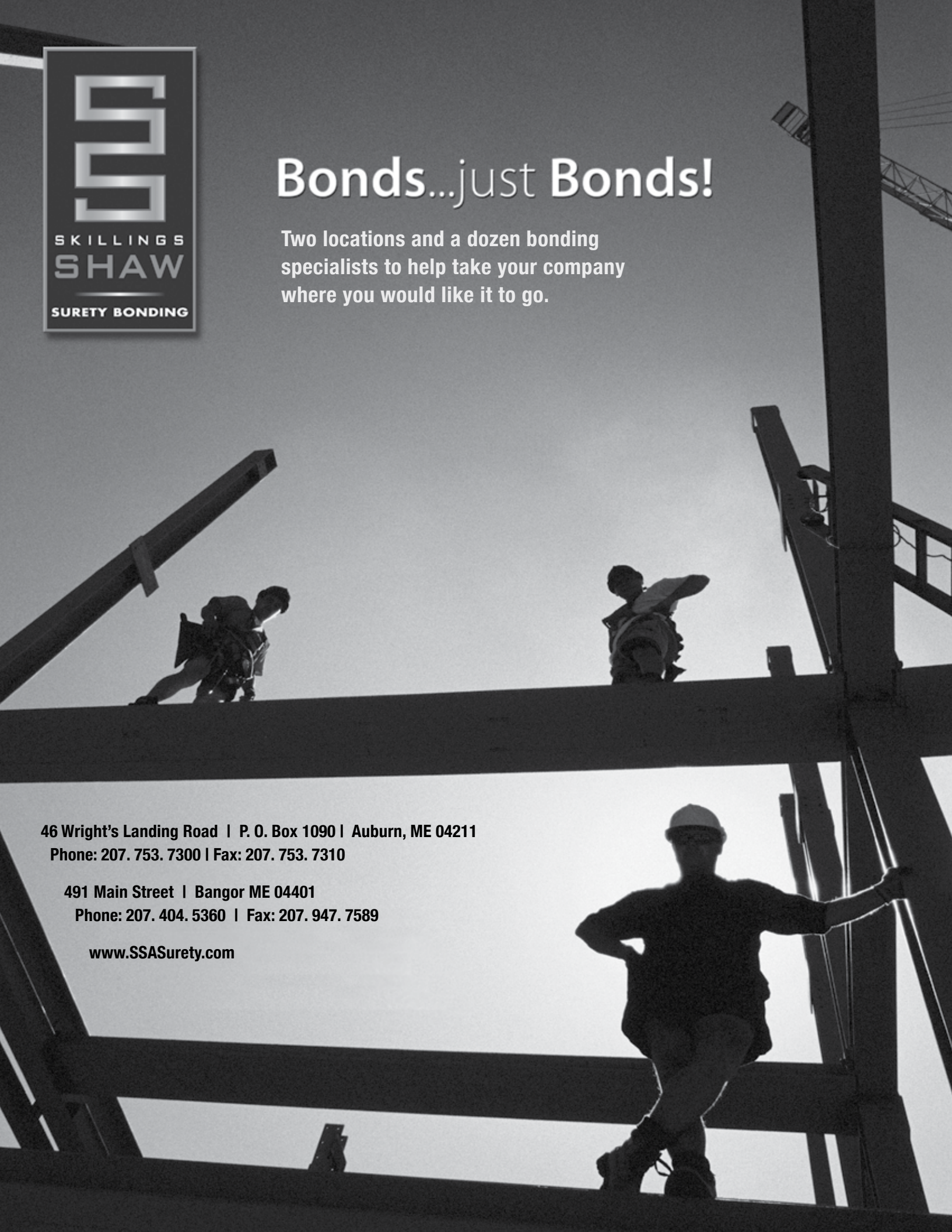
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RELIABLE TRANSPORTATION is an important element in public health, according to an analysis of data released this January by the National Center for Health Statistics (NCHS) at the Center for Disease Control and Prevention. The NCHS found that 5.7 percent of adults in the United States lacked reliable transportation for daily living, and that carried broad impacts for their health and that of their communities.

The report noted: "Access to transportation may be required for many daily tasks, including going to work, health care visits, and obtaining groceries. Previous research suggests that a lack of transportation, especially among adults who are older, uninsured, and have lower incomes, leads to reduced access to health care, which may then lead to adverse health outcomes."

Not surprisingly, lower income individuals reported having less reliable transportation: 15.8 of individuals living below the federal poverty level (FPL) reported the lack of reliable transportation, and access to transportation rose as incomes rose, though by not as much as one would think. Transportation was problematic for 9.4 percent of those living at 100 percent to 199 percent of FPL and for 5.1 percent for those living at 200 to 299 percent of FPL.

Different ethnic groups also reported notable transportation challenges: American Indian and Alaskan Native (17.1 percent); Black (9.2 percent); multiple races (7.6 percent); Hispanic (6.9 percent); white (4.8 percent); and Asian (3.6 percent). Gender was another important marker: 6.1 percent of adult women reported lacking transportation, while only 5.8 percent of adult men did.

Adults living in New England (Maine, New Hampshire, Vermont, Massachusetts, Connecticut, and Rhode Island) fared better at 4.1 percent. Those living in the West North Central U.S. (North Dakota, South Dakota, Minnesota, Nebraska, Iowa, Kansas, and Missouri) reported the highest rate (7.5 percent).

The data was collected as part of the 2022 National Health Interview Survey. ■

FMI: To learn more, visit bit.ly/transportation-access.

Larger stop signs and other low-cost safety measures have helped reduce crashes in rural Louisiana. The new signs measure 48" x 48" instead of the typical 30" x 30" stop sign.



Ashley Moran, Acadiana Planning Commission

Going big

TRAFFIC PLANNERS have found an innovative way to increase safety at road intersections in rural Acadiana, Louisiana, the region west of New Orleans that is home to nearly 1.5 million of the state's Francophone population.

A recent story in the *Acadiana Advocate* detailed how state and local transportation planners from the Acadiana Planning Commission, the Acadiana Regional Transportation Safety Coalition, and the Louisiana Department of Transportation collaborated to identify locations where "drivers were running through the back of T-intersections, leaving the road and crashing."

The group identified 100 problematic intersections, and narrowed that list to the 20 highest risk sites. The authorities then made low-cost safety improvements that included larger stop signs and rumble strip pavement.

The improvements paid off dramatically. At 18 of the intersections where the safety improvements were installed, the newspaper reported there had been "89 crashes where drivers ran the stop sign and went off the road. After the improvements, between 2020 and 2022, the number plummeted to eight, and 11 of the 18 intersections had no crashes like that."

"We want to stop these crashes before they happen," said Ashley Moran, a senior planner at the Acadiana Planning Commission and manager of the project. "This was a really easy way for us to address a very dangerous crash type. We used existing budgets for these improvements, which are not expensive like J-turns and roundabouts. . . We're always looking at how to find safety improvements that don't cost a lot of money."

The project was among the winners at the 2023 National Roadway Safety Awards in December. ■

A black and white photograph of a large cable-stayed bridge, likely the Bixby Creek Bridge, spanning a valley. The bridge has two tall, rectangular concrete pylons with numerous stay cables fanning out to support the deck. The bridge is surrounded by trees and vegetation.

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Meet the new MBTA scholars

MBTA scholarships this year are going to a diverse group of students who hope to make a career in transportation

IN 2023, the MBTA Educational Foundation awarded \$42,000 in scholarships to 32 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 / Scholarship Meeting on December 14, 2023.

Congratulations to all of this year's scholarship winners, including the three recipients of MBTA's newest named scholarship that honors the association's past president, Paul M. Koziell.

MBTA looks forward to hearing from all of our talented scholarship recipients – and working with them – in the future! Many thanks to our members' generosity that made these scholarships possible.

OWEN CALLAGHAN

*University of Maine
Transportation Trailblazer Scholarship*

Owen Callaghan is a junior at the University of Maine studying civil and environmental engineering and business administration/management. Owen is also a student in the Honors College. From Dedham, Massachusetts, he chose engineering as his career path because he wanted his work to be part of improving the world and continuing the development of civilization.



OWEN CALLAGHAN

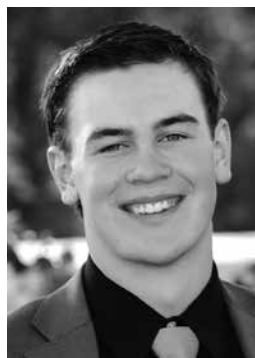
Owen is most interested in solving environmental problems including mitigating pollution and other environmental issues caused by projects done in the past and preventing

these problems from occurring in the future. He is also interested in reducing reliance on single-use plastics, especially in packaging, and reducing and reallocating food waste. Owen believes challenges and problems have faced every generation, and it is the job of each generation to solve these problems in a way that allows for the continuation of the ongoing project of civilization. These challenges inspire Owen to continue to work hard so that he can work on improving the country and the world in the present and also so that it is a better place for future generations. "A society grows great when [people] plant trees in whose shade they will never sit."- Greek proverb.

PETER COLEMAN

*University of Maine
Millard Pray & Paul M. Koziell scholarships*

Peter Coleman, a junior at the University of Maine with a major in construction engineering technology, grew up in Southern Maine in the town of Old Orchard Beach. Having been surrounded by cities and popular interstate highways, it was common for him to witness various heavy civil construction projects just minutes away from home. This likely served as a catalyst for his passion for heavy civil construction. Peter's choice to pursue a career in the transportation industry was kicked off in his most recent summer internship with CPM Constructors. At CPM, Peter found himself working on bridge rehabilitation projects in southern Maine. He enjoyed being able to network



PETER COLEMAN

and learn from the Maine Turnpike Authority and MaineDOT at weekly progress meetings and on-site. This experience further cemented his passion in the transportation industry and allowed him to learn various aspects of physical labor and administrative parts of a project. Aside from his young career in transportation, Peter is an active student at his university, currently serving as the vice president of academics on the Inter-Fraternity Council. After graduation in the spring of 2025, Peter hopes to stay in Maine making a difference in the transportation field with unique and creative problem-solving techniques.

ANDREW CZARNECKI

*University of Maine
Millard W. Pray Scholarship*

Andrew Czarnecki is from North Branford, Connecticut, and is a senior construction engineering technology student at the University of Maine. He grew up in a small town in southern Connecticut, working for many local farmers, landscapers, and volunteering for the local fire department. He became interested in construction after spending many hours working around heavy equipment and building various structures throughout his town. He attended UMaine to expand his interest in construction, and also became president of the Student Construction Association, a student chapter of AGC (Associated General Contractors). Andrew has had the opportunity to intern with CPM and Consigli Construction. He is excited



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NOAH DAIGLE

Maine Maritime Academy Scholarship

Noah Daigle spent his youth growing up on the coast of Maine. Living in Bar Harbor, he experienced his fair share of tourism and became involved in the transportation industry at around 12 years old. After having worked



NOAH DAIGLE

at various inns and hotels, Noah decided he wanted to work on a tour boat during the summer; that's where he found his true love for the ocean. After becoming even more enthralled in the maritime world, Noah applied solely to Maine Maritime Academy to pursue a career in the maritime transportation industry. His major, marine transportation operations, consists of four years of intensive training both in the classroom and on the water, in addition to accumulating 360 days spent on the water to earn his third mate's unlimited tonnage license. After graduating in 2027 and successfully passing his U.S. Coast Guard exams, Noah will be a licensed third mate ready to begin his professional career. He hopes to work on various oil tankers and cargo ships throughout his career, with an end goal of becoming a harbor pilot in Bar Harbor, where he discovered his love for the ocean. Working as a harbor pilot will help him navigate large ships such as cruise ships and ferries in familiar waters, while feeding his passion for the maritime industry, and traveling the world.

