

The Magazine of the Maine Better Transportation Association

# MAINE TRAILS

**BLUE RIBBON  
COMMISSION:  
AUGUSTA,  
WE HAVE  
A PROBLEM**

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**THE GO-TO GUY:  
Remembering  
John Dority**



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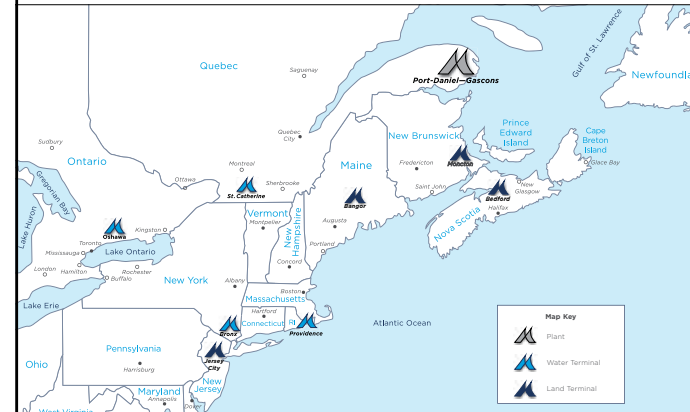
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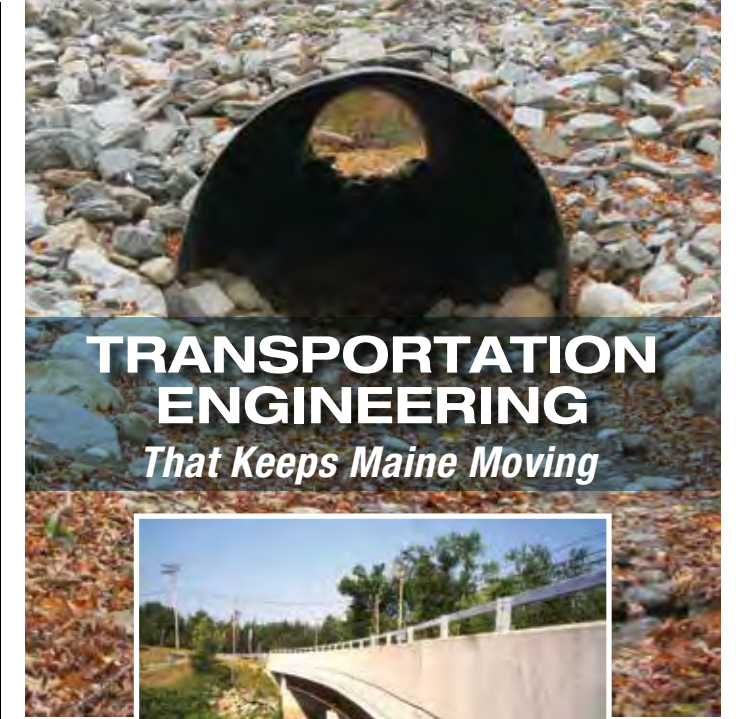
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The Magazine of the Maine Better Transportation Association

# MAINE TRAILS

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### Maine Better Transportation Association

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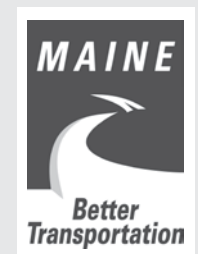
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**PRESIDENT'S MESSAGE**

by Paul Bradbury, MBTA President



# Have we reached a tipping point?

ONCE AGAIN, Maine's transportation system is facing a funding crisis. Once again, we are deferring needed projects. Is this the best we can do? Or have we finally reached a tipping point that will force us to solve our transportation funding shortfall?

After years of underfunding, we have come to rely on bonding to cover the gap between how much we receive in fuel tax revenues and how much we need to fix our roads and bridges. This spring, MaineDOT had to trim more than \$40 million from its annual capital work plan because of significant increases in construction labor and material costs. Expenses will continue to rise, and that is why it is critical to have a dedicated sustainable revenue stream for transportation.

For all of us paying attention, it got a little scary when the Maine Legislature adjourned in June without sending a much needed \$100 million transportation bond to voters.

Because of this, Governor Mills called lawmakers back to Augusta for a special session in the final weeks of August. They were able to pass a bond bill that will ensure \$105 million in transportation bonds will go to voters on November 5.

A big thanks to so many of our members who followed the issue in the papers and responded to the MBTA's e-mail alerts and took time to contact their legislators and tell them how important that bond was to our industry and our communities. Thanks to you, the legislature passed the bond and once again managed to pull us back from the brink.

As we have known for a long time now, we are way behind in keeping up with the maintenance of our transportation infrastructure. Commissioner Van Note

**“As we have known for a long time now, we are way behind in keeping up with the maintenance of our transportation infrastructure.”**

remarked in the last issue of *Maine Trails* that we will have \$150 million in annual unmet needs even if Mainers approve the bond in November.

We all know what happens when we under invest in our infrastructure, it is a simple equation: pay some now or pay a lot more later. This is not the way to maintain our critical transportation assets. Maine has billions invested in its transportation infrastructure

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# 2019 MBTA CALENDAR

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

**Thursday, November 14**

**TRANSPORTATION ON TAP**  
Sebago Brewing Tasting Room, Gorham

**Thursday, December 5**

**MAINE TRANSPORTATION CONFERENCE**  
Augusta Civic Center

**Thursday, December 12**

**HOLIDAY/SCHOLARSHIP MEETING**  
Black Bear Inn, Orono

and we must protect this investment.

Have we finally reached the tipping point which motivates us to find a solution? This fall, the governor and legislature convened a Blue Ribbon Commission for Transportation Funding Solutions, and there is hope our leadership in Augusta finally is ready to take action and make sure we have the resources to maintain a safe and efficient transportation system.

Fifteen Mainers, representatives from key groups including MBTA will be meeting in the coming months to study and discuss what the state should be doing to address this perennial shortfall in transportation funding. The panel includes legislators, agency heads, community and business leaders and representatives from the transit, cycling and freight communities. Many of these individuals have witnessed the effect declining funding has had on business, safety and mobility in their communities over the past decade. We are fortunate that former MBTA President Paul Koziell will be representing the transportation, construction and design communities. Another former MBTA president, Tom Martin, who is now serving in the legislature, proposed the bill for the commission and will be serving on the panel as well.

Overall, the potentially good news is public awareness on this issue may be experiencing an uptick.

Additionally, this summer, the I-95 Corridor Coalition launched a study of a mileage-based user fee funding model. Maine is one of 13 states participating in the study, and it will be interesting to see how the public perceives a mileage-based user fee and whether it could be an effective replacement for state gas taxes.

Also this fall, MBTA will announce the winner of our Worst Road in Maine Contest. Though not a scientific measure of public opinion, it does tell us that quite a few of the more than 100 entrants were painfully aware of the toll that bad roads had on their cars and their commutes.

Is Maine finally ready to address the perennial funding shortfall that has left roads in every corner of the state in need of major repairs? I say that we are definitely witnessing a change – a tipping point in public opinion – and that there is growing awareness that something needs to be done to repair our roads and modernize our transportation system. Now, let's see what our leaders will do to answer that call for action.

In closing, I'd also like to say how nice it was to see members at MBTA events this summer in Eastport, the Aroostook County Meeting and the Fall Convention. I also heard members had a great time at the Golf Classic and the first meeting of the Young Professionals Transportation on Tap gathering. For 80 years, our members have been willing to dig in and get to work toward our goals. Clearly this has been the strength of our organization, and this year has been no different.

So many of you are getting involved with the MBTA by organizing events, contacting your legislators, and helping out with projects like our new web site.

Our efforts and outreach is how we will get to the tipping point – because we are determined to make transportation better in Maine. ■

## WHERE DO WE GO NEXT?

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# ONRAMP

## R+D=\$

**A**S DEMANDS on transportation funding grow, public spending on transportation research often declines, seriously impacting states' ability to reap the cost savings that R&D innovations can bring.

"In an era of tight funding for state governments across the country, state departments of transportation (DOTs) rely heavily on research to help solve their most challenging problems," said Brian Ness, Idaho Transportation Department director and chair of the American Association of State Highway and Transportation Officials' Special Committee on Research and Innovation. "It has been proven time and again that one dollar of research investment today will pay many times that in ongoing future benefits."

Ness noted that in Idaho, researchers have developed a new concrete mix called High Early Strength Concrete to replace Ultra-High Performance Concrete for use in accelerated bridge construction to link bridge girders. The savings have proven immense – dropping the cost per cubic yard of specialized concrete from between \$10,000 and \$15,000 per cubic yard to around \$800 per cubic yard, or 90 percent, while maintaining, if not improving, the material's performance.

Other states are experiencing similar benefits, he added. In 2017, Indiana spent \$3.9 million on transportation-related research projects, and just five of those projects have already saved the state nearly \$190 million.

Ness noted R&D-driven savings allow state DOTs to stretch their transportation dollars farther, so they can buy more steel, more asphalt, and more concrete. "Research investments create long-term improvements that taxpayers can actually see and benefit from," he emphasized. ■



P-22, also known as "Brad Pitt," in the Santa Monica Mountains earlier this year.

## Walking on the wild side

**H**OPING TO fend off the extinction of mountain lions and other species that require room to roam, transportation officials and conservationists will build a mostly privately funded wildlife crossing over a major Southern California highway. It will give big cats, coyotes, deer, lizards, snakes and other creatures a safe route to open space and better access to food and potential mates. In so doing, it will address the shrinking genetic diversity of wild animals all but trapped by sprawling development and at risk of becoming roadkill.

The wildlife crossing along U.S. 101 will only be the second animal overpass in a state where tunnels are more common. Officials say it will be the first of its kind near a major metropolis and the largest in the world, stretching 200 feet above 10 lanes of busy highway and a feeder road in the Santa Monica Mountains just 35 miles northwest of downtown Los Angeles. "When the freeway went in, it cut off an ecosystem. We're just now seeing impacts of that," Beth Pratt of the National Wildlife Federation told The Associated Press.

The result of that isolation, researchers say, is imminent genetic collapse for mountain lions. The \$87 million bridge, 80 percent from private sources, last month entered its final design phase. It will break ground within two years and be completed by 2023, according to the California Department of Transportation. Construction will take place mostly at night and won't require any lengthy shutdowns of the freeway, officials said.

A team of Canadian-U.S. researchers found that wildlife crossings have been successful in reducing the cost of vehicle-animal crashes by up to 90 percent, improving motorist safety, reducing wildlife mortalities and improving "habitat linkages and animal movement through transitional habitat." ■



# AUGUSTA, WE HAVE A PROBLEM

A blue ribbon commission meeting this fall promises to shine the spotlight on a growing problem in Maine's transportation funding

By Kathryn Buxton

**D**URING THE last regular session of the Maine Legislature, lawmakers passed L.D. 945: Resolve, To Establish the Blue Ribbon Commission to Study and Recommend Funding Solutions for the State's Transportation Systems. This fall, the commission has begun meeting with the goal of presenting a report on transportation funding options to the legislature in advance of the next session. Few transportation insiders believe that the commission will be able to establish a definitive and sustainable solution for the current annual funding shortfall, estimated at \$140 million by MaineDOT.

Still, there is a cautious sense of optimism that getting members of the legislature, the public and representatives from the transportation community to sit down together and talk is a first step on the road to a solution. "First thing is for there to be a recognition that we have a problem," said Representative Andrew McLean (D-Gorham), one of the commission's co-chairs and a co-chair of the Maine Legislature's Transportation Committee. That will be essential, he said, to setting the stage for any action on the issue during the 2020 legislative session.

## REACHING AN UNDERSTANDING

Representative Thomas H. Martin (R-Greene) submitted the bill that called for creation of the commission, and he is quick to credit his fellow Transportation Committee members, especially Representative McLean, for their work during the past few sessions to keep the discussion of transportation funding open and proposing solutions. The intent of this bill, he said, was to create the opportunity to expand those discussions outside the Transportation Committee and try to reach bipartisan agreement on the scope of the problem and begin to take steps to address it.

Martin, a former MBTA president who has a background in public works and construction, says the success of the commission will be incumbent on "the willingness of the members of the commission to reach out to their communities and explain that the money they pay in taxes and fees is well spent and there is a need to do more."

## HOW BIG IS THE PROBLEM?

Blue Ribbon Commission Co-Chair Senator Bill Diamond (D-Cumberland) and co-chair of the Transportation Committee, takes

a more fundamental approach.

"Our first obligation is to see what the problem is and how serious it is," said Senator Diamond. He said agreeing on the facts is important because that will form the basis of everything else the commission does over the course of five to six meetings this fall. The seriousness of the problem, said Diamond, begins with that \$140 million gap that many believe is bigger.

MaineDOT does acknowledge the gap is bigger, if certain things are taken into account. "Add multimodal transportation, and we likely break the \$150 million threshold," said MaineDOT Public Information Officer Paul Merrill, adding "if the legislature hadn't approved the \$105 million bond [going to voters in November], that would have put our annual shortfall in excess of \$250 million."

## SETTING THE STAGE

At the first meeting of the commission on September 17, much of the time was taken up by a presentation by MaineDOT Chief Engineer Joyce Taylor and MaineDOT Director of Results and Information Andrew Bickmore, who outlined the challenges the department faces, including a high number of annual bridge postings and closings, infrastructure stresses created by climate change, and pedestrian and driver safety issues related to aging or outdated infrastructure. The presentation also included an explanation of how delaying maintenance increases highway maintenance by as much to six to eight times the original cost. MaineDOT Commissioner Bruce Van Note, who is a member of the commission, and MaineDOT Finance Director Karen Doyle were also on hand to answer questions.

Former MBTA President Paul Koziell of CPM Constructors, Inc., is one of the 15 individuals appointed to the commission. He said the first meeting was a productive one. He said Taylor and Bickford "did an excellent job" explaining the present status of MaineDOT's budget constraints as well as the problem the agency faces in addressing maintenance and safety issues on a massive system that includes 8,812 miles of highway, 2,967 state-maintained bridges, three deep-water ports, 35 publicly owned airports, 337 miles of state-owned rail line, 22 public transit providers and 68 miles of ferry routes, among other assets. The commission also toured two job sites, one in Gardiner and one in Hallowell.

"It was a good introduction day," said Koziell. "Committee members asked thoughtful questions, and there seemed to be agreement that there

**"Our first obligation is to see what the problem is and how serious it is."**

Commission Co-Chair,  
Senator Bill Diamond



**"We don't drive on Democratic or Republican roads or bridges. We drive on Maine roads and bridges, and we need to find a solution that works for all Maine people."**

Commission Co-Chair,  
Representative Andrew  
McLean





# About the Blue Ribbon Commission

**I**N AUGUST, Governor Janet Mills' office released a list of 15 citizens who will be serving on the commission. Members come from both chambers of the legislature, MaineDOT, Maine Turnpike Authority and different constituencies throughout the state.

The commission plans to hold five meetings between September and December. The schedule calls for wrapping up its study and presenting a report before the next legislative session begins in January 2020.

## GOVERNOR'S APPOINTEES & OTHER STAKEHOLDERS

- Paul Koziell, President, CPM Constructors, Inc.
- Jess Mauer, Executive Director, Maine Council on Aging
- Gary Picard, Town Manager, Town of Madawaska
- Barry Pottle, President and CEO, Pottle's Transportation LLC
- Ryan Ratledge, CEO, Central Maine and Quebec Railway
- Jim Tassé, Assistant Director, Bicycle Coalition of Maine

## SENATE MEMBERS

- Senator Bill Diamond, Co-Chair (D-Cumberland County)
- Senator Bradlee Thomas Farrin (R-Somerset County)
- Senator Matthew G. Pouliot (R-Kennebec County)

## HOUSE MEMBERS

- Rep. Kristen Cloutier (D-Lewiston)
- Rep. Andrew J. McLean, Co-Chair (D-Gorham)
- Rep. Thomas H. Martin (R-Greene)
- Rep. Nathan J. Wadsworth (R-Hiram)

## AGENCY MEMBERS

- Maine Turnpike Authority Executive Director Peter Mills or the executive director's designee
- MaineDOT Commissioner Bruce Van Note or the commissioner's designee



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

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**“Committee members asked thoughtful questions, and there seemed to be agreement that there is a funding problem.”**

Paul Koziell, President  
CPM Constructors



**Success will depend on “the willingness of the members to reach out to their communities and explain that the money they pay in taxes and fees is well spent and there is a need to do more.”**

Representative Thomas H. Martin

is a funding problem.”

Still, Koziell is eager to see what comes next. “I am looking forward to the commission beginning to focus on solving the transportation funding problem,” said Koziell. “I’ve never sat on a commission like this before, but I am very optimistic.”

## THE PROBLEM WITH BONDS

Commission Co-Chair Diamond also mentioned bonding as a concern. While transportation bonds traditionally have enjoyed majority support in the legislature and among voters, Diamond and others wonder about the sustainability of bonds as a way to fill the consistent and growing gap in MaineDOT’s budget. This November, Maine voters will weigh in on the fourth of four annual \$100 million transportation bonds in as many years. That stopgap measure has been critical as vehicle fuel efficiency has increased and gas tax revenues have not kept pace with wear and tear on Maine’s roads.

Still, Diamond warns against continuing using bonds as a regular revenue source. “Relying on a \$100 million bond every year is not a

good idea,” said Senator Diamond. “It’s bad economics. It’s not sound budgeting.”

MBTA President Paul Bradbury said many interested parties like himself are hoping that the commission will recommend a sustainable alternative to bonds as a way to fill the gap. Bonds, he notes, come with risks, like this year when the legislature waited until August to pass a transportation bond.

“I hope the commission considers our current use of bonds,” said Bradbury. “Bonding is one of our important funding tools since it allows for infrastructure with a long life cycle to be paid over time. Bonds should be reserved for those significant long lasting projects like bridges and road reconstruction.” Bradbury added: “Unfortunately, we may have become too reliant on short-term bonds funding routine work, and we should be wary of the risks associated with that.”

## LOOKING AHEAD

What the commission will ultimately recommend will be shaped in future discussions, and several members have topics they would like to

**“To me, what we should be talking about is . . . what is the immediate need and how are we going to take care of the infrastructure that we’ve got.”**

Senator Brad Farrin



**“I hope the commission considers our current use of bonds. . . Unfortunately, we may have become too reliant on short-term bond funding for routine work.”**

Paul Bradbury, MBTA President



# What's on the table

At press time, it was unknown what solutions the commission will ultimately recommend, but most agree there are several funding concepts that are almost certain to be discussed.

They are:

## F

### FUEL TAXES

Maine currently levies a 30-cent per gallon tax on fuel sold in the state and a diesel fuel tax of 31.21-cents per gallon. The last time the fuel tax increased was in 2011. Maine's gas tax is ranked 24th out of the 50 states. At No. 1, Pennsylvania has the highest gas tax (58.70 cents / gallon) and Alaska is No. 50 (14.65 cents / gallon), according to the Tax Foundation. Drivers also pay 18.4 cents per gallon in federal fuel taxes, a rate that has not increased in more than 25 years.

Estimates are that Maine would generate \$7.5 million annually for every 1 cent increase in the state fuel tax. Many states have found this to be a viable option. Since 2013, 31 states have increased or adjusted taxes to raise transportation revenues, according to the Transportation Investment Advocacy Center, a project by the American Road & Transportation Builders Association.