GARRETT DANIELS

University of Maine Transportation Trailblazer Scholarship

Garrett Daniels was born and raised in Falmouth, Maine, and is currently a senior at the University of Maine, studying computer engineering. Emerging technologies, such



GARRETT DANIELS

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, intelligent transportation systems, designing smart traffic management algorithms, and autonomous vehicle technologies have piqued his interest. Garrett is a grateful recipient of the MBTA Transportation Trailblazer Scholarship and thankful for the opportunity to further explore a transportation-related career.

QUINN DEMERCHANT

University of Maine Construction Engineering Technology Scholarship

Quinn Demerchant is a second-year student in the University of Maine Construction Engineering Technology program. His interest in transportation stemmed from his father who, as an engineer at the Region 5 MaineDOT office, brought him to various projects/sites that he worked on around Aroostook County. Quinn's



QUINN DEMERCHANT

interest in this line of work piqued when he began taking classes at the University of Maine last fall. This summer, working on the railway system in northern Maine with Acorn Engineering, along with CPM, and VHB, made him realize how important rail is to the transportation system. The abstract amount of freight just one locomotive can move became quite evident. Working on railway bridges, he quickly realized that they bring many challenges to the table, considering trains need to be able to pass with minimal notice on some rehabilitation projects. Working on the Bridge No. 7801 replacement on the Northern Maine Railway system allowed for a nine-day shutdown and all precast pieces needed to be installed and grouted to have the tracks back in operation. Extremely limited access to some bridges offered a unique challenge, which Quinn experienced firsthand on a project in Eagle Lake. Due to the location of that bridge, all work had to be done using high-rail vehicles. After graduation, Quinn hopes to continue working

for Acorn Engineering or a similar company in the state of Maine.

WYATT GREEN

University of Maine UMaine Scholarship

Wyatt Green is a junior 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 interested in heavy equipment and construction. Wyatt was amazed by the sheer size and power of those large machines and was excited to



WYATT GREEN

hop in and practice on the machines. 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. Last summer, Wyatt worked at Cianbro, as an engineering intern in the equipment shop. At this job he was able to gain even more experience with equipment and collaborate with different people within the transportation industry. Throughout that summer Wyatt visited multiple job sites, where he would work on and learn about the cranes that build not only Cianbro projects, but projects around the country, as well. After graduating from UMaine, 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.

EMILY HUGHES

University of New Hampshire Millard Pray Scholarship

Information not available at press time.

DOMINIC JEWELL

University of Maine UMaine Scholarship

Dominic grew up in Fairfield, Maine, and long pondered what he wanted to do for a career. Ever since he was little he enjoyed building and constructing things, and this is what motivated him finally to attend vocational school

during high school to learn more about the construction field. He spent two years there learning and applying the basics to residential constructing. This led Dominic to choosing the University of Maine, as it has a terrific engineering program where he could apply his knowledge to learn even more and make a great career for himself. While he doesn't know exactly who he wants to work for, he knows he wants to work in construction, whether that be horizontal or vertical. Dominic also knows that he wants to work in or around Fairfield and stay close to home. He hopes to intern during summers and figure out which company is best suited to him and where he will be able to work best. Dominic is also trying to figure out exactly what type of job he would like in construction, whether it be a foreman, engineer, quality control, or some other employment in or out of the field.

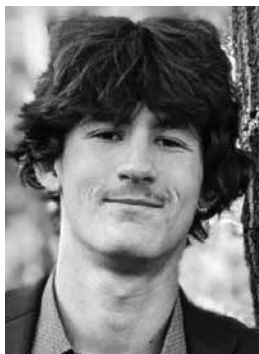


DOMINIC JEWELL

ISIAH KOZIELL

Southern New Hampshire University Millard Pray, Paul M. Koziell scholarships

Isiah Koziell is from Massachusetts and has mainly grown up in Methuen but has strong ties to Maine where his maternal grandfather was a cartographer for the Maine State Highway Commission in the 1950s and his uncle Paul Koziell was president of CPM Constructors. Currently a freshman at Southern New



ISIAH KOZIELL

Hampshire University majoring in construction management with a minor in business, he always found what his uncle did with CPM Constructors fascinating. After he graduates, he is considering working on the transportation side of construction to help deal with road problems, as well as possibly making paths, trails, bridges etc. to help people get to the places they need to in an easier, faster and safer way. Isiah would someday like to

work somewhere either on the east or the west coast, because he feels this is where the most traffic is and it would be a bigger opportunity to work in a highly populated area where there will be more opportunities for more maintenance on roads, bridges, etc. Though he currently does not have any transportation work experience under his belt, he is a fast learner and is always willing to do what it takes to succeed. He plans to strive to reach his goal of being able to run his own construction business and will always try to be like his uncle with how passionate and dedicated he was to his work. Isiah is very appreciative of the scholarships awarded by the Maine Better Transportation Association and how they will help him continue his education at SNHU.

DIEGO KULLDORFF

University of Maine MBTA Scholarship

Diego Kuldorff is a senior at the University of Maine with a major in ecology and environmental science, concentrating on sustainability and resource management. He grew up in Ashford - a small town in northeast Connecticut. His interest in transportation stems from his childhood hobbies of building model trains and roadways in sandboxes. However, it was not until recently in his life that he began actively pursuing a career in transportation. Diego's choice to delve into the transportation sector is rooted in his strong belief in its capacity to revolutionize environmental conservation. His academic pursuits are driven by a vision to integrate sustainable practices within transportation, aiming to address and mitigate environmental challenges. His professional journey commenced with an internship as an environmental specialist at Northeast Paving in Bangor, where he gained invaluable experience in applying environmental principles to real-world transportation scenarios. Post-graduation, Diego is looking to either advance his academic credentials with a master's degree or to dive into a career focused on environmental sustainability, potentially as an environmental specialist. Whether continuing his journey in Maine or exploring new horizons, his aspirations are clear: to



DIEGO KULLDORFF

be at the forefront of developing sustainable transportation solutions that harmonize with environmental preservation.

be at the forefront of developing sustainable transportation solutions that harmonize with environmental preservation.

HUDSON LABBE

Northern Maine Community College Scholarship

On Hudson Labbe's journey through life so far, he has overcome and adapted to his learning disability. In doing so, he was able



HUDSON LABBE

to achieve high honors throughout high school and make the dean's list at Northern Maine Community College since the start of his college endeavor in electrical construction and maintenance. Alongside these academic achievements, Hudson achieved the rank of Eagle Scout, where he learned many important life skills along his eight-and-a-half-year climb to becoming an Eagle Scout. The Boy Scouts helped him to gain an understanding of his strengths and weaknesses. As a result, he has become closer to God, a better leader to fellow peers, and a hard and determined worker and student, leading him to his current career path. Hudson is looking forward to the start of the next chapter of his life after graduating from college, and the challenges it will bring toward his goal of becoming a master electrician. He is excited about the wisdom and knowledge he will gain in life and in his trade. His personal journey is an ever-changing data log of life, and he is striving to make it something to be proud of.

LUKE LAWRENCE

University of Maine Lucius Barrows & MBTA scholarships

Luke Lawrence grew up in Pittston, Maine, and as the youngest of five children, is grateful to have always had his siblings around to guide him and support him in everything he does. Growing up, Luke faced many challenges that he learned to overcome in order to generate positive outcomes. Currently, he is a junior in the civil engineering program at the University of Maine. Last summer, Luke had the opportunity to work for MaineDOT. Observing, learning and engaging in these important government projects helped him to see more clearly how important it is to be able to make a

difference. Assisting in preliminary data gathering of existing field conditions, computation of quantities for the development and preparation of government estimates for highway pavement preservation and safety projects helped stimulate Luke's objective towards his future goals. Luke supports the value of nature and encourages projects to maintain their natural environment and will continue his education at UMaine so he can pursue an engineering career to support the right type of transportation in addition to creating an image for improving future passages.



LUKE LAWRENCE

KELVIN LIN

*University of Maine
Lucius Barrows Scholarship*

Kelvin Lin grew up in Biddeford, Maine, and lived on Main Street for most of his life, above his family's restaurant in the heart of the city. There was always something to do whether to help his parents with business, or to walk down the street to the local game store. In middle school, Kelvin moved to a quieter neighborhood in Biddeford where he noticed something was wrong: it was a lot more boring, especially since he had no access to a car, especially when his parents were working. Kelvin is pursuing a career in transportation to give people an alternative to explore their city without using a car. Last summer, he worked at MaineDOT in their property office. Through that experience, he learned that there was still much more work to be done; specifically, cities across Maine either need major road improvements or just simple repair. Regardless of what is needed, working at MaineDOT showed him the importance of this line of work. In the future, he wants other people, not just in Maine, to realize how good Maine can be and not just its nature. Kelvin hopes to



KELVIN LIN

expand public networks so that people in and out of the state can explore Maine's best cities and wishes to thank MBTA for the generous scholarship.

KATIE LUCE

*University of Maine
Lucius Barrows Scholarship*

Katie Luce is a fourth year civil and environmental engineering student at the University of Maine. She grew up in Sidney, Maine, and is pursuing a career in the transportation and engineering field to impact the local community, contribute to the infrastructure, and take advantage of the opportunities that Maine has to offer. Katie completed an internship this past summer at a geotechnical engineering firm, exposing her to the field-work and drilling environment, ASTM standard procedures, and soil analysis. She also has an interest in research, through her previous summer's experience studying the effects of dispersed cellulose nanofibrils within cement-based composites and presenting that research internationally. She hopes to continue getting relevant field experience through graduation. Katie is active on campus, having leadership positions in honor societies, music ensembles, and an executive position in the Chi Omega Sorority. Katie continues to work towards her bachelor of science in civil engineering with a minor in business administration, and after graduation she is excited to work and make an impact within the transportation and engineering industry. Katie anticipates staying in Maine to achieve these goals and is enthusiastic about any career opportunities that come her way. Katie would like to recognize and thank the Maine Better Transportation Association for giving scholarship recipients this opportunity, and for all the MBTA does to support students!



KATIE LUCE

SAM MORTON

*University of Maine
Kenneth W. Burrill & MBTA scholarships*

Sam Morton grew up in Norway, Maine, and is a senior studying mechanical engineering. Along with majoring in mechanical engineering, he has completed a minor in mathematics and a concentration in aerospace engineering.