## T

### TOLLING

Maine operates one toll highway, the Maine Turnpike. In 2018, the Maine Turnpike

Authority (MTA) raised \$138 million in toll revenue that was used to operate and maintain the 109-mile highway. Between 1982 and 2019, the MTA estimates it has contributed \$219 million to support Maine's transportation system, including debt service on MaineDOT-related transfers, interchange construction and other projects. Currently, the MTA is statutorily required to provide at least five percent of its net toll revenue to MaineDOT, which it does by providing maintenance for MaineDOT-owned highways and facilities and providing funding for various projects, including recent commitments to provide \$9.2 million toward the \$52.6 million cost to repair and rehabilitate the Piscataqua River Bridge and \$600,000 for MaineDOT's travel time sign project.

## V

### VEHICLE MILES TRAVELED

The commission is expected to explore the feasibility of a user-based fee based on the actual miles traveled. Several states are currently studying the feasibility of enacting such a fee. Maine currently is participating in one of those studies, the MBUF Pilot Program, a multi-state pilot by the I-95 Corridor Coalition.

## A

### ALTERNATIVE FUEL AND HYBRID VEHICLE FEES

As more Maine consumers and businesses turn to electric and hybrid vehicles, the impact on state fuel tax revenues promises to be significant. As of 2018, there were an estimated 19,000 hybrid vehicles and 410 electric vehicles registered in the state, and that number is

expected to increase as more Mainers look to reduce their dependence on fossil fuels. Earlier this year, Governor Janet Mills announced \$5 million in funding for a rebate program to encourage more Mainers to purchase electric vehicles. While fuel efficiency is good, each new, fuel-efficient vehicle means the state receives fewer dollars to maintain its transportation network.

Currently, Maine does not charge a fee for hybrid or electric vehicles, but 28 other states already do, and that is helping them to replace declining fuel tax revenue. Those annual fees range from \$50 per vehicle in Hawaii and Colorado to a high of \$235 per vehicle in Michigan for electric vehicles. For hybrids, the lowest fees are \$10-\$20 in Utah, and the highest fee is \$500 for plug-in hybrids in Missouri.

## S

### SALES TAX AND REGISTRATION FEES

Maine has over the years toyed with allocating sales tax proceeds from the purchase of transportation-related goods and services to the highway fund. MBTA members successfully advocated for passage of L.D. 1790: An Act to Secure Maine's Transportation Future in 2007. That bill called for a modest increase in motor vehicle registration fees, as well as setting aside 20 percent of state sales tax revenues from transportation-related purchases for the Highway Fund. The commission is likely to renew discussion of this funding option.

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see addressed. Commission member Senator Brad Farrin (R-Somerset) wants to see the group more closely define the problem. Farrin works for MiltonCAT and is well aware of the issues MaineDOT faces. He also notes that he represents one of the poorest counties in Maine and is wary of any solution that would regressively affect his constituents. To that end, he said he also hopes the committee will be judicious in how it addresses the funding problem. Farrin said: "To me, what we should be talking about is repair and maintenance of our existing infrastructure – what is the immediate need and how are we going to take care of the infrastructure that we've got."

The key to the commission's success, Farrin said, would be keeping focus and keeping the message simple. "Don't make this more complicated than it needs to be. We're not trying to solve Maine's whole transportation system. We need to zero in on funding for the infrastructure we have."

Representative McLean is looking forward to the final report the commission plans to submit and is hopeful that it will spark meaningful discussions – and a move to find a solution among his fellow legislators on both sides of the aisle.

"We don't drive on Democratic or Republican roads or bridges. We drive on Maine roads and bridges, and we need to find a solution that works for all Maine people," said McLean. "We have smart, thoughtful people on the commission, and I am optimistic we will come to a bi-partisan agreement, but we'd better do it soon because the longer we delay, the more it is going to cost." ■

MBTA will be following the commission's progress. Look for updates on Facebook and in Maine Trails.

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John Dority (far right) at the Waldo-Hancock Bridge. MaineDOT's former chief engineer was famous for his near-encyclopedic knowledge of Maine's transportation system.

John Edwin Dority

# The go-to guy

By Glenn Adams

**T**HE MAINE Department of Transportation is responsible for roughly 9,000 miles of highways, and John Dority knew them all. The design. Every curve. Every improvement. He was a master of details, regarded as the walking encyclopedia of the department and its work, and the go-to guy in the event of a disaster.

"If you had to choose a person to be with in a bunker during a crisis, it was John," said Jane Lincoln, a former deputy MaineDOT commissioner and acting commissioner who worked closely with Dority on many occasions in different capacities. "He was a consummate public servant."

John Edwin Dority, longtime chief engineer for MaineDOT, died August 5 at the age of 82. He was born in Augusta, attended Cony High School and the University of Maine, where he earned a degree in civil engineering in 1959.

## FAMILY BUSINESS

It was almost predestined that Dority would dedicate his working life to one of the most visible and important state agencies in Maine.

The stage was set when his grandfather, John E. Dority, worked for the state highway program from 1916 to 1930, starting out as a "highway



Dority worked summers on road crews as a young student and joined the department as a resident engineer in 1960.

patrolman" with a horse and dump cart, traveling the roads and fixing holes, washouts and clearing debris, and winding up his career as district supervisor.

John's father, John "Wes" Dority worked his way up from highway patrolman and surveyor to assistant superintendent for highway maintenance between 1925 and 1961.

With this family tradition as a backdrop, the third John Dority declared his intention to become a state transportation engineer when he was all of seven years old. The first steps were taken during his school years, when Dority worked for the Transportation Department on summer labor crews. During college, he worked on survey crews.

Following Maine National Guard service, Dority started working as a resident Department of Transportation engineer in 1960. He remained at MaineDOT for the next 53 years. He retired in 2009 and later served on the Maine Turnpike Authority board from 2010 until his death. Dority took immense pride in the fact that his family has logged more than a century in service of Maine's transportation needs.

For a decade, Dority led MaineDOT's Division 1 headquartered in Presque Isle, then returned to his hometown to head the department's Bureau of Maintenance and Operations for 12





Dority, bottom row far left, was instrumental in establishing MaineDOT's bridge inspection team and helped train many generations of inspectors during his time at MaineDOT.

years. He was appointed chief engineer in 1996 and remained in that position until his retirement in 2009.

**'CAPTAIN CHAOS'**

At MaineDOT, Dority gradually became something of an institution. His affinity for delving into challenging situations was revealed even in college, where Dority got the nickname "Captain Chaos," said John Melrose, who served as MaineDOT commissioner under Governor Angus King from 1995 to 2002.

"He loved a crisis. He would be right in the thick of it," said Melrose. Dority was head of maintenance and operations when Melrose became

commissioner, and Melrose appointed him chief engineer. "He was a get-it-done guy."

Dority led the highway restoration projects following the Great Flood of 1987, which bit chunks out of highways and wiped out bridges, the Ice Storm of 1998 that left many roads in a mess, along with a number of heavy rain events and blizzards. That also goes for non-highway disasters like the 1996 event in which the tanker Julie N crashed into the Million Dollar Bridge over Portland's Fore River, gashing a hole in the ship's hull. Nearly 180,000 gallons of heating oil spilled into the river.

"He (Dority) would have been in the thick of that one too," recalled Melrose.

MAINE DOT PHOTOS



Dority with his first wife Ann on a family vacation. He often mixed his passion for transportation with his love of family time. Dority (right) at a MaineDOT employee appreciation event. He was known for being a generous and supportive boss.

Dority didn't wait for disasters to spring into action. He was always ahead of the curve, keeping his eyes open for potential improvements to the transportation system. In one case, he drove with his wife to the town of Hancock to check whether work was needed on a rail bed there, said Melrose. Dority drove his wife's car to Hancock, and scratched it up getting to the site, much to his wife Ann's chagrin.

"You'd make some kind of offhand comment, and he'd be all over it," said Melrose.

"He was just an encyclopedia on all things transportation," said Melrose. "He could say how many miles of sand drainage there are under Interstate 295 in Portland."

**ENCYCLOPEDIA MIND**

Dority's skills and knowledge surpassed sand, gravel, asphalt, rails and the nuts and bolts of maintaining a sound transportation system, said Lincoln, who dealt closely with Dority as Governor John Baldacci's chief of staff following her years at MaineDOT. He was deeply involved in policy development and worked well with MaineDOT staff.

"He was always generous with his knowledge, his expertise and advice," said Lincoln. "Inside the department, he was always a strong advocate for women. The one thing I would say is he always had your back."



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Dority with his first wife Ann and their children.

The present MaineDOT commissioner, Bruce Van Note, said, "No one was more closely associated with transportation in Maine than John. He was a mentor to me and many others here at MaineDOT because of his common sense, pragmatism, direct manner, and good nature."

"For those of us who knew him, John filled a room with his personality and wit," Van Note said in a message to MaineDOT employees. "Spending time with John included lots of laughter," the commissioner said, adding that "the only thing more important to John than transportation in Maine was his family."

**FAMILY MAN**

Amanda Beckwith, one of Dority's three daughters, seconded that. She said her father showed up regularly at school games and other events in which the daughters were involved despite his work obligations and demanding schedule.

Mixing his passion for his work with family time, he would combine family road trips with inspections of state roads. That meant frequent family picnics at scenic spots Dority would select based on his deep knowledge of state highways.

"When I was a child, every Saturday we would take a road trip and then Sundays go to camp," recalled Beckwith. "He never missed anything we did."

She recalled times when Dority's kindness shone through as well, like when she was having a hard time in school and he showed up with flowers to cheer her up. Years later, when she was in college in Portland, he would bring supplies to her apartment

from time to time and treat her, and if her roommate was around, the two of them, to a meal out.

"He really did love his job, but he loved us more," said Beckwith, adding, "I had an idyllic childhood."

In 1963, while he was working in Presque Isle, Dority married his first wife, Ann (Hall) Dority. She died in 2008, and Dority was remarried in 2011 to Bonnie (Michaud) Dority.

**SEEING DOWN THE ROAD**

Dority's professionalism was well recognized and documented, as by Maine Turnpike Executive Director Peter Mills when he recommended Dority for a seat on the turnpike board. Prior to serving, Dority chaired the turnpike's Long Range Planning Committee.

"His analysis is all the more valuable because he has every major highway in Maine practically memorized – not only its current configuration but nearly everything about its history and the considerations that went into designing, building, or reconstructing it," Mills told the Legislature's Transportation Committee in April when Dority was up for renomination. Dority was first appointed to the authority in 2010, was reappointed in 2013 and again in 2019.

Speaking at Dority's funeral in August, Mills cited examples of where Dority was able to see farther down the road than others on highway design engineering.

"He was instrumental in suggesting that I-295 could be expanded by building two new interior lanes and installing a barrier on the median. He said, 'I designed it that way 50 years ago,'" Mills recalled.

"In 1968, he argued with his superiors not to build York Toll on top

of 65 feet of wetland silt at Mile 7.3. He lost the argument, but he was only 33 at the time. It was a great relief to him at age 82 to see the contract signed to do it over," the turnpike executive director added.

And as *Maine Trails* noted in 2010, Dority advocated for and achieved enhanced state bridge inspections. Dority noted at the time it helped to move forward plans to replace the aging Waldo-Hancock Bridge it in 2006 with the cable-stay Penobscot Narrows Bridge.

**'NOBLEST PRACTITIONER'**

When he retired from MaineDOT, the state Board for Licensure for Professional Engineers recognized Dority for his service as head of Interstate and Urban Arterial Design, Division 1 engineer for maintenance in Presque Isle, director of the Bureau of Maintenance and Operations, deputy chief engineer and finally chief engineer.

But his associates were also quick to point to his ability to stand by his people and move projects along – the right way without cutting corners.

Mills spoke of the high responsibility of highway engineers, whose work challenges them to avoid the possibility of accidents, injuries and death. By constant inspection, questioning and examination, "they seek to eliminate or minimize risk."

"It is a noble profession," said Mills. "And John Dority was one of its noblest practitioners. We will miss him and always remember him."

Memorial donations may be made to the American Heart Association, 51 Route 1, Suite M, Scarborough, Maine 04074. ■

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

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# Here we e-go!

## Following edict from interior secretary, Acadia National Park joins national parks allowing e-bikes

**A**CADIA NATIONAL Park officials announced this fall that the park will abide by an Interior Department directive issued earlier this year to treat e-bikes like regular bicycles. But the park is limiting trail access to only pedal-assisted e-bikes with a top speed of 20 mph.

Maine joins at least five other national parks that have established rules allowing the motorized bikes on trails: New River Gorge National River, Gauley River National Recreation Area, and Bluestone National Scenic River in West Virginia; Cuyahoga Valley National Park in Ohio; Cape Cod National Seashore in Massachusetts; Dinosaur National Monument in Colorado and Utah; and Mount Rainier National Park in Washington.

In Maine, e-bikes have supporters and critics. Supporters note that they are good for older riders who might not otherwise be able to ride bicycles. Critics worry that they enable riders to travel too fast and create a safety hazard for people and animals along the trails – in particular horses that can be startled. They also note that the Rockefeller family,

who donated the land and carriage roads for the park, specified they would be for non-motorized traffic.

Only class 1 e-bikes are allowed on carriage paths and Schoodic bike trails where traditional bikes are allowed. Class 1 e-bikes “are equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 mph.” All three classes of e-bikes will continue to be allowed in park areas where motorized vehicles are allowed. According to a recent report by the Associated Press, the new rules apply to 45 miles (72 kilometers) of carriage paths managed by the park but not 12 miles (20 kilometers) of paths on private land. All park bicycle rules and recommendations apply to the e-bikes, as well: 1) Bicyclists yield to all users; 2) Slow down. Speeding can be hazardous; 3) Be prepared to stop. Sudden stops are dangerous on loose gravel; 4) Stay to the right. Give a clear warning before passing on the left. 5) Move to the side when stopped; and 6) Maine state law requires that helmets be worn by all bicyclists under age 16. ■

# MaineDOT to distribute \$3 million in VW settlement

**T**HE MAINE Department of Transportation is seeking to distribute approximately \$3 million in Volkswagen environmental mitigation settlement funds.

The money is what’s remaining in the Appendix D-2 Eligible Mitigation Action category. An eligible party still operating a vehicle with a diesel engine from 2009 or earlier may receive between 25 and 80 percent of the base price of a new vehicle through this settlement fund.

This is the second round of competitive funding. MaineDOT will continue to distribute funds until they are exhausted.

The 2019 application can be found at [www.mainedot.gov/vw/application](http://www.mainedot.gov/vw/application). MaineDOT began accepting applications

for the second round of funding on September 16, 2019. All applications must be submitted by November 15, 2019. Applications must be mailed or e-mailed to: David Gardner, Maine Department of Transportation, Environmental Office, 16 State House Station, Augusta, ME 04333 or [david.gardner@maine.gov](mailto:david.gardner@maine.gov).

Vehicles being replaced must be in operation or planned to be in operation. Vehicles not in service will not be considered. Decision criteria are included in the application. Application results will be finalized in early January. A notification of award or non-award will be mailed to the applicant and results will be posted at: [mainedot.gov/vw/results](http://mainedot.gov/vw/results).

The U.S. District Court in Northern

California approved a partial consent decree to settle allegations that Volkswagen had installed defective devices on 2.0- and 3.0-liter diesel vehicles sold or leased in the United States. Maine’s VW settlement allocation totals a little more than \$21 million dollars. The Appendix D-2 Eligible Mitigation Action category represents \$5 million of that total. Individuals and entities that have an interest in applying for Maine VW environmental mitigation settlement funds are encouraged to submit applications. ■

FMI: Questions? Contact David Gardner at [David.Gardner@maine.gov](mailto:David.Gardner@maine.gov) or visit [www.mainedot.gov/vw](http://www.mainedot.gov/vw) for more information.

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## Casco Bay Lines receives federal grant

A \$3.4 MILLION federal grant will allow Casco Bay Lines to complete the third, and final, phase of its terminal expansion project in order to extend and repair the mainland ferry pier. Acting Federal Transit Administration Administrator K. Jane Williams made the announcement at the terminal on August 8.

For close to a decade, Casco Bay Lines has been working towards a new and improved terminal to accommodate the more than 1.1 million trips passengers make each year between the mainland and the eight islands served by the ferry line, *The Forecaster* recently reported.

“We are proud to invest in the nation’s ferry service and Casco Bay Lines today,” Williams said during the announcement at the terminal, which included remarks from

U.S. Senator Susan Collins (R-Maine), Maine Department of Transportation Commissioner Bruce Van Note, and Casco Bay Lines General Manager Hank Berg.

Safe and reliable ferry service, Williams said, provides a lifeline to those who live on and visit the islands of Casco Bay, as well as those who rely on Casco Bay Lines vessels to deliver their mail, bring children to and from school and transport construction equipment and groceries between the islands and the mainland.

The federal money will cover 80 percent of the \$4.2 million terminal project, with Casco Bay Lines picking up the rest of the tab.

The first phase of the improvement project, completed in 2014, upgraded the terminal waiting area. The second phase, which Berg said he hoped will start by the end of the

year, will expand the terminal to two stories. That phase, he said, will include extending and repairing the 100-year-old pier where the ferries dock, and improving passenger boarding and queuing.

The grant was one of nine handed out across the country. Williams said what set Casco Bay Lines apart was its track record and growth in ridership over the years.

The ferry terminal was built in 1988 to accommodate 500,000 annual passengers. Berg said traffic has doubled and is only going to continue to grow.

Aside from ferrying more than 1.1 million passengers last year, Casco Bay Lines handled 500,000 pieces of freight and carried more than 36,000 vehicles. ■



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## Commuter challenge event a go in October

OCTOBER IS National RideShare Month and to celebrate, GO MAINE is running its third annual business-vs-business challenge event. The event is called Way 2 GO MAINE and will be held October 1-31. Prizes will be awarded to organizations with the “most greener” trips, most new GO MAINE commuters and most team spirit.

GO MAINE also will hold drawings throughout the event for participants, including prizes based on the type of green commute. Week 1 will focus on bike commuters; Week 2 is for transit commuters; Week 3 is for walking commuters; and Week 4 is for carpool and vanpool riders.

What qualifies as a greener commuter for the Way 2 Go Challenge?

- Walking, bicycling, taking the bus or train, carpooling or vanpooling and telecommuting are the standard greener commute options.

- Driving part way: If a co-worker has driven part way to work and then walked/biked/bused/trained/carpooled from there, that definitely counts! They just log the non-drive-alone portion of their trip to work.
- Carpooling with another adult/driver from your household: If someone carpoled with another adult and/or driver (e.g. a teen driver) who is also a member of their household, that counts.
- Rollerblading and skateboarding: If commuters use an alternate commuting mode like skateboarding or rollerblading to work - they can log their commute under either walk or bike. Whichever they prefer!
- Telecommuting: If someone normally commutes to work and is able to work from home or somewhere nearby, this qualifies as telecommuting for the Way 2 Go Challenge. If you always work from home, then you can log your greener trips out to meetings or other work events.

Commuters often ask if their commute via electric car qualifies. While electric passenger vehicles do help clear the air of emissions and GO MAINE recommends carpooling for electric vehicle owners (a win-win!), driving alone in an electric vehicle still adds to things like traffic congestion, wear and tear on road infrastructure, the demand for more road widening/expansion, and the demand for parking (meaning: having to provide land for parking that could have other productive uses instead).