Through his classes and work in aerospace engineering, Sam has had the unique opportunity to gain experience in the world of transportation engineering through commercial aviation. For the past two summers, Sam has worked as an engineering intern at Pratt & Whitney in North Berwick. At Pratt, he has worked on assembling and repairing commercial gas-turbine airplane engines for customers from all over the world including the U.S., Europe, and southeast Asia. The world-wide nature of commercial aviation has allowed his engineering work to support mechanics, pilots, flight crews, and move hundreds of passengers across the globe every day – something that inspires him to continue working in this field. This level of global outreach and inherent public service is what propels Sam's interest in transportation engineering as a career. After graduating in May, Sam hopes to combine his engineering knowledge and passion for aviation by working as a design or test engineer specializing in sustainable commercial aviation.



SAM MORTON

MATISSE MOSER

*University of Maine
Paul M. Koziell & MBTA scholarships*

Matisse Moser was born in California, but moved to Falmouth, Maine, before he was 10 years old. He attended Falmouth High School



MATISSE MOSER

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 in Engineering class to present on the topic of civil engineering. It was then that Matisse knew he would be pursuing a degree in civil engineering. Last summer, Matisse worked an internship for POWER Engineers in Freeport. There he learned important engineering design and consulting skills that could never be learned in school. The summer

before, Matisse worked on the new I-295 South bridge near Exit 17 in Yarmouth for CPM Constructors. 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 is what he loves about civil engineering. It does not matter where you are, civil engineering will be needed.

GREG MOULTON

University of Maine Transportation Trailblazer & Frank Healy scholarships

Greg Moulton is currently a junior at the University of Maine majoring in civil and environmental engineering. He was born and raised in Cutler, a small town in rural Downeast Maine.



GREG MOULTON

This led him down the path of civil engineering, where he found particular interest in transportation throughout his courses at the university. Last summer, Greg worked as an intern for Northeast Paving, a transportation contractor with several locations around Maine. While out in the field, he learned a lot about the transportation industry and what it takes to turn a set of plans into a completed project. After graduation, he plans to stay in Maine and get involved with the design and construction of bridges. His dream is to someday have a hand in a project as large as the Penobscot Narrows Bridge. Outside of engineering, Greg enjoys hiking, playing basketball, snowboarding, sailing, and running. Every summer, you will find him up in Baxter State Park either hiking Katahdin or whitewater rafting down the Penobscot River.

MADELINE NOBLE

University of Maine Transportation Trailblazer Scholarship

Madeline Noble is a third-year student at the

University of Maine. She is studying civil engineering with a concentration in structural engineering and is a member of the Honors College, as well as the Pulp and Paper Foundation. Originally from Lincoln, Maine, she has always been interested in engineering and structural design. The transportation industry was compelling to her because of the worldwide need for transportation infrastructure, which fit in well with her love to travel and discover new places. Madeline spent the fall of 2022 studying in Valencia, Spain, which only increased her interest in traveling and transportation. She held an internship with Sargent Corporation where she worked on the new Ferland Engineering Education and Design Center at UMaine. She also spent last summer working at the ND Paper mill in Rumford, Maine. From both experiences, she learned the importance of working with people you enjoy as well as working on projects that are meaningful and important. She has accepted an internship with Cianbro for the summer of 2024, where she hopes to learn more about how engineers solve problems in the field. After completing her degree, Madeline hopes to pursue a master's degree in structural engineering and find a career where she can travel and design infrastructure that solves problems around the world.



MADELINE NOBLE

University of Maine. She is studying civil engineering with a concentration in structural engineering and is a member of the Honors College, as well as the Pulp and Paper Foundation. Originally from Lincoln, Maine, she has always been interested in engineering and structural design. The transportation industry was compelling to her because of the worldwide need for transportation infrastructure, which fit in well with her love to travel and discover new places. Madeline spent the fall of 2022 studying in Valencia, Spain, which only increased her interest in traveling and transportation. She held an internship with Sargent Corporation where she worked on the new Ferland Engineering Education and Design Center at UMaine. She also spent last summer working at the ND Paper mill in Rumford, Maine. From both experiences, she learned the importance of working with people you enjoy as well as working on projects that are meaningful and important. She has accepted an internship with Cianbro for the summer of 2024, where she hopes to learn more about how engineers solve problems in the field. After completing her degree, Madeline hopes to pursue a master's degree in structural engineering and find a career where she can travel and design infrastructure that solves problems around the world.

JOSHUA PEARSE

University of Maine MBTA Scholarship

Joshua Pearse is a dedicated and self-motivated individual with a passion for civil engineering. He is currently pursuing a degree at the University of Maine with an expected graduation date of May 2025. Josh's practical experience includes serving as a civil engineering/structural design intern at POWER Engineers Inc. during the summers of 2022 and 2023. In this role, he



JOSHUA PEARSE

analyzed substation bus supports, performed structural and load flow analyses, and wrote a peer-reviewed article for the internal database titled "Analyzing Aluminum in Structural Design." Joshua also gained valuable research experience as a student research assistant at the Advanced Structures and Composites Center (ASCC), where he held Level 1 security clearance, measured, and tested the deformation of fiberglass shipping containers, and collaborated on government projects. Beyond his technical skills, Joshua has demonstrated leadership as the president (2021-2022) and current chaplain (2022-2023) of Alpha Tau Omega, ensuring the fraternity upholds values of scholarship, leadership, and community service. In the future, Josh looks forward to continuing his learning after graduation in Maine by gaining more real-world experiences and solving problems outside of the classroom.

MACKENZIE PRAY

University of New Haven Millard W. Pray Scholarship

Information not available at press time.

NOLAN RAYMOND

Auburn University MBTA Scholarship

Nolan Raymond grew up in central Maine and has spent countless hours enjoying the woods and waters. He is an avid outdoorsman and participates in everything from hunting and fishing to cycling and water sports. He authors a monthly column in *Maine Sportsman* magazine, where he brings the reader into his often-entertaining escapades. He is also a guest contributor to the *Bangor Daily News*. Nolan graduated from



NOLAN RAYMOND

Hermon High School in 2023 with honors and is now enrolled at Auburn University in Alabama, studying professional flight. He is pursuing a minor in entrepreneurship and continues to cultivate his journalism skills. Nolan earned his private pilot's license in December. An aviation career has always been at the top of Nolan's priority list. He has worked in aircraft maintenance, based in Old Town. The position was a great learning experience and opened the door to continue in the aviation industry. Nolan is an Eagle Scout and former president

of Dirigo Search and Rescue youth division. He plans to complete his degree at Auburn with his commercial pilot's license. He anticipates a return to Maine to work for a locally based air company doing aerial cargo or airline transport. Regardless, he hopes to use his aviation knowledge to help others in Maine.

LONDON RITCHIE

Washington County Community College Scholarship

Landon Ritchie is 18 years old and attends WCCC, studying heavy equipment. He was raised in Pembroke, Maine, where he still resides while getting his education. Landon has many family members who have worked



LONDON RITCHIE

The list includes carpentry/construction, oil delivery truck driver, plow truck driver, truck driver, construction worker, and various trades. He grew up loving being outside and operating anything. It all started with dirt biking. Landon was a dirt bike enthusiast for many years. He has learned to operate a bucket truck, excavator, tractor, and hauling a trailer. Landon is unsure of what he will do after graduation, although he expects to get his CDL (commercial driver's license) as well, and is excited there are many careers that he will be qualified for. He also knows that whatever he does, he will be setting himself up for success.

OLIVIA ROSA-KITTREDGE

Loyola University, Maryland Millard Pray Scholarship

Olivia Rosa-Kittredge is a sophomore at Loyola University in Maryland. She grew up in Yarmouth, Maine, where she played volleyball, lacrosse, and indoor track for four years at Yarmouth High School. Olivia graduated in 2022 and is now majoring in speech language hearing sciences. Olivia has always recognized the importance of the transportation industry, having watched her father build roads and bridges throughout her childhood. She has closely followed the construction of many

Maine transportation projects, particularly those undertaken by her father's company, CPM, where he is the president. Olivia also appreciates the work of other transportation companies and has attended various Maine



OLIVIA ROSA-KITTREDGE

transportation events over the years. One event that stands out was the AGC national conference in Puerto Rico, which Olivia attended with her family and CPM colleagues. The conference expanded her knowledge and interest in the industry. Olivia cares deeply about the transportation industry and plans to remain involved in the industry in Maine. She understands the significance of this industry for the state and families like hers who call it home.

BLAINE SHAW

University of Maine MBTA Scholarship

Blaine Shaw is a sophomore pursuing a major in construction engineering technology with a minor in business administration at the University of Maine and envisions a career path centered on transportation and heavy civil construction. He grew up in Turner, Maine, and graduated from Leavitt Area High School. Blaine will pursue an MBA during the fifth year



BLAINE SHAW

of study. His passion for construction stems from a childhood fascination with the intricacies of road and bridge development. He greatly enjoyed working for an earthwork company for one summer. Eager to broaden his expertise, Blaine aims to explore new opportunities in bridge construction and highway projects, aiming to expand his skills beyond earthwork. Post-graduation, Blaine intends to remain in Maine, aspiring to assume the role of a project manager within a heavy civil company. Blaine plans to seek internships or co-op roles that offer exposure to diverse aspects of

transportation construction. Actively engaging in extracurricular activities, professional organizations, and networking events within the industry forms a crucial part of his strategy to build connections and gain insights. Blaine's proactive approach, coupled with his enthusiasm for exploring various construction facets, positions him well for a successful career trajectory as a project manager specializing in heavy civil construction in his home state of Maine.

DAVID STOKDIJK

Northern Maine Community College Scholarship

With the first eight years of his life being in New Sweden, Maine (15 minutes outside of Caribou), David Stokdijk developed a love for big equipment trucks. His interest focused mainly on the mechanical and helpful aspects of the equipment trucks. When his family moved to Nova Scotia, he helped out at the family industrial hydroponic greenhouses. As he grew up, he was able to work on and operate various pieces of large equipment and interact with multiple kinds of trucks. He continued in the transportation industry during the summer of 2021 when he moved back to the county and worked with



DAVID STOKDIJK

MaineDOT in project development. That summer he was an assistant helping various inspectors on paving jobs throughout region 5 and other road work projects. In the fall, he started at Northern Maine Community College in the field of heavy equipment diesel technician. David continued with MaineDOT but moved to one of their fleet shops fixing and maintaining plow trucks and other equipment for MaineDOT, where he hopes to continue working after graduation. David would like to thank the MBTA for the scholarship award. It is a very exciting moment, and it will be going towards furthering his experience in the field.