So GO MAINE works overall to support a decrease in drive-alone trips in Maine, through walking, bicycling, carpooling and vanpooling, taking the bus or train, and telecommuting. ■

FMI: Employers and individuals can get more information and register for the month-long event at [www.gomaine.org/Programs/Way-2-GO-MAINE](http://www.gomaine.org/Programs/Way-2-GO-MAINE).



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Blue above,  
green below

MBTA members and friends enjoy clear skies, camaraderie and competition as they raise \$26,000 to promote public investment in Maine's transportation infrastructure

ONE HUNDRED and forty-four golfers gathered on the greens for the 23<sup>rd</sup> Annual Infrastructure Golf Classic at the Augusta Country Club in Manchester on July 11. The event was a chance for MBTA members and friends to take a breather during the busy construction season and raise funds for the Maine Better Transportation Association's Infrastructure Development Fund.

The MBTA is a collegial group, and the tournament offers golfers a chance to catch up on what's happening in the industry. Most important, the event is the single biggest fundraiser for the fund, and this year's event raised \$26,000 to help MBTA raise public and state government awareness of the need to invest in Maine's transportation infrastructure. For the past 23 years, MBTA members have supported the event wholeheartedly. Today the fund stands at more than \$1 million!

Joe Rollins was this year's chair of the tournament, welcoming everyone to the reception and the awards ceremony that followed. In addition, Rollins thanked this year's grand sponsors - All States Materials Group, Bitumar USA, Core & Main, HNTB, Irving, TY Lin, Northland JCB, Sargent Corporation and Whited Peterbilt - and the 19<sup>th</sup> hole sponsor - T

Buck Construction - for their support of the event and the cause. He also thanked Auburn Concrete, Whited Peterbilt and PACCAR Financial for donating golf balls, coolers and other fun swag for all of the golfers. The gift bags were a huge hit for golfers this year!

MBTA members are always ready for some friendly competition, and this year was no different when it came to battling it out on the greens. Just one point separated the two top grossing teams, with the Pratt & Sons team (Jonathan Pratt, Dan Ward, Jim Hanley and

Matt Greenleaf with a score of 59) edging out the foursome from Kleinfelder (Matt Steele, Kyle Plossay, Ian Gervais and Porter Gervais scoring 60). The competition for best net team was close as well, with the Sargent Corporation team (Tim Folster, Joshua Shaw and Robert Madore) taking Top Net (score 50) and Northeast Paving Company (Joe Rollins, Matt Carey, Casey Tuttle and Nathan Jones from Irving Oil) a close second (51). Clark Insurance, the Top Mixed team (Scott Walker, Tom Saxby, Rob Barrett and Audrey Laskey) scored 53.

In the individual competition, Josh Marceau of Wyman & Simpson won Straightest Drive, while Ian Messier of Crooker Construction was Closest-to-the-Pin at Hole No. 17 and Rhonda Cousens Closest-to-the-Pin at Hole No. 15. Joshua Shaw of Sargent Corporation won again - taking the top prize at the Putting Contest with Chris Snow of GZA GeoEnvironmental and Nick Manzer of E.D. Etryre sharing second prize. Several golfers qualified for the Casino Hole raffle with three names drawn: Mike O'Brien of The Rowley Agency; Ken Knauer of Prock Marine and Tom Biegel of Shaw Brothers Construction, each of whom received \$178.

The reception wrapped up with the tournament's traditional door prize drawings.



Left: Rocco Fabbriatore and Jack Tartaglia.



Left: Top Gross team Dan Ward, Jim Hanley, Matt Greenleaf and Jonathan Pratt. Right: Top Net Robert Madore, Tim Folster and Joshua Shaw.





Left: Volunteers Shannon Walton and Casey VanDenBossche. Middle: Ian Messier, Closest-to-the-Pin winner. Right: The Chadwick-BaRoss foursome.



Left: Top Mixed team Scott Walker, Audrey Laskey, Tom Saxby and Rob Barrett. Right: Second Gross team Kyle Plossay, Matt Steele, Ian Gervais and Porter Gervais.

# 2019 INFRASTRUCTURE GOLF CLASSIC

## MANY THANKS TO OUR SPONSORS

### GRAND



Josh Shaw of Sargent Corporation won two tickets for the scenic Mailboat Cruise on Casco Bay, thanks to Casco Bay Island Transit District; Matt Corbeau of Prime Cut Landscaping & Lawn Care and Bob Levesque of T Buck Construction each won \$25 gift certificates to Home Depot compliments of M & N Operating; and Tony Grande of VHB and Matte Steele of Kleinfelder each won a box of golf balls donated by The Rowley Agency.

Many thanks to all of our sponsors and golfers for making the 2019 tournament a grand success! ■

### 23<sup>RD</sup> ANNUAL MBTA INFRASTRUCTURE DEVELOPMENT GOLF CLASSIC

#### TOP GROSS: 59

Jonathan Pratt, Pratt & Sons, Inc.  
Dan Ward, Pratt & Sons, Inc.  
Jim Hanley, Pike Industries, Inc.  
Matt Greenleaf, Varney Agency

#### TOP NET: 50

Tim Folster, Sargent Corporation  
Joshua Shaw, Sargent Corporation  
Robert Madore, McInnis Cement

#### 2ND GROSS: 60

Matt Steele, Kleinfelder  
Kyle Plossay, Kleinfelder  
Ian Gervais, Kleinfelder  
Porter Gervais, Kleinfelder

#### 2ND NET: 52 M.O.C.

Joe Rollins, Northeast Paving  
Matt Carey, Northeast Paving  
Casey Tuttle, Northeast Paving  
Nathan Jones, Irving Oil

#### TOP MIXED TEAM: 52

Scott Walker, Clark Insurance  
Tom Saxby, Clark Insurance  
Rob Barrett, Barrett Made  
Audrey Laskey, Maine Optometry

#### STRAIGHTEST DRIVE – HOLE NO. 9

Josh Marceau, Wyman & Simpson, Inc.

#### CLOSE TO PIN-MEN HOLE NO. 17: 12'

Ian Messier, Crooker Construction

#### CLOSE TO PIN-WOMEN HOLE NO. 15: 10'

Rhonda Cousens

#### PUTTING CONTEST

Drawing winner (\$150): Joshua Shaw, Sargent Corporation; Consolation prizes (\$50 each): Chris Snow, GZA GeoEnvironmental, Inc.; and Nick Manzer, E.D. Etnyre Co.

#### CASINO HOLE (3 DRAWN)

Mike O'Brien, The Rowley Agency, Inc.  
Ken Knauer, Prock Marine Co.  
Tom Biegel, Shaw Brothers Construction

#### 50/50 RAFFLE (\$795)

Crystal Manzer

#### RAFFLE ITEMS

##### MAILBOAT CRUISE TICKETS:

Josh Shaw, Sargent Corp. (donated by Casco Bay Transit District)

##### \$25 HOME DEPOT CARDS:

Matt Corbeau, Prime Cut Landscaping & Lawn Care and Bob Levesque, T Buck Construction, Inc. (donated by M&N Operating)

##### BOX OF GOLF BALLS:

Tony Grande, VHB and Matt Steele, Kleinfelder (donated by The Rowley Agency)

##### 2019 GOLF PLANNING COMMITTEE

Chair: Joe B. Rollins, Northeast Paving Company  
Cody Berkowitz, Richard Bros. Financial  
Greg Dore, Town of Skowhegan  
Tony Grande, VHB  
John Harbottle, The Rowley Agency, Inc.  
Larry Hutchins, Bitumar USA  
Tom Martin, Maine Legislature  
Larry Roberts  
Melanie Whited, Whited Peterbilt of Maine

##### 2019 GOLF VOLUNTEERS

Sabrina Freeman; Bruce Hubbard; Kaitlyn Martin; Pam Rogers, Cross Insurance; Casey VanDenBossche, MBTA scholarship recipient; and Shannon Walton, Clark Insurance



Left: Second Net team Joe Rollins, Nathan Jones, Matt Carey and Casey Tuttle. Right: Golf Tournament volunteers Kaitlyn Martin and Sabrina Freeman.



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Left: Golf Chair Joe Rollins and Joel Cummings. Middle: Josh Marceau. Right: Golf tournament volunteers Pam Rogers and Bruce Hubbard.

## 2019 INFRASTRUCTURE GOLF CLASSIC

### MANY THANKS TO OUR SPONSORS

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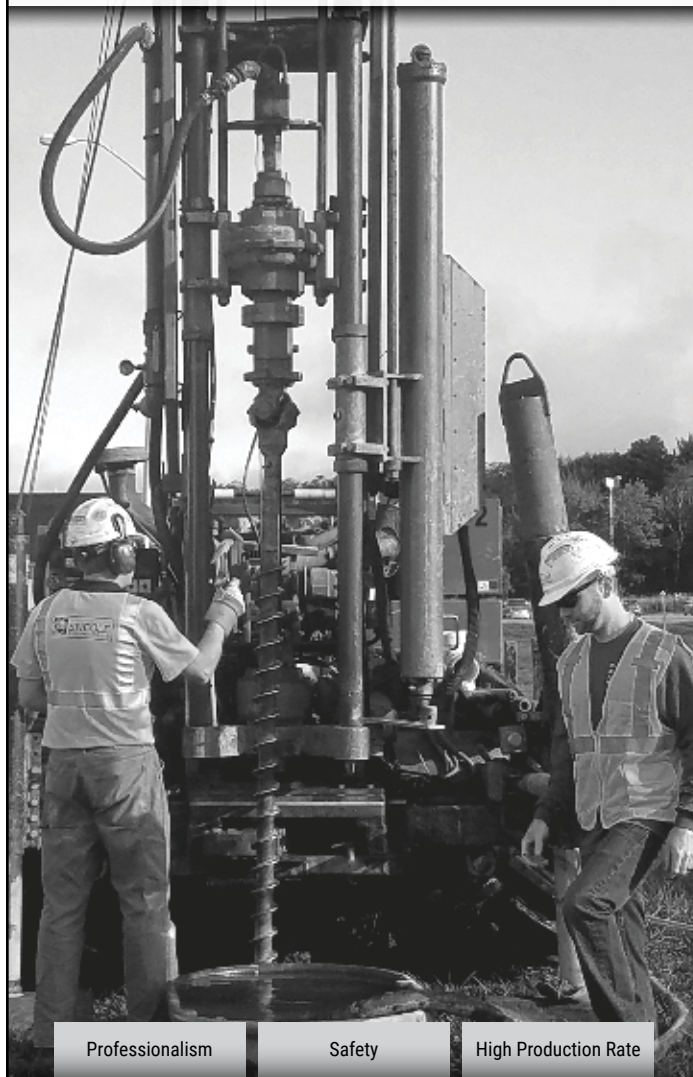
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**Left: Northern Maine Community College President Tim Crowley and MaineDOT Deputy Commissioner Nina Fisher. Right: Erik Wiberg, Herb Sargent and Carl Soderberg.**

# Making it work

## NMCC president talks of workforce readiness at Aroostook County Meeting

**T**HE TOPIC is one that is top of mind for virtually every employer in Maine – where to find and how to train tomorrow’s workforce. Tim Crowley, the guest speaker at the MBTA Aroostook County Meeting on August 1 at the Northeastland Hotel in Presque Isle, had a lot to say about what the state and the Maine Community College System is doing to tackle that very important issue.

But first, MBTA President Paul Bradbury warmly greeted the crowd, giving members a quick update on issues the organization’s board of directors has been addressing, including discussions about the upcoming bond referendum (at the board meeting earlier on August 1, the Maine Legislature had yet to pass the transportation bond, so it could go to voters in November), the new MBTA web site and upcoming Transportation on Tap meetings. Bradbury thanked the meeting sponsors – Innovator Northeast Paving Company and Pathfinders VHB, Anderson Equipment and Team EJP. Bradbury then introduced NMCC President Crowley.

Crowley has been president of Northern Maine Community College in Presque Isle for almost two decades and he has ushered in many changes at the college. He has been at the forefront of workforce readiness in

The County since 1985 when he joined the college as dean of students. After serving as vice president and academic dean of the college, he was appointed president in 2002, and has focused on program development and he has worked to ensure the college meets local and state workforce needs. NMCC has more than 20 bachelor degree, seven associate and five certificate programs, including construction technology, automotive technology, architectural and engineering design and electrical engineering.

His leadership has positioned the campus for sustained and attainable growth, as a leader in energy efficiency and alternative energy, and as a model of fiscal efficiency in a challenging economic time.

More than 50 MBTA members, family and friends were on hand to hear what Crowley, a passionate spokesperson for development in the region, had to say. Among those attending were two members of the Maine State Legislature, Representative Chris Johansen (R-Monticello) and Representative John DeVeau (R-Caribou) and Maine State Library Director of Collections Adam Fisher. Also attending were Sharon Campbell with the office of U.S. Senator Angus King and Barbara



**Left: Jan Murchison, MBTA President Paul Bradbury and Barbara Hayslett from Congressman Jared Golden’s office. Right: Representative Chris Johansen, Bradbury and Representative John DeVeau.**



Hayslett, office of U.S Representative Jared Golden.

Fisher was the winner of the 50-50 Raffle, a fundraiser for the MBTA Educational Foundation. He donated his \$108 in winnings to the foundation, meaning that, in all, \$215 was raised for scholarships for students pursuing transportation-related careers in Maine. ■

FMI: MBTA holds regular regional issue meetings in South Portland, Augusta, Freeport, Eastport, Presque Isle and Bangor. To learn more, please visit [www.MBTAonline.org](http://www.MBTAonline.org).



Top: Hunter Thomas drew the ticket for the 50/50 Raffle. Adam Fisher won the raffle and donated the proceeds to the MBTA Educational Foundation. Thanks, Adam!

## MBTA AROOSTOOK COUNTY MEETING

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Transportation on Tap in Portland (left) Young Professionals Chair Patrick Brady, Chris Abboud and Tony Grande and (right) the crew from Sargent Corporation.

# First draft, second draft

## MBTA Young Professionals hold first 'Transportation on Tap' meetings in Portland and Orono

**T**HE FIRST two Transportation on Tap events, a new regular gathering of the MBTA Young Professionals, were a resounding success. More than three dozen MBTA members gathered to enjoy a pint and talk transportation at Three Dollar Dewey's in Portland on August 8 and another large meet-up at Orono Brewing Company in Orono on September 12. Many thanks to Patrick Brady for helping to organize these fun events.

Transportation on Tap is a monthly traveling networking series held

on the second Thursday of each month from 5 to 6:30 p.m. As YP Chair Patrick Brady says: "Anyone young in age, young to the group or young at heart is welcome."

Please come and share a pint with us! ■

FMI: The next Transportation on Tap meeting will be Thursday, November 14 at 5 p.m. at the Sebago Brewing Tasting Room, 616 Main Street in Gorham. If you are interested in attending, please contact Cindy VanDenBossche at the MBTA office: [cindy@MBTAonline.org](mailto:cindy@MBTAonline.org) or 207-622-0526.



Erin Courtney, Kristi Van Ooyen and Sara Zografos in Portland (left). The crew from Sewall Infrastructure in Orono.



In Orono: H.O. Bouchard, Sargent Corporation, UMaine and many other MBTA members were represented (left), and competition at cornhole was tight (right).



# MBTA welcomes these new members:

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Randy Cyr, Town of Lisbon

## Thank you for renewing!

The MBTA would like to recognize the following corporate members for their ongoing support.

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- Millinocket Public Works
- Milton CAT
- Poland Spring Bottling Company
- Pratt & Sons, Inc.
- William A. Renaud, Jr. Trucking, Inc.
- Woodard & Curran, Inc.

# Frank A. Healy Scholarship Fund growing

SIXTY-FOUR COMPANIES and individuals have stepped up to help fund the Frank A. Healy Scholarship Fund, raising \$31,400 toward a goal of \$40,000. The fund was established in 2017 to honor MBTA Transportation Achievement Award recipient and long-time Lane Construction Corporation employee Frank Healy.

The first donor was Rod Lane, who wanted to honor his friend

and mentor, Frank Healy. Lane made that promise after he had won the MBTA Super Raffle in late 2016 and pledged his winnings - \$5,250 - to the new scholarship fund. Lane, who worked with Healy at Lane and is now senior vice president of Eurovia Atlantic Coast LLC (doing business as Northeast Paving) said that Healy was a strong leader who demanded a great deal from those who worked with him, but who also was intensely loyal.

The MBTA Educational Foundation welcomes donations to the Frank A. Healy Scholarship Fund. Donations are tax-exempt and can be sent to: MBTA Educational Foundation Attn: Frank A. Healy Scholarship Fund, 146 State Street, Augusta, Maine 04333. Credit card donations may be made by calling the MBTA office, 207-622-0526, or at www.MBTAonline.org.

FMI: For more information, please contact Maria Fuentes, Maria@mbtaonline.org.

## Friends of Frank A. Healy Honor Roll

MANY THANKS TO THE FOLLOWING COMPANIES AND INDIVIDUALS WHO HAVE DONATED TO THE FRANK A. HEALY SCHOLARSHIP FUND:

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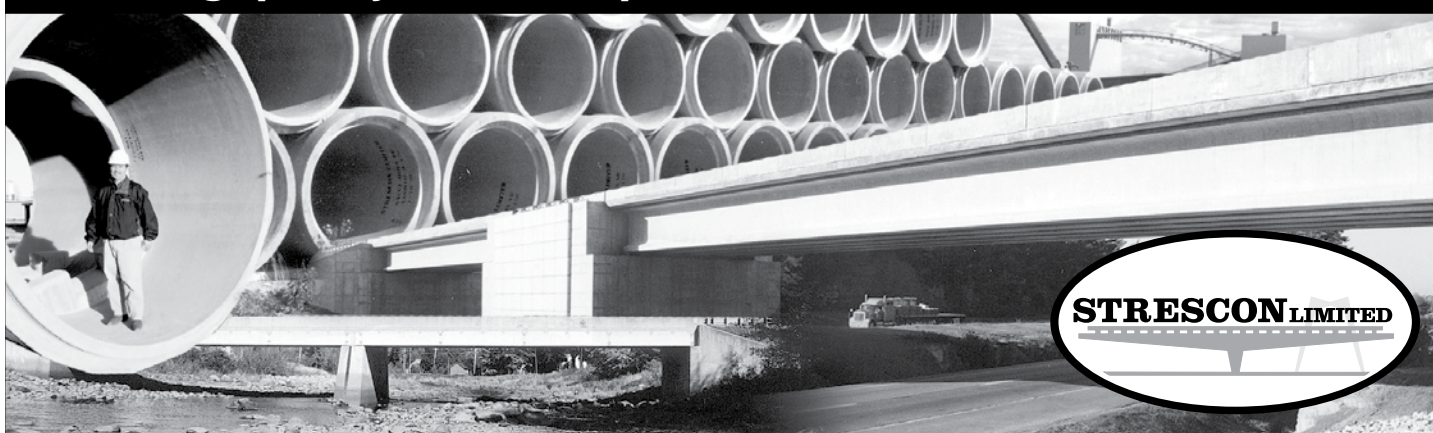
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# Birthday bash

## RJ Grondin & Sons celebrates 60 years after selling the cows

**T**HE GRONDIN family, never known for doing anything in a small way, held a big party in August to mark their construction company's 60<sup>th</sup> anniversary. They wanted to say thanks to all of the people who have helped the company grow and flourish over the years – employees past and present, vendors, clients and suppliers – and, of course, they wanted everyone to have fun.