JULIA STRAUSS

Maine Maritime Academy Scholarship

Growing up on Mount Desert Island, Maine, Julia's life has always been centered around the ocean. From the time she could walk, her father would set her up in the stern of her

family's little outboard boat so that she could practice steering. Later, she progressed to sailing camp, which she participated in every day of every summer until she was old enough to



JULIA STRAUSS

work. When she began crewing on a tour boat, driving boats changed from a hobby to her work and pride, and soon after, her career goal. It was this love of the water that brought Julia to Maine Maritime Academy, where she's majoring in marine transportation operations. Julia is thoroughly enjoying being more immersed in the transportation industry every day through her classes, and is fascinated by what she is learning, both in lectures and through an immense amount of hands-on experience through labs and preparation for her upcoming training cruise in the summer of 2024. Upon graduating with her third mate unlimited license, she hopes to ship out for long hitches and experience the world as much as she can, upgrading her licenses along the way. Eventually, she hopes to become a harbor pilot, which is the end goal for her career.

BENJAMIN SUTTON

University of Maine

Timothy M. Folster & MBTA scholarships

Benjamin (Ben) grew up in Cape Cod, Massachusetts, in a big family with two brothers

and three sisters and is currently a third year civil engineering student at the University of Maine. He enjoys hiking with his friends, skiing at Sugarloaf, and spending time with his family. When

deciding his college major, Ben looked to his grandfather for guidance and chose to follow in his footsteps in civil engineering. Transportation immediately sparked his interest and was

energized by understanding construction and highway design. Working at Northeast Paving opened the door into the transportation industry, where he was exposed to highway design, paving, lab testing, and construction. He spent the summer of 2023 from May to August paving a 16-mile stretch of I-95 from Pittsfield to Waterville. Working on a paving crew gave him valuable tools and experience to excel as a civil engineer in the future. Northeast taught him the value of hard work and that dedication to a job can go a long way towards completing the task at hand. After school, he hopes to pursue a job in transportation or infrastructure structural design around the greater Boston area, designing bridges and structures or roadway design.



BENJAMIN SUTTON

ETHAN THIBEAULT

*Northern Maine Community College
Scholarship*

Ethan Thibault, a resident of Mapleton,

Maine, wishes to express profound gratitude to the Maine Better Transportation Association for the invaluable scholarship he received, which will help

him continue on his career path. Presently, Ethan is immersed in an internship at MPG Truck and Tractor as a diesel mechanic and attends Northern Maine Community College for diesel



ETHAN THIBEAULT

hydraulics and heavy equipment. This hands-on experience not only sharpens practical skills but also satisfies a craving for heavy-duty machinery, driving Ethan's career goals. With the MBTA's support, Ethan is on track to complete college in 2025, equipped with hands-on knowledge in heavy-duty mechanics, which promises to help him make a significant contribution to the transportation industry. Beyond academics, Ethan is committed to a full-time role at MPG Truck and Tractor upon graduation and is anxious to apply his expertise in a real-world setting, contributing to the industry's growth. Ethan's career choice as a heavy-duty mechanic is more than a profession; it's a mission to improve upon the transportation industry's growth and safety. Ethan wishes to again thank MBTA for this scholarship, and notes that it is more than financial aid; it is an investment in the transportation industry's future, one that Ethan is fully committed to shaping and advancing.



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HALEY THIBODEAU

Northern Maine Community College Scholarship

Haley Thibodeau grew up in Georgia but likes to say she is from everywhere. Moving every year since her sixth grade year, she was able to explore all of the continental United States.



HALEY THIBODEAU

Her interest in trades was sparked during her senior year in high school, when she learned how expensive it was to fix her first car. Haley started to tinker on it, and she found her passion in automotive mechanics. It fascinated her to see how the ingenious engineering goes together perfectly to create a working vehicle. While she found it a little scary for a woman to go into a male-dominated trade, she knew she could do everything a man could do. She went to Caribou Regional Tech Center for Automotive and achieved student of the month there. Haley then took a leap and applied to Northern Maine Community Center for their associates program and was accepted. She plans to finish her college career and work at a mechanics shop around the Presque Isle area.

Her dad was in the Air Force as a fire chief, and the family moved to different states with their own vehicles and trailers, as she noticed the importance of the transportation trades.

Her interest in trades was sparked during her senior year in high school, when she learned how expensive it was to fix her first car. Haley started to tinker on it, and she found her passion in automotive mechanics. It fascinated her to see how the ingenious engineering goes together perfectly to create a working vehicle. While she found it a little scary for a woman to go into a male-dominated trade, she knew she could do everything a man could do. She went to Caribou Regional Tech Center for Automotive and achieved student of the month there. Haley then took a leap and applied to Northern Maine Community Center for their associates program and was accepted. She plans to finish her college career and work at a mechanics shop around the Presque Isle area.

LILY VINCENT

University of Maine MBTA Scholarship

Lily Eileen Vincent grew up in Auburn, Maine, with her parents and three younger siblings. She is currently studying construction engineering technology at the University of Maine. She first entered the major due to her great interest in architecture and structural design; however, in studying she has learned that construction goes far beyond buildings and has become quite interested in the construction process of transportation. She plans to complete her degree requirements by the end of the fall semester 2024 and seek internship opportunities outside of Maine for the spring semester 2025, making her more prepared for a real-life work environment following graduation.



LILY VINCENT

PIPER WILLIAMS

University of Connecticut MBTA Scholarship

Piper Williams grew up in Durham, Maine, and graduated from Freeport High School summa cum laude with distinction. She was a three-sport athlete, president of the Girls Engineering Mathematics Science Club, co-president of the student council, and captain of the

math team. She was awarded the Principal's Award for her excellence in academics, athletics, and her character along with being an AP Scholar with Distinction.

Piper values volunteering in her community as a youth sports coach and referee for lacrosse and field hockey. In her free



PIPER WILLIAMS

time, she enjoys skiing at various mountains throughout Maine, reading, and spending time at the lake with her family in the summer. Currently, Piper attends the University of Connecticut in the honors program studying mechanical engineering. She is a goalie on the UConn Club Women's Lacrosse Team and a member of the Society of Women Engineers. She plans to add a minor in mathematics and engage in research throughout her undergraduate education. Despite demanding studies, Piper always enjoys being a spectator at the UConn sporting events to support her community. ■

Since 1994, the MBTA Educational Foundation (a 501(c)3 charitable organization) has awarded more than \$800,000 in scholarships to more than 600 students pursuing careers in transportation-related fields. To learn more visit MBTAonline.org/foundation/scholarships.



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MaineDOT's updated three-year work plan

THE MAINE Department of Transportation (MaineDOT) released the 2024 edition of its three-year work plan on January 18. The work plan includes all capital projects and programs, maintenance and operations activities, planning initiatives, and administrative functions for calendar years 2024, 2025, and 2026.

MaineDOT's work plan is the primary way the department delivers on its mission: to support economic opportunity and quality of life by responsibly providing their customers with the safest and most reliable transportation system possible, given available resources.

This work plan contains 2,672 individual work items with a total value of \$4.74 billion and reflects increased infrastructure investments at both the federal and state levels.

"We are grateful that policymakers came together, recognized the benefits of infrastructure investments, and worked in a bipartisan way to deliver significant steps forward for transportation," said MaineDOT Commissioner Bruce Van Note. "This will help MaineDOT continue a pivot from making do to making real progress."

At the federal level, the Bipartisan Infrastructure Law (BIL) passed in November 2021 has allowed MaineDOT to compete for special funding in the form of competitive discretionary grant programs and Congressionally directed spending. With thoughtful grant applications and the continued support of



MaineDOT's 2024 three-year work plan outlines plans for 2,672 individual work items with a total value of \$4.74 billion. \$1 billion of the funds come from competitive grant programs and congressionally directed spending awards.

Maine's Congressional delegation, federal transportation funding coming to Maine should more than double from pre-BIL levels.

At the state level, Governor Mills and lawmakers unanimously supported a state Highway Fund budget in June 2023 that took a significant step toward addressing the chronic underfunding of transportation. These expanded and new ongoing funding sources could not have come at a better time, given reduced fuel tax revenue projections, opportunities to use state funding to increase federal funding, and the need for state-funded capital projects.

"Transportation will always be a big job in Maine, and challenges will always exist, but now is the time for MaineDOT and its partners to ramp up and deliver," continued Van Note. "We can make a real difference with this work plan. That is both invigorating and uplifting."

According to MaineDOT, the work plan includes more bridge projects, more durable highway projects, more village and downtown projects, more transit and active transportation investments, more port improvements, and more adaptation to climate impacts.

"Recent storms in Maine and beyond have caused devastation in so many communities, a stark reminder of why we need to make transportation stronger and more resilient," said Maria Fuentes, Executive Director of the Maine Better Transportation Association (MBTA). "MBTA is hopeful that any increase in funding will translate into more investments for more

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“We can make a real difference with this work plan. That is both invigorating and uplifting.”

MaineDOT Commissioner Bruce Van Note

durable infrastructure – more rebuilding and reconstruction of roads, bridges, tracks, culverts, and other needs. No longer can we rely on ‘patch and pray.’ The state needs to make significant investments in our aging infrastructure to meet the needs of today and the future or risk the peril of falling too far behind.”

In the release announcing the plan, MaineDOT said the work plan continues to advance Maine’s efforts to combat the impacts of climate change. MaineDOT aims to lead by example by supporting data-driven and practical actions to both reduce emissions in the transportation sector and increase the resiliency of infrastructure across the state.

According to MaineDOT, the availability of discretionary federal funding through the Bipartisan Infrastructure Law has been a game-changer for transportation funding in Maine. This work plan contains more than \$1 billion in funding from U.S. Department of Transportation competitive grant programs and congressionally directed spending awards. Many of the major projects in MaineDOT’s work plan involve these special funding sources. They include:

- Reconstruction of Route 1 between Frenchville and Fort Kent – recipient of a \$27.7-million Rural Surface Transportation grant.
- Safety and mobility improvements throughout North Windham – recipient of a \$31.2-million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.
- Strategic deployment of publicly accessible electric vehicle charging infrastructure throughout the state – recipient of a \$15-million Charging and Fueling Infrastructure Program grant.
- Improvements to culverts and fish passage in Downeast Maine, Central Maine, and the Sandy River Watershed – recipient of a \$27-million Culvert Aquatic Organism Passage (Culvert AOP) grant.
- Upgrades to the St. Lawrence & Atlantic Railroad between Lewiston

and Bethel – recipient of a \$19.5-million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant.

- The design and construction of a hybrid ferry that will carry passengers and vehicles between Lincolnville and Islesboro – recipient of a \$28-million Electric or Low-Emitting Ferry Pilot Program grant.
- Improvements to Portland’s International Marine Terminal – recipient of a \$17.8-million Port Infrastructure Development Program (PIDP) grant.

The work plan continues to invest in Maine’s iconic downtown and village areas. Launched in 2022, MaineDOT’s Village Partnership Initiative 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.

“The Town of Fort Kent is successfully working with Maine Department of Transportation on an exciting and transformative Village Partnership Initiative project to make some necessary changes within our downtown,” said Suzie Paradis, Fort Kent Town Manager. “This work will help revitalize the downtown district areas, improve the quality of life for the town’s residents, attract more visitors, and support small businesses.”