There was a tent and plenty of food and beer. Visitors got to relive the past 60 years through a forty-foot-long graphic timeline detailing milestones in the company's rich history, as well as world and national events. And everyone went home with a sturdy pint glass etched with the company logo.

There is a lot to celebrate. The company, after 60 years, is going strong. This summer, more than 150 employees have been at work on construction projects throughout Maine. And of course, there is the near-legendary story of the company's founding that celebrates the particularly American values of ingenuity and grit.

The story begins in the late 1940s when Robert Joseph Grondin and his wife Laurence Alma Grondin (née Guigere) bought the family dairy farm in Gorham. Their kids – all seven of them – grew up helping out on the farm, milking over forty head of cows and making milk deliveries in the early morning before heading off to school. One day, two of the brothers, Bob Jr. (RJ) and younger brother Phil, found gravel deposits on the farm, and they pitched an idea to their parents: what if the family sold some cows, and the boys, who were still

in high school, bought a used stake bed dump truck to haul gravel?

Their dad was skeptical, but the boys were anxious to make it work. As Phil Sr. recounted in *Maine Trails* in 2009, dairy farming was not what they wanted from life: "That's seven days a week you're tied to the farm. The cows always have to be milked. We were not planning on being farmers."

Their first jobs were hauling gravel, loam and cow manure whenever and wherever it was needed. It is known that one day a dump truck lost an engine. Working into the night, RJ pulled the engine from his family's station wagon and slipped it into the truck and had it going the next morning. It was weeks before the car made it back on the road. From doing their own repairs to looking at and bidding work "after hours," the brothers did what had to be done to keep things moving.

The boys' hard work paid off, and in 1959, the family sold off the last of the dairy cows and founded R.J. Grondin & Sons, which to this day continues to be one of the hardest working and most successful family-owned construction firms in Maine.

### ICONIC JOBS

From the company's early years doing small residential site jobs to managing large-scale earthwork projects today, the company has grown and changed a great deal over the years. R.J. Grondin & Sons' work can be seen throughout southern Maine where the company has moved earth for construction projects large and small. Grondin was a prime contractor on several of the first Maine



A milk crate from the old Grondin's Dairy (top) and the big top at the Grondin 60th celebration in August.





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Turnpike Widening projects in the early 2000s, has completed countless jobs for MTA, and MaineDOT and worked on residential, commercial, industrial and institutional developments throughout Southern Maine and Eastern New Hampshire.

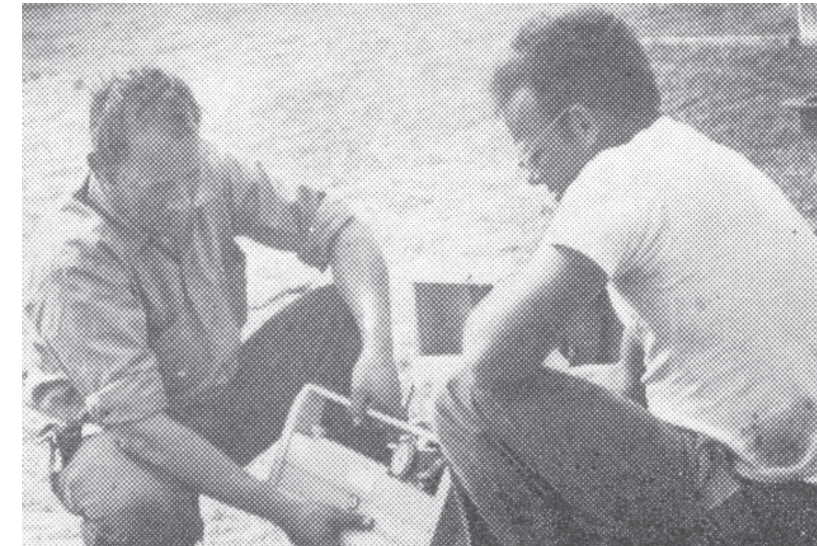
Recent jobs include site work for the new Windham Public Works facility and the MaineDOT roundabout in Standish, both completed this season. This year, the firm is wrapping up its work on the Maine Turnpike Exit 44 open road toll facility in Scarborough, the Scarborough Public Safety Complex and has begun site work for a new public works facility in Saco.

Currently, the firm is also performing earthwork for Reed & Reed on the York Toll Plaza. Grondin continues to do commercial construction work, as well. The company is working on phase four of the Arundel Cottage Preserve development, a three-season residential community in the Kennebunks. The firm is also completing site work on the IDEXX Synergy campus in Westbrook, and is currently on site at the third phase of Colby College's new Field House expansion, in addition to completion of multiple playing fields.

**GENERATIONS AT WORK**

Leading the company today are Bob III, president, and Larry, vice president, and sons of founding brothers RJ and Phil Sr. Bob III looks after the operations, and Larry oversees the materials side of the business.

Over the years, many other Grondin family members have played integral roles at the company. Among them have been matriarch Laurence Grondin, known to all as "Memere," who served as the



The founding brothers Phil Sr. and RJ (top) . 'Memere', Bette and Phil Grondin Sr. and Bess and Tom Hey at a Maine Good Roads Association convention in the 1980s. Bette and Phil Jr. at the 60th celebration.



company's bookkeeper for more than a decade. Joining the company during a period of major growth in the 1970s, Bess Hey – RJ and Phil Sr's sister – and her husband Tom Hey managed office operations for many years (they retired in 2012). RJ stepped down from his role of president in 2001 saying he was "going fishing." Phil Sr. retired in 2004.

Several family members who have been with the company for many years have left during the past several years. Ken Grondin left recently to found a land development company. Phil Jr. (son of Phil Sr.) joined the company in the early 1990s and served as treasurer for seven years after Tom and Bess Hey retired. Phil Jr. stepped away from the company recently to be with his new family in Massachusetts. Chris Grondin, equipment manager, left last year to pursue other interests.

That clear division of labor has been one of the secrets of success for the third-generation family-owned business. "The way we have made it work is that everybody has their own area and that has been absolutely essential," said Larry. He said that he remembers getting his first taste of the family business at a young age when his dad, Phil Sr., set him to work screening loam when he was 12.

"He said, 'Why don't you try this? I gotta go visit someone,' and he came back a couple of hours later," said Grondin, who cringes slightly noting that would not be something that OSHA would allow today. Larry officially joined the company at 16, "working on the hand shovel."



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MBTA members came from across Maine to wish the Grondins well on their anniversary, including Joel Cummings, Jon Shaw, Jon Whited, Rocky Cianchette and Michelle Ibarguen. One of the company's old dump trucks on display at the celebration (below).

## MEMBERS OF THE COMMUNITY

RJ Grondin & Sons and Grondin family members are well known for their largesse in the community. Tom Hey and Phil Grondin Jr. both served as MBTA presidents and longtime MBTA board members. Bob III served as past president for Associated Builders & Contractors. Larry served as past president of Maine Aggregate Association. Both Bob and Larry sit on several boards associated with the industry. Phil Grondin Sr. was a major fundraiser for scholarships for the Maine Community College System, including founding the Sturdivant Island Tuna Tournament, which raised more than \$800,000 for scholarships the last twenty plus years.

Last year, the whole family pitched in to organize the final tournament in honor of its founder, Phil Sr. who died two years ago this September.



Larry and his wife Heather presented a check for \$2,000 from the final tournament to the MBTA Educational Foundation during the 2018 MBTA Fall Convention. Phil Sr. and his family, along with close friend Roger Mallar, also led efforts to replace the aging pier at Southern Maine Community College (SMCC) in 2004 with a modern educational facility that is the

centerpiece of the school's marine studies program. Last year, SMCC recognized those contributions when it dedicated the pier as the Grondin Memorial Pier.

Larry Grondin said he still misses his dad every day, and he laughs when he says that he and Bob are "the last men standing." Still, he and Bob are focused on the task at hand, managing the thriving family business as it heads into its seventh decade. ■



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# Nortrax to become Wirtgen dealers in NH

**N**ORTRAX LOCATIONS in Pembroke, New Hampshire, and Springfield, Vermont will become distributors of Wirtgen Group products. These locations will have responsibility for servicing and supporting Wirtgen Group customers for the entire state of New Hampshire and the eastern counties of Vermont. Nortrax has a total of nine John Deere construction and forestry dealership locations servicing four northeastern states.

John Deere recently acquired the Wirtgen Group, headquartered in

Germany. Wirtgen has five premium brands across the entire road construction sector spanning milling, processing, mixing, paving, compaction and rehabilitation.

In the immediate future, Nortrax will deploy a focused team in New Hampshire and eastern Vermont dedicated exclusively to the sales and support of the Wirtgen Group products. This group of Wirtgen Group specialists includes industry and product experts as well as technicians and parts personnel who understand the business and the sense of urgency required to support the road and mineral

technology markets.

Travis Lynn, Nortrax Northeast vice president, said: "We are really honored here at Nortrax about the opportunity to represent Wirtgen and offer their superb, market-leading products to our paving, compaction, and construction customers. The Wirtgen Group has helped many customers worldwide succeed in the road construction industry. We at Nortrax take pride in this opportunity and will make sure this success continues with our dedicated support teams." ■

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

# Harold 'Pop' Gilbert 1924-2019

**F**ORMER MBTA President Harold B. "Pop" Gilbert died June 30 after a short illness. He was 95 years old.

He was born to Harold B. and Jessie R. Gilbert on March 25, 1924 in Canton, Maine. He earned the nickname that would stay with him for most of his life when he was just a young boy playing baseball. His daughter Donna Alfano said she heard the story about it just a few years ago.