The largest and most heavily used component of Maine’s transportation system is its vast network of state highways and bridges. Accordingly, this work plan invests more than \$3 billion in this aspect of our system. These investments include:

- \$684 million for 285 miles of highway construction and rehabilitation.
- \$846.2 million for 267 bridge projects.
- \$678 million for 1,348 miles of preservation paving.
- \$618 million for highway and bridge maintenance and operations work.

Beyond Maine’s roads and bridges, this work plan includes:

- \$235.4 million in transit investments.
- \$220 million for aviation.
- \$204.8 million for capital freight projects.
- \$165.5 million for capital projects to support the development of ports and marine infrastructure.
- \$127.1 million in support of ferry projects.
- \$68 million in stand-alone investments for active transportation (walking, cycling, etc.)
- \$52.1 million for Amtrak Downeaster operations. ■

FMI: View and search the 2024 MaineDOT Work Plan at www.mainedot.gov.



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Looking smart

MBTA members find plenty to celebrate at the 2023 Holiday Meeting



Members were able to meet many of the newest MBTA scholarship recipients at the 2023 Holiday Meeting in Orono.

MORE THAN 100 MBTA members, friends, and family gathered at the Wells Conference Center on the University of Maine Campus on December 14 for the 2023 MBTA Holiday Meeting. In recent years, the event has become a chance for members to meet and celebrate the organization's scholarship recipients and winners of the annual Membership Contest. It is also the culmination of the MBTA Super Raffle, the annual fundraiser for the MBTA Educational Foundation, the nonprofit organization that funds the MBTA Scholarship Fund.

MBTA President Eric Ritchie, the evening's emcee, started off by offering the backstory on the MBTA Educational Foundation and its named scholarships.

"The Super Raffle, which we are drawing tonight, is the primary fundraiser for the foundation," said Ritchie. "We also raise money through sponsorships at the Maine Transportation Conference, and through small raffles at different regional meetings, like tonight's. Our Educational Foundation board does a great job selling 500 tickets at \$50 each which nets \$17,000 for our scholarship program. The Board also has investment funds which pay for scholarships through earned income. Part of those funds come from several named scholarships funded by different companies and members."



MBTA President Eric Ritchie



MBTA Educational Foundation Chair Tim Folster

Ritchie then ran down the list of named scholarships – starting with the Millard Pray Scholarship, which was "funded by the late Eldon Morrison, and matched by members. Eldon was a great leader and philanthropist, and he wanted to honor his good friend and former business partner, Millard Pray."

Then there were the others, said Ritchie, that honored members who had made significant contributions to the MBTA through their service to the organization and industry, their advocacy, and their volunteer work: the Kenneth Burrill Scholarship, funded by MBTA members; the Timothy Folster Scholarship, funded by Sargent; and the Frank Healy Scholarship, which was created by Rod Lane and John Wardwell, both of whom worked for Frank for many years when he was at Lane Construction, and who wanted to honor his vision and leadership as past president for MBTA.

"That brings us to our newest scholarship, the Paul M. Koziell Scholarship," said Ritchie, adding that the fundraising effort had exceeded the goal and raised \$113,000 for scholarships to honor Koziell. "So this year, for the first time, we were able to award three Paul M. Koziell scholarships. To all of you who donated, thank you! And we are glad you will be able to meet two of the Paul Koziell scholarship students today. The third is his nephew, Isiah Koziell, who is studying construction management at

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Left: Former MBTA President Tony Grande, Tim Ouellette, Susan Morrison, and Erin Courtney. Right: Brian Raymond, scholarship recipient Nolan Raymond, and Kendra Raymond.



Left: Former scholarship recipients Grahm Freme and Casey VanDenBossche. Middle: Renee Daniels and Transportation Trailblazer recipient Garrett Daniels. Right: Andrea Vincent and CET scholarship recipient Lily Vincent.

Southern New Hampshire University, and has finals this week.”

During his remarks, Ritchie noted that this year the foundation awarded \$42,000 in scholarship to 32 students – 20 of which were at the Holiday Meeting. Ritchie then asked all of the scholarship recipients present to introduce themselves.

There were four Transportation Trailblazer scholars (Garrett Daniels; Owen Callaghan; Greg Moulton, who is also a Frank Healy scholar; and Madeline Noble). The Timothy Folster scholar was Benjamin Sutton. Three students were named Lucius Barrows scholars (Luke Lawrence; Kelvin Lin; and Katie Luce). The Kenneth Burrill scholar was Sam Morton. The two Paul Koziell scholars present were Matisse Moser and Peter Coleman (Pete is also a Millard Pray scholarship recipient). The second Millard Pray scholar was Andrew Czarnecki. Haley Thibodeau and Hudson Labbe received Northern Maine Community College scholarships named after Paris Snow, a Maine state legislator and past MBTA officer. Other scholarship recipients attending included: Nolan Raymond; Quinn Demerchant; Wyatt Green; Diego Kulldorff; Joshua Pearse; and Lily Vincent.

Ritchie also recognized former MBTA scholarship recipients Casey VanDenBossche, who works for MaineDOT, and Grahm Freme, now a member of the UMaine Construction Engineering Technology program faculty.

Membership Committee Chair Chris Abboud then took the podium to announce the winners of the 2023 Membership Campaign. In 2023,



Membership Committee Chair Chris Abboud

the Membership Committee recruited 22 new corporate members, one municipality, one association, seven individual members and three student members. As is tradition, the top recruiters win prizes. Third place went to Jim Wentworth from Reed & Reed, for recruiting two new corporate members, earning 10 points. Second place went to Erik Wiberg, owner of R.W. Gillespie, who brought in three corporate members, earning 15 points. First place winner was former committee chair Glenn Adams, from Sargent, who came in at 20 points with four corporate members, and generating more than a third of the new member dues collected this year!

Abboud recognized the efforts of other committee members who recruited at least one new corporate member each: Chris Abboud of

USI; Jason Gallant of Wright-Pierce; former MBTA President Tony Grande of VHB; Cody Jean of Sargent; Marie Shelley of John Turner Consulting; Steve Wolf of Contech; and Mike Zarba of SLR.

“So, thank you to every single member of the committee,” said Abboud. “You all contributed by producing prospects, sharing information, reaching out to people, and promoting the work of MBTA. When all was said and done, the committee along with staff raised more than \$12,000 in new member dues, and we’d like to enlist your support in welcoming these new companies and individuals and getting them engaged.”

The final business of the evening was the drawing for three raffles. Susan Morrison of CPM Constructors won the 50/50 Raffle, taking

home \$380 (another \$380 was raised for the Scholarship Fund). Three scholarship winners' names were drawn for the Student Raffle: Katie Luce, Haley Thibodeau, and Kelvin Lin. Each won a \$50 gift certificate to L.L. Bean. Then the drawing was held for the Super Raffle winners: Bruce Manzer won the grand prize (\$7,000); Michelle Ibarguen of Cross Insurance won second (a \$500 L.L. Bean gift card); and Taylor Light-Surek of CPM Constructors won third prize (a \$250 L.L. Bean gift card).

Congratulations to all of the evening's winners, and to the 2023 MBTA Scholarship recipients! ■



Riley Grant, Transportation Trailblazer Madeline Noble, and Samantha Glidden.



Left: Justyna Coleman, Peter Coleman, recipient of the Millard Pray and Paul M. Koziell scholarships, and Michael Coleman. Center: Bruce Hubbard and Richard Martin. Right: Transportation Trailblazer and Frank Healy scholarship recipient Greg Moulton.



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Left: Debbie Luce, Lucius Barrows scholarship recipient Katie Luce, and Brian Luce. Center: Matisse Moser, Paul M. Koziell scholarship recipient. Right: Michelle Labbe and Northern Maine Community College scholarship recipient Hudson Labbe.

2023 MBTA Holiday Meeting

MEMBERSHIP CAMPAIGN

1. Glenn Adams, Sargent (20 points)
2. Erik Wiberg, R.W. Gillespie & Associates (15)
3. Jim Wentworth, Reed & Reed (10)
4. Mike Zarba, SLR (8)
5. Tony Grande, VHB (6)
6. Steve Wolf, Contech (5)
7. Marie Shelley, John Turner Consulting (5)
8. TIE: Chris Abboud, USI (5)
& Cody Jean, Sargent (5)
9. Jason Gallant, Wright-Pierce (5)
10. Brian Raymond, Dirigo Materials (1)

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Kathleen Hutchins
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Alexander Mayo
Tim Merritt
Dalton Sanborn
Mike Zarba

STUDENTS

Johnny Dona
Wyatt Green
Nolan Raymond

SUPER RAFFLE

1st place (\$7,000): Bruce Manzer
2nd place (\$500 L.L. Bean gift card): Michelle Ibarguen, Cross Insurance
3rd place (\$250 L.L. Bean gift card): Taylor Light-Surek, CPM Constructors

STUDENT RAFFLE

\$50 L.L. Bean gift card: Katie Luce
\$50 L.L. Bean gift card: Haley Thibodeau
\$50 L.L. Bean gift card: Kelvin Lin

50/50 RAFFLE

Susan Morrison, CPM Constructors
(\$380 prize / \$380 for the Scholarship Fund)



Left: Martin Kuldorff and scholarship recipient Diego Kuldorff. Center: Kendra Rand, Erin Courtney, Paul Bradbury, and Glenn Adams. Right: MBTA scholarship recipient Ben Sutton and Anasia Tucker.



Left: Lisa Lawrence, Lucius Barrows and UMaine scholarship recipient Luke Lawrence, and Linda Mallard. **Center:** Jamey Thibodeau, NMCC Scholarship recipient Haley Thibodeau, and Jaron Leach. **Right:** Millard Pray Scholarship recipient Andrew Czarnecki.



Left: UMaine Construction Engineering Technology Professor Phil Dunn and Transportation Trailblazer Owen Callaghan. **Center:** UMaine Scholarship recipient Sam Morton and Danielle Tran. **Right:** Vincent Lin and Lucius Barrows scholarship recipient Kelvin Lin.



Left: Abby Heutz, UMaine Scholarship recipient Wyatt Green, Jennifer Green, Jamie Green, and Laurel Stevens. **Right:** CET Scholarship recipient Quinn Demerchant.

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Back to the rodeo

R.J. Grondin & Sons' new leadership team is building on the founders' legacy



R. J. GRONDIN & SONS

Grondin's crews and staff came together for the company's annual safety meeting. The contractor has achieved almost 1.4 million hours without a lost time injury.

THIS ISN'T R.J. Grondin & Sons' first rodeo, as Larry Grondin is quick to point out. In the 65 years since it was founded on the Grondin family dairy farm in Gorham, the company has seen one generation pass the reins onto the next more than once, and as would be expected, they were determined to get it right.

"We've been working on this for two years," said Larry on a recent winter afternoon. He said the first step was working with his cousin Robert J. "Bob" Grondin III, who was retiring as company president, to develop a plan. The two sons of company founders Bob Grondin Jr. (RJ) and Philip Grondin Sr. have worked side-by-side guiding the construction and aggregate divisions of the company for the past two decades, and their ultimate goal was to ensure the company's smooth transition of leadership.

They retained a consultant to help structure the handoff. Then they set about putting everything in place. They hired a new manager – Adam Wright – to take on Larry's old job as head of the company's aggregate division, so Larry could step into Bob's shoes. They promoted Ray Allard, a UMaine graduate and 20-year veteran at R.J. Grondin, to general superintendent. They also set in motion another key promotion – Sean O'Leary – from project manager-estimator to vice president. O'Leary



Grondin's new leadership team, Larry Grondin and Sean O'Leary, at the company's headquarters in Gorham.

also became a shareholder of the privately held company.

ALL IN THE FAMILY

While O'Leary's name is new to the Grondin company's leadership roster, he has a long history with the company. (He also happens to be married to Melissa Grondin, Bob's daughter.) He first worked for the Grondins during the summer while he was in college at Assumption College in Worcester, Massachusetts.

After graduation, he and Melissa moved south for a job with Miller & Long, a major concrete contractor based in Bethesda, Maryland. There he learned a lot about the business of construction, working as an estimator and project manager for six years from 2006 to 2012. They moved back to Maine in 2012

to raise their family, and since they returned, he has been working for Grondin, "transferring his knowledge of concrete to dirt," according to Larry Grondin.

"He's smart, and he's not scared of hard work," said Larry. He said, like Bob before him, he and Sean have a good working relationship which now includes launching a new generation of leadership for R.J. Grondin & Sons.

With the new hire at the pit and the promotions of O'Leary and Allard, Larry said he has had plenty of time to work alongside his cousin Bob



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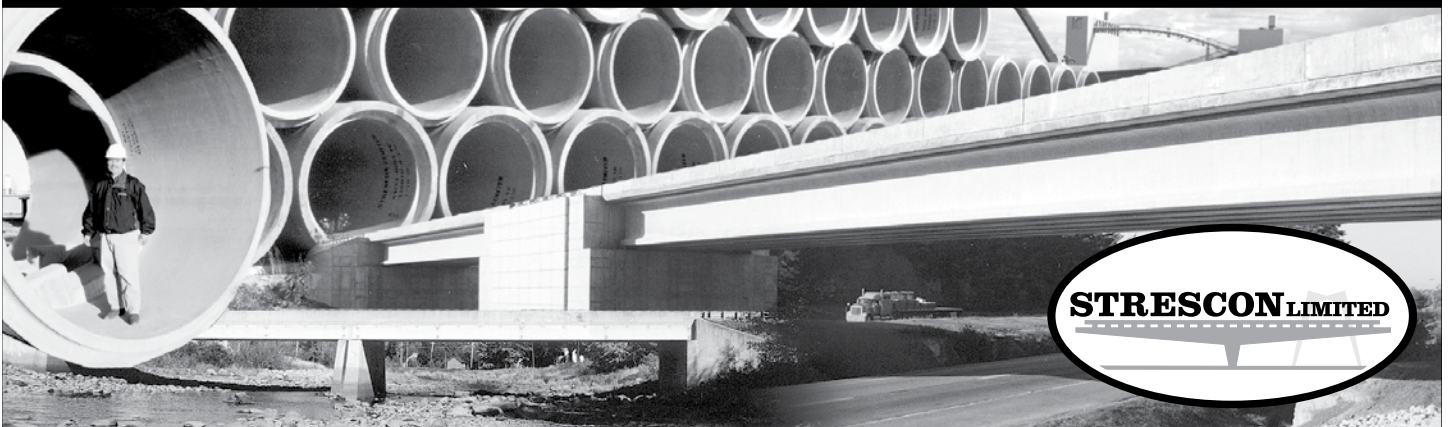
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and “soak up” Bob’s day-to-day duties as president of the construction company. Bob had been with the company for 48 years – ever since starting as a laborer on the Grondin’s earthwork jobs in 1975. He moved into an executive role at the family firm in 2004, first as a vice president and then as president.

By the fall of 2023, Bob had stepped back from all but the highest level of responsibilities. “His day-to-day stuff got pretty thin, and by the end of 2023, he was pretty bored,” joked Larry.

HARDWORKING HERITAGE

Bored is not something Grondins do well. The company was founded in 1959 when brothers RJ and Philip Sr. convinced their parents Robert J. Grondin Sr. and Laurence “Memere” Grondin to trade the demanding life of dairy farmers for the challenge of founding a construction company. Still in high school, the Grondin brothers’ first jobs were hauling materials – gravel, loam and manure – from the family farm for customers throughout the southern Maine region.

The company grew quickly as southern Maine’s economy grew. The Grondin legacy includes work on major transportation infrastructure projects such as the first Maine Turnpike widening project, the Exit 44 toll plaza, and Route 1 in Ogunquit. The company also built three of the area’s best known golf courses – The Woodlands and Falmouth Country Club in Falmouth, and Sable Oaks in South Portland. Other projects have included a Colby College expansion, as well as residential and commercial projects across southern and central Maine.

Throughout the years, the Grondin company and its crews have earned a reputation for integrity, quality work, and safety. For that, Larry gives much of the credit to Grondin’s employees, “Team Grondin” as he calls them, each with an average nine years with the company. The track record for the company’s management is even more impressive: Grondin’s field supervisors, foremen and crew chiefs average more than 15 years of construction industry experience with the company.

TAKING IT IN STRIDE

Currently, the company employs about 125 full-time team members and,



Celebrating Bob Grondin's contributions to the company last September. Bob retired in December 2023 after 48 years with the family business, including 19 as part of the company's leadership team.

R. J. GRONDIN & SONS

if Larry and Sean are worried about the leadership transition, they don’t show it. They confidently reel off a lengthy list of projects Grondin has slated for the weeks and months ahead.

The company has long been focused on keeping a diverse client list spanning the public and private sectors. These days, with little demand for office and commercial construction, Grondin has been riding the boom in demand for residential building. The company is currently doing sitework for several multi-unit residential developments, including projects in Topsham, Scarborough, and Portland.

The company also has crews working on several transportation projects.

“Our biggest road project right now is a 3.2-mile stretch of Route 202 in the Hollis-Lyman-Buxton area for MaineDOT,” said Larry. That \$18 million project is one of almost a dozen road projects the company has underway for MaineDOT and the Maine Turnpike Authority.

Grondin and O’Leary are looking ahead to what promises to be a good construction season, as well.

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"The bid calendar is very busy," said Grondin, adding that it might not be quite as busy as last year, but still strong. "Maine is always on the back end of the economic cycles, and we are just starting to feel the slowdown that a lot of markets experienced last year, but it looks like it might be short lived. We hope so. We don't need another 2008-2009 season," Grondin said, referring to the "Great Recession," when funding for public and private work in Maine and across the country dried up.

PAYING IT FORWARD

Grondin continues to be a leader in the construction community and in the communities where its employees live and work, and the Grondin family has always believed in paying it forward for the good fortune and opportunities they have enjoyed. R.J. Grondin & Sons is a long-standing member of the Maine Better Transportation Association.

Grondin family members have served on MBTA's board of directors and as MBTA president (Tom Hey served as MBTA president from 1986 to 1987, and Phil Grondin Jr. was president from 2003 to 2004). The company also maintains membership in other key industry organizations: AGC Maine, Associated Builders and Contractors of Maine, the Construction Financial Management Association, and the Institute for Management Accounting. R.J. Grondin & Sons was a founding member of the Maine Aggregate Association, and Larry Grondin is a current board member of the organization.

The Grondins are well known for their generosity, too. Under Phil Sr.'s

leadership, the family helped raise \$800,000 for scholarships for the Maine Community College System, and was instrumental in the fundraising to replace Southern Maine Community College's pier, a keystone for the college's marine science program. For that effort, the pier was posthumously named the "Grondin Memorial Pier" in honor of Phil Sr.

The Grondins have also been generous contributors to the MBTA Educational Foundation and supported MBTA through many event sponsorships and advertising for decades. The family and Grondin employees have donated countless hours to causes in the community, and in 2020, the Pine Tree Council of the Boy Scouts awarded Larry Grondin and his family its prestigious Citizen of the Year award.

KEEPING THINGS 'SEAMLESS'

For now, Larry and Sean are keeping a keen focus on the task at hand: guiding R.J. Grondin & Sons through its leadership transition. The company will celebrate its 65th anniversary this year, and both Larry and Sean recognize the magnitude of legacy they have to live up to.

"It's been a lot of fun, and it's been pretty seamless," said O'Leary. He added that for both clients and Grondin staff, the goal has been to make it seem "like there is no real change."

Both see their job as "taking the foundation that R.J. Phil Sr., and Bob laid and continuing that success," said Sean. "We want to keep the business successful and growing for another 60-plus years." ■



Recent projects include the Maine Turnpike Authority York Toll Plaza (top); Abbott Labs parking lot extension in Scarborough (middle); a Grondin crew sets a Vortech stormwater base in Poland Spring (bottom).

R.J. GRONDIN & SONS PHOTOS

Sprague makes history supplying first renewable diesel retail station in NYC

NEW YORK City took a monumental step towards clean air and a sustainable future on January 11th, with the grand opening of the city's first retail fuel station dispensing renewable diesel. This historic collaboration between Sprague and Sonomax signals a new era for the transportation sector, offering immediate reductions in greenhouse gases and harmful emissions with this drop-in fuel solution.

In a statement about the event, the company said it has a long history of introducing cleaner fuel solutions in New York City, which includes pioneering and commercializing ultra-low sulfur diesel fuel 10 years before an EPA mandate, becoming the first terminal marketer in the

nation to earn the status of the Clean Fuels Alliance of America, formerly the National Biodiesel Board, Certified BQ-9000 Marketer in 2006 for its biodiesel offering, and more recently by investing in renewable diesel supply at its Bronx terminal since June 2023.

"As we move toward electrification, renewable diesel and other sustainable fuels are a great drop-in solution to dramatically reduce emissions today," said David Glendon, President and CEO of Sprague Operating Resources.

Sprague will continue to expand its supply of renewable diesel to serve the transportation and home heating markets in the northeast. Transportation remains a major contributor to greenhouse gas emissions and air pollution. Renewable diesel is a seamless replacement for conventional fossil fuel diesel, delivering significant environmental and public health benefits, without sacrificing performance.

Founded in 1870, Sprague Operating Resources LLC has a 150-year history of delivering innovative energy solutions and material handling services to meet the ever-evolving needs of its commercial, industrial, and government customers across the northeast and Quebec.

Sprague is committed to providing cleaner and more sustainable energy options that drive progress and reduce environmental impact, being recognized as the first petroleum company in the nation to earn the status of Biodiesel Board Certified BQ-9000 Marketer in 2006. Sprague received the International Sustainability Impact Award in 2020 for its first-in-the-nation thin film solar panels on a liquid fuel tank. ■

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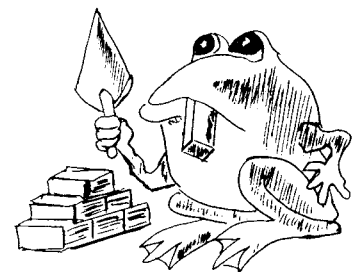
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McClure grows leadership team

MIDWEST-BASED McCLURE, a firm specializing in civil, structural, transportation, and environmental engineering and surveying has named new and existing leaders as part of the firm's strategic growth plans.

"Our updated structure is strategically positioning us for the growth we are planning in the next decade," said Dustin Leo, CEO of McClure. "We are excited about our expansion into the northeast and look forward to what the future holds for us across the nation."

As of January 2024, the firm has named the following individuals to new leadership roles:

Christer Ericsson has spent over 29 years with a national civil engineering firm, leading an organization of nearly 2,000 team members in 47 offices throughout 20 states. He has joined the McClure team as east region president.

Chris Clement has shifted into the role of chief growth officer overseeing the overall growth strategy. The growth team includes McClure's "market leaders and business development leads" who bring more than 140 years of industry experience and expertise. McClure's growth team will be focused on helping the firm achieve both short- and long-term growth goals nationwide.

"We've been able to share the McClure story with individuals like George Campbell, who has developed a unique perspective based on his leadership roles for public sector entities, private board positions, and as a private business CEO," said Clement. "People are hearing about McClure and the anticipation is building."

McClure's growth team also includes:

Tony Coviello (Portsmouth, New Hampshire) brings nationwide structural engineering expertise and relationships. Coviello joined McClure through the Portsmouth-based acquisition of Iron Engineering.

George Campbell (New England/Florida) brings experience in transportation, municipal, and economic development sectors as well as serving as Commissioner with two state departments and as mayor of Portland, Maine.

Founded in 1956, McClure now has more than 250 professionals working at 13 offices. McClure professionals consult with clients on making long-term capital investments in the areas of aviation, bridge, community development, construction observation, development, environmental, geotechnical, GIS, landscape architecture, MEP, structural, survey, traffic, transportation, wastewater, and water. ■

FMI: To learn more, visit mcclurevision.com

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Sebago Technics promotes 5

SEBAGO TECHNICS, Inc., an employee-owned, Maine-based engineering collective, is proud to announce several promotions within the company's survey-geomatics team.

Nick Elliston was promoted to director of survey-geomatics services. Nick joined Titcomb Associates nearly 13 years ago and, since joining Sebago as part of the Titcomb Associates acquisition, he has been a key member of the company's survey-geomatics team. Most recently, Nick has led all of Sebago's transportation-related survey-geomatics projects with MaineDOT and other agencies, while also managing several other survey-related projects. Nick's professional work ethic, support, and mentorship

of younger team members, coupled with his experience, has aided the growth and development of the field services team.

Jediah Scott has been promoted to professional land surveyor/project surveyor. Scott has more than nine years of experience in the field and recently passed the required exam and has been conferred as a professional land surveyor (PLS) in Maine.

Michael Celeste has been promoted to virtual design and construction field services lead. Michael has led work in all Sebago's survey services areas, including some of the most complex survey projects. He has mentored and taught new team members, and become a FAA Part 107 sUAS pilot, adding more capacity to Sebago's overall geomatics projects. Michael will be responsible for

leading the field data capture of HDS/scanning projects, and processing and registration of that information.

Brian Cook and Oscar Keydel have been elevated to survey-geomatics field team leads. In this role, Brian and Oscar will be coordinating project fieldwork, scheduling, and resource management for their respective teams of field personnel.

With four offices across southern, western and midcoast Maine, Sebago Technics, Inc. has a staff of more than 110 design professionals and technical staff who provide comprehensive project services from initial site assessment and design to navigating permitting and overseeing construction. ■

FMI: To learn more, visit www.sebagotechnics.com.



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Alwin Horace Grover, 1938 - 2023

ALWIN "AL" Horace Grover of North Yarmouth passed away at Maine Medical Center in Portland in mid-December. Al was born in Gray in 1938, the son of Harold Leslie and Juanita Mildred [Glass] Grover. He attended Greely Institute where he met the love of his life, Mary Sandra [Doughty] Grover. They were married 67 years.

Al left his childhood home on Mill Road in North Yarmouth, his sophomore year of high school to manage Thornhurst Farms in North Yarmouth for Charles Payson of New York while still attending high school. His senior year, he served as class president and played on the high school baseball and basketball teams while managing a beef cattle farm. His senior yearbook quote was "A hard worker comes out at the top." His ambition was "to be a cowboy."

Instead, Al signed up with the U.S. Marine Corps Reserves at the age of 17 and remained with the Marines for 12 years finishing in 1967 as a staff sergeant.

In May of 1973, while still employed by Payson, Al started his construction company Alwin H. Grover Excavating & Trucking. In 1977 he incorporated the company which is known today as A.H. Grover, Inc. The company is 50-years-old and in its third generation.

Al cared for his community, helping to maintain the town dump and plowing the streets of North Yarmouth for many years. He also assisted the local fire department by providing equipment to clean up after structure fires, giving many of the town's young residents their first employment.

Al and Sandra loved farming. There are currently 50-plus head of beef cattle on Thornhurst Farm which they bought in 1986. In September of this year, Al was still at it trying to get in what little crop of hay he could between rain storms.

Al never retired. He was the company's president and made sure every Saturday morning that his fleet of dump trucks was washed, greased, and neatly parked for Monday morning. A truly hard-working man, who loved work, farming and family, he is survived by his loving wife, Sandra; their children, Mary Beth Grover and her partner Woody Bragg, Benjamin Grover and his wife Deborah Allen, Matthew Grover and his wife Sharon Redmond, Martha Grover-Lambert and her husband Donald; 16 grandchildren: Elizabeth Leo, Joe Caron, Greg Caron, Lali Lathrop, Naveen Caron, Jai Caron, Isaac Caron, Lee Grover, Molly Grover, Tricia Grover, Meagan Storey, Zachary Grover, Alexander Grover, Olivia Marzilli, Benjamin Lambert, Jeremy Lambert; seven great grandchildren: Ella, Mason, Charlotte, Max, Doug, Julianna and Bennett; and his sisters Jenette E. Bernier, Marilyn I. Gaddis, Lonna J. Miles, and Lorry A. Strom. He is predeceased by his brother Marvin "Pete" Grover and his sister Dorothy L. Quintal. ■



Al Grover

Peter Ault, 1931 - 2023

PETER L. Ault, 92, passed away last August at Central Maine Medical Center in Lewiston after a brief illness with his sons by his side. Born in Lewiston on January 31, 1931 to the late Charles and Ruth (Dobson) Ault, Peter was the seventh of 10 children.

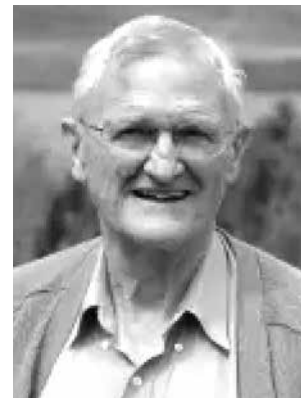
Peter attended Auburn schools and spent summers in Wayne where the family eventually moved and Peter became a country boy. The local farmers taught him and his brother, Jimmy, to care for the cows. At home, his brother, Richard, was put in charge of the chickens and David was in charge of the sheep. All of the Ault siblings learned how to get in the hay and helped to raise apples and cucumbers. Peter was also assigned to dishwashing duty with his sister Ruth. Peter attended Winthrop High and the Manlius School, a military school where, according to him, he learned to march.

He graduated from Manlius in 1948, graduated from Bates College in 1952 with a bachelor's degree in history, was drafted into the Army and shipped off to the Korean War. On his return in 1954, a friend introduced Peter to Eloise "Lois" Rand. Their first dates were in the Ford Model A truck driving from Clinton to Orono to visit family. They married in Clinton in 1955 and shared 59 years of marriage.

After military service, he worked for the Liberty Mutual Insurance Company as an underwriter from 1955 to 1957 in East Rockaway, New York and Springfield, Massachusetts before earning a degree in civil engineering at the University of Maine on the G.I. Bill. Peter began a career at MaineDOT where he was resident engineer on bridges across the state. He especially enjoyed working on the restoration of many of Maine's historic covered bridges. He retired from the MaineDOT after 34 years in 1995, and continued to work as a consultant until 2013 on projects including the Kennebec Bridge and Augusta's traffic signal systems. He was a long-time member of MBTA.

Peter enjoyed giving back to the community he loved. He served on the Wayne Planning Board, Selectboard, as town treasurer, as a library trustee, on the Historical Committee, Memorial Day Committee, Conservation Commission and 30 Mile River Watershed Association. He was a member of Asylum Lodge No. 133 and cherished the brotherhood he found there. Free time was spent visiting with his nine brothers and sisters and their families. Peter is survived by his son, George Ault, and daughter-in-law, Jamie Ault, of Wayne; son, William Ault, of Fairfield, Connecticut; sister, Sara Fasciano, of Reading, Massachusetts; sisters-in-law, Norine Jewell of Wayne and Donna Ault of Falmouth; two grandchildren, as well as many nieces and nephews and their extended families.

In addition to his loving wife, Lois, Peter was predeceased by his parents, Charles and Ruth D. Ault, and his siblings, Mary Finn, Jane Lindholm, John Ault, Robert Ault, Richard Ault, Ruth E. Ault, James Ault and David R. Ault, and his nephews, Stefan Pakulski, and Christian Ault ■



Peter Ault

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Another year anew: Contracting strategies for 2024 for the busy manager

IT IS no secret that contractors, consultants and engineers are busy – between responding to RFPs (requests for proposals), bidding work and performing, time is in short supply. It's also no secret that for an industry as risky as construction and transportation, contracts are often not read, much less negotiated, before signing.

The reasons that companies do not make time to review a contract are numerous, but one of the primary reasons is that in an environment where every project and every party has a different contract, parties may feel like they are starting from scratch with each contract review. It can feel overwhelming. However, most parties also will tell you that they appreciate that there is significant risk in a contract and wish they had a structured review process.

While it is true that these reviews can be overwhelming, one of the reasons is most parties go into a contract review without a baseline of risk tolerances. They have no standard to compare a new contract to.

“Will we accept ‘pay-if-paid’ payment provisions on this public job?” Maybe?

“Is it okay that we only get costs, not lost profits, if the contract is terminated by the owner?” No?

“Is arbitration okay for this one?” Yeah, I think?

It's hard to answer those questions without a standard. So if your company is one of the many companies out there who find themselves in this position, but aspire to become more disciplined in their review of contracts but don't know where to start, resolve in 2024 to sit down and identify the major risk items in the most common contracts you see and your company's position on those risk points.

Here are some obvious, and perhaps not-so-obvious, common provisions you may want to identify your company position on:

- **Conditions to Payment.** When, if ever, will the company accept “pay-if-paid” payment provisions on a job?
- **Liquidated damages.** When, if ever, will the company accept liquidated damages on a job?
- **Limitations of liability.** Will the company cap their liability under a contract, and what will that limit be?
- **Dispute resolution.** Will the company be willing to settle disputes in arbitration, or does the company prefer a trial in conventional court?
- **Change orders.** Will the company accept change directives and work without an executed change order if so directed?
- **Warranty.** How long will the company warranty its work and what work will the company warranty?
- **Delays.** Will the company ever except “no-damage-for-delay” provisions?

You may find yourself surprised at how valuable that exercise really is. This exercise will go a long way in establishing a valuable company policy, it will test your understanding of these various legal concepts and it will identify areas for improvement.

“The reasons that companies do not make time to review a contract are numerous, but one of the primary reasons is that in an environment where every project and every party has a different contract, parties may feel like they are starting from scratch with each contract review. It can feel overwhelming.”

Above all else, this exercise will produce a set of standards that you can begin applying to contracts that come across your desk in a methodical manner and begin bringing clarity and order to a confusing and cumbersome process. ■

ABOUT THE AUTHOR: Patrick Brady is a construction and transactional attorney practicing at Bergen & Parkinson in southern Maine. He regularly represents owners, general contractors and subcontractors across Maine and New England in construction, including contracting, project administration and disputes, corporate governance and transactional matters.

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Exploring connections in ‘The County’

TRANSPORTATION IS a system. In Maine, that system helps people safely and reliably cross rivers, climb mountains, and connect with island communities. Our vast, multimodal transportation system is spread out across a large geographic area that is mostly rural. Every connection within that system is important.

Recently, the Maine Department of Transportation undertook a project focused on improving connections in and to Aroostook County. Maine’s largest county is bigger than Connecticut and Rhode Island combined but has a population about the size of Portland’s. “The County” is a special place, and it’s important for us to do what we can reasonably do to improve the safety, economy, and quality of life there.

The framework for this effort is laid out in legislation that passed in June 2023 – LD 607: Resolve, to Direct the Department of Transportation to Examine Improving Highway Connections from Interstate 95 to the St. John Valley. In accordance with that resolve, MaineDOT convened a stakeholder group that included representatives from local municipal offices, regional and statewide planning organizations, and local industry groups. This work involved public meetings in Madawaska, Fort Kent, and Caribou. Members were tasked with reviewing past feasibility studies and recommending highway improvements to strengthen connections in The County. A big part of this effort involved inviting public input.

This collaborative, respectful, and productive effort resulted in a report that was delivered to the Maine Legislature’s Joint Standing Committee on Transportation in early January. That report detailed key findings and

“‘The County’ is a special place, and it’s important for us to do what we can reasonably do to improve the safety, economy, and quality of life there. The framework for this effort is laid out in legislation that passed in June 2023 – LD 607: Resolve, to Direct the Department of Transportation to Examine Improving Highway Connections from Interstate 95 to the St. John Valley.”

included four principal components of MaineDOT’s overall approach to improving highway mobility and transportation in northern Maine:

First, MaineDOT will complete major projects already programmed. These include the completion of the \$99-million International Bridge in Madawaska, scheduled to open this spring; construction of the \$85 million (total project cost) southerly segment of the Presque Isle Bypass, scheduled to start in 2025; and numerous projects on Routes 1, 11 and 161.

The 2023 edition of MaineDOT’s three-year Work Plan included \$313 million in capital investments in Aroostook County, including 45 percent of all funding for highway reconstruction/rehabilitation in the entire state. This will result in significant improvement to 54 miles of highways (including the construction of the southerly segment of the Presque Isle Bypass). These projects include more than 15 miles of reconstruction on Route 1, more than 60 miles of paving on Route 11, and more than nine miles of reconstruction on Route 161.

MaineDOT will continue to aggressively pursue the recently enhanced levels of federal and state funding to improve transportation in Aroostook County. In December, the department was awarded a Rural Surface Transportation Grant for a segment of Route 1 in French-

ville. Preliminary engineering work is currently underway on two segments of Route 161. The department is seeking congressional directed spending for that work.

Second, MaineDOT will conduct new corridor management plans for portions of Routes 1, 11, and 161 to determine what additional measures – over and above work already scheduled – are needed to enhance safety

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and mobility. These new systematic and high-level planning efforts will seek to address needs through maintenance efforts or through scoped capital projects that can be feasibly funded. In all areas, MaineDOT will evaluate the feasibility of accommodating recreational vehicle (ATV and snowmobile) connections as they are important to the economic vitality of The County.


Third, the department will continue to work with municipalities to seek potentially transformational improvements to village and downtown areas in The County. In 2022, MaineDOT created the Village Partnership Initiative (VPI) program to focus on projects in lower speed areas where people meet, walk, shop, and do business on a human scale. These projects can be bigger than transportation; they can become placemaking. The department already has VPI agreements in place with the Route 1 municipalities of Presque Isle, Caribou, Van Buren, Madawaska, and Fort Kent.

Lastly, MaineDOT will not pursue an extension of I-95 to the St. John Valley for the foreseeable future. The word “foreseeable” means

until such time as substantial new safety challenges develop or increases in population or economic activity translate to substantial increases in traffic volumes – this likely means decades. Such an extension of I-95 would not be feasible, practicable, or prudent from a cost, impact, and permitting perspective, especially considering all the other transportation needs in The County, the state, and the nation. MaineDOT estimates that the total cost of a 90-mile extension of I-95 to the St. John Valley is \$3.5 billion in 2023 dollars. This does not include future ongoing maintenance or operating costs.

This plan was greatly enhanced by the advisory group’s diligent and thoughtful work as well as by the comments and context provided by the members of the public.

Even though the final report has been submitted, conversations about the transportation system in the northern part of our state will continue, and MaineDOT will continue to work to improve connections in the special place we call The County. ■



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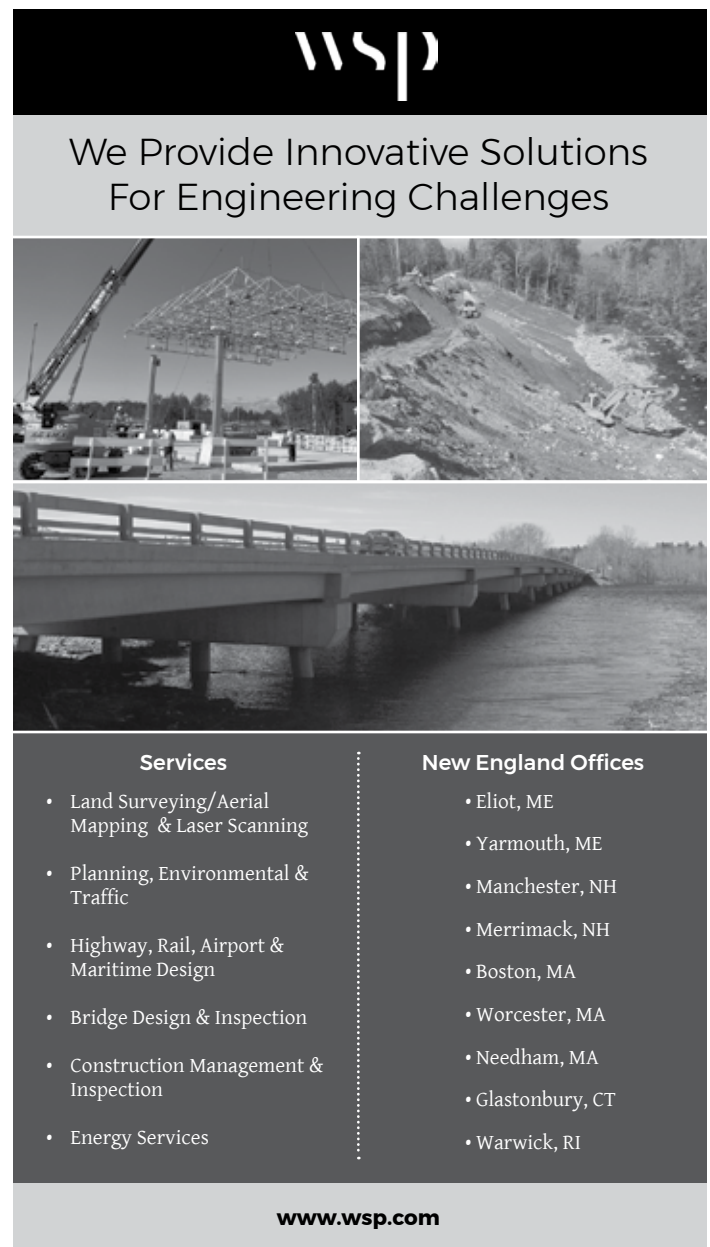
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17 Houlton Road, Presque Isle, ME 04769 ~ 800-764-4150
837 Portland Road, Saco, ME 04072 ~ 844-430-6810



We are Maine's newest Full-Service Factory Authorized Hyundai dealer and also offer all makes used equipment in our Auburn & Saco locations. We offer Sales, Lease & Rental, as well as Parts & Service support with on road maintenance. We have over 30+ years of experience behind us and look forward to be able to offer our customers equipment to fit all your construction needs. Call Ryan Kennard at 207-346-0279 or Eric Anderson at 207-881-3024 for your equipment inquiries.



www.whitedpeterbilt.com ~ **www.whitedhyundai.com**

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Whited Equipment Co. is your newest full-service Factory Authorized Hyundai dealer in Maine. We offer Sales, Rental, Leasing, as well as Parts & Service support. We offer many options to get you in the seat with great financing offers, inquire within the dealership. We have over 30 years of construction equipment experience behind us and look forward to working with our current customer's and excited to find some new customers as we grow!

Our inventory is ever changing so be sure to check out our website for new Hyundai Equipment and all makes used. We also sell Peterbilt trucks, tag trailers, lowbed trailers & belt trailers to complete your equipment needs.



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EXITRAMP



MAINE HISTORICAL SOCIETY – VINTAGE MAINE IMAGES

Portland Company No. 1's "Sargent" snow loader clearing snow near India Street during the winter of 1927-1928.

The snowplow is born and, in some cases, named

THE FIRST snowplow patents were issued in the 1840s, yet it would take nearly two decades for the invention to be put into practice. That first occurred in Milwaukee in 1862 in the form of a horse-pulled cart equipped with ski-like runners pushing a plow.

By this time, carts and wagons often were equipped with ski-like runners for easier traveling over the snow. Front-end plows also helped trains clear snow along their tracks.

Horse-drawn snowplows became more and more popular over the years, but were far from a perfect solution. Snowplows were able to clear main streets, but the plows also created mountains of snow that buried sideroads and sidewalks.

In the 1880s, New York City constructed elevated railways that were designed to be unaffected by snow accumulation.

In the 1900s, the first snowplow built specifically for a motorized vehicle was used by New York City's Street Cleaning Bureau.

In 1920, Chicago unveiled a snow loader, which utilized a conveyor belt to lift snow up off the street and into a dump truck stationed below. Many cities, including Portland, purchased the new snow loaders soon after.

Of late, snow plows have achieved celebrity status. In 2021, Bar Harbor was one of several communities to hold a plow-naming contest. The winning names were Angelina Snowlie, Colonel Sanders and Plowly McPlow Face. ■

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