"Dad was about nine or 10," recounted Alfano. "One day the coach looked at him and said 'Go get those bats,' and he did. Then the coach said, 'That's good, Pop, let's go.' And it stuck."

Gilbert graduated from Livermore Falls High School in 1941 and from the University of Maine in 1950. He married the love of his life, Norma A. Patten, on June 12, 1949.

He was a veteran of World War II, during which he was a B-17 gunner with the "Mighty Eighth," the 8<sup>th</sup> U.S. Air Force that served on the front lines and suffered 26,000 deaths during the war. Gilbert was stationed in England and flew on 26 combat missions over occupied Europe.

After military service, he served as the town manager of Camden. He also had a long career as a sales engineer or territorial representative for A.K. Steel and its successor company, ARMCO Construction Products (ARMCO eventually became Contech Engineered Solutions). For that company, he sold drainage products for the construction industry during the postwar boom years when the country was building a modern road and highway network.

Alfano remembers accompanying her dad as he drove around New England for his job and describes a man who was a hard worker with a strong sense of duty and family.

"He provided well for his family, and by the time I started traveling with him, he was



Harold 'Pop' Gilbert with his wife, Norma Gilbert, (left) and daughter, Donna Alfano.

well established," said Alfano. "He was one of those guys who they say 'never met a stranger.' He was very outgoing and friendly. He always said that you couldn't be a wallflower and be a success."

Alfano said he covered a large territory across several New England states, and they often would go away for a night or two. Along the way he would coach her in wayfinding.

"He would always hand me the map and ask me to be his navigator, and that's how I learned map skills long before I learned how to drive," said Alfano. "That was just the highlight of my summer being able to travel with him."

She also remembered how her dad was careful to always choose his words and to be sure to listen to the person he was with, a characteristic, Alfano said, which was certainly a key to his success in sales.

"My mom was a bit of a chatterbox and he would say, 'If you're talking, you're not listening and if you're not listening, you're not learning anything new,'" recalled Alfano.

Gilbert worked for A.K. Steel and ARMCO for 25 years, and from 1968 to 1969 served as president of the Maine Good Roads Association (now known as the Maine Better Transportation Association). After he retired, he pursued a second career as a self-employed real estate appraiser for 14 years.

Gilbert was proud of his professional

associations including his membership in Maine Good Roads and memberships in several fraternal organizations. He was a member of the Whitney Masonic Lodge No. 167 of Canton and the Tranquile Masonic Lodge No. 29 of Auburn; the Scottish and York Rite bodies, and he was a member of the Kora Temple for 14 years. He was the founding secretary of El Corazon de Kora Teocalli #59, Order of Quetzalcoatl. He also achieved high pontiff of the Order of Knights,

Eagles and Tigers.

Gilbert loved to fish and spoke fondly of his many fishing trips to northern Maine. He was a long-time member of the Fairlawn Golf & Country Club and a member of the Auburn Coffee Club.

He was also selected by the College of the Ozarks for their sponsored trip to England to visit historic World War II sites in 2015. He had the privilege of participating in Honor Flight Maine to Washington, D.C. and was awarded the University of Maine's Greatest Generation Award for his military service.

Pop and Norma lived in the same house in Auburn for 43 years, only moving recently to Kansas City, Missouri, recently so he and his wife could be closer to family.

Gilbert is survived by his wife, Norma, his daughter, Donna Alfano, two grandchildren and five great-grandchildren.

His family would be honored for donations to be made in Harold's memory to either of the following:

Patriotic Education Travel Program at College of the Ozarks (please designate "Patriotic Education"), College of the Ozarks Development Office, P.O. Box 17, Point Lookout, Missouri 65726 or Honor Flight Maine, P.O. Box 1770, Portland, Maine 04104-1770 or at [www.honorflightmaine.org](http://www.honorflightmaine.org). ■



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# Robert O. Gray, 1938-2019

**R**OBERT O. Gray died August 26, 2019, at his home in Hallowell. He was 80.

Gray was born in Augusta on Sept. 26, 1938, the son of George and Ruth (nee Johnson) Gray and later stepson of Carroll Gray. He grew up in Hallowell and graduated from the University of Maine at Orono with a degree in civil engineering. After graduation, Gray worked for the Maine Department of Transportation before moving to California for seven years where he worked to bring water from the Colorado River to the city of Los Angeles.

Gray returned to Maine and joined his former engineering professor, John Bridge, at the then Bridge Construction Company. He became Bridge's chief engineer and remained in that position for 35 years before retiring in 1999.

In 1978, he met and married Lyn Avery and took on the daunting role of being a step-parent to two young children and then added two children of his own. In less than four years, they were a family of six. Gray enjoyed camping, fishing, boating, hiking, snowmobiling and many other outdoor activities with his family.

Throughout his life, Gray remained active in his childhood church, the Old South Congregational Church. He served for several years on the Hallowell Water District Committee. During retirement, Gray served as the vice president on the board of Arch Beta and also helped to maintain

Old South's property and buildings until his health kept him at home.

Gray was predeceased by his parents; a stepbrother, Paul Gray and a stepsister, Alice Sanborn.

He is survived by his wife, Lyn; his children, Kim Hare and her husband Craig of Bedford, New Hampshire; Adam Gray of Olympia, Washington; Matthew Coriaty of South Orange, New Jersey; Alison O'Sullivan and her husband Bill of Bedford, New Hampshire; his sister, Betty Isele of Saranac Lake, New York; his sisters-in-law, Cynthia Gray of Gardiner and Jan Avery of Augusta; his grandchildren, Avery O'Sullivan and Ethan and Evan Hare; and many nieces and nephews. ■



Robert O. Gray

# Walter E. Parady, 1919-2019

**W**ALTER E. Parady, recipient of the 2007 Maine Transportation Achievement Award and an employee of H.E. Sargent Corp. for 67 years, died in August in Punta Gorda, Florida. He was 99.

He was born October 13, 1919, in Old Town, Maine to Norbert (Paradis) and Marie Parady. Growing up, Parady was an Eagle Scout, something he took great pride in. He graduated from Old Town High School and originally tried his hand at retail as owner-operator of a small store. It wasn't until a few years later, when he applied for a job with H.E. Sargent, that he found his true calling.

"Once I got into the construction industry, I knew that was the work for me," Parady recounted in 2007.

Parady's first construction job at Sargent was at the Norridgewock Airport. It was wartime, and the project – improving the airport so that the military would have a place to land in an emergency – was considered a matter of national security. Although he had no construction experience or related education, Parady proved well suited to the business. He took on additional duties with Sargent, working first as a cost accountant and a timekeeper, and then foreman.

By 1947, he was promoted to project superintendent and was soon put in charge of significant highway projects. Sargent was the only Maine dirt contractor working heavy grading contracts on the Turnpike Extension in 1953. Herb Sargent picked Parady to lead both of the projects the company had picked up in Gray and Hallowell. Walt then went on to build many large I-95 grading contracts from Brunswick to Houlton, starting with the first interstate job in Augusta in 1957. In late 1963, when Herb needed a "pusher" to go up in the winter and do the immense site work for the new International Paper mill in Jay, he called on Walt. In six months through the winter and spring, Walt cleared and grubbed more than 100 acres and moved more than a million yards of tough dirt and rock.

In 1973 Herb again called on Walt to oversee the site work for the new Scott Paper mill in Skowhegan. Throughout his career with H.E. Sargent and later Sargent Corporation, Walt was known among co-workers and clients as a natural leader



Walter Parady



Middle: Herb Sargent presented Walt with the Maine Transportation Achievement Award in 2007. Bottom: Walt with his wife, Corinne, and their family.

and skillful problem solver who brought a wealth of on-the-job experience to every challenge.

In 2007, Herb Sargent – H.E. Sargent's grandson – talked about how Parady's career spanned a major shift in the industry from a time when a deal or a job was sealed with a handshake to modern times when construction supervisors like Parady have to cope with liability issues, safety regulations and rigid performance specifications.

"Walt started working for my grandfather in 1942 and never left, eventually retiring for good in the early 2000s. Sixty years with the company – can you imagine the changes he witnessed over that time? And over six decades, how many hard-working individuals he touched with his ethic and experience?" Herb Sargent told *Maine Trails*.

All the while, Sargent said, Parady played a key role on major infrastructure jobs that improved the mobility and quality of life for people throughout the state. During his career, Parady earned a reputation on the job as a "skillful problem-solver," a "natural leader" and a "pusher" who could inspire crews to achieve excellence on the job, no matter the challenge.

Parady's daughter Jean Kelliher said her father took great pride in his work and career as a builder of Maine's most important highways.

Parady and his wife, Corinne, built eight homes over their lifetime together, from the mountains of Maine to the ocean along the coast. He remained active through the years, and was an avid skier well into his late 80s. He treasured boating along the waters of their lake home, spending time with family and enjoying a nice, cold Budweiser. Parady also loved travel, and he visited every state in the United States and traveled overseas. Along the way, he skied the slopes in Germany, Italy, Austria and the western United States. He and Corinne retired to Punta Gorda, Florida in 2017.

Parady leaves his wife of 63 years, Corinne; daughter B. Jean Kelliher; son Michael E. Parady; nephews Garrett and Rodney; his many nieces and cousins; three grandchildren and four great-grandchildren. He is preceded in death by his parents, an infant daughter Donna, and sister Dorothy Morin. ■

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**TRANSPORTATION POLICY UPDATE**

# Under the dome

**A**S SUMMER wound down and children across Maine returned to school, we at the Maine Department of Transportation were happy to have the legislature return to the Maine State House and address bonds.

Governor Mills proposed a \$105 million transportation bond that is expected to be matched by over \$137 million in federal, municipal and private matching funds. The bond provides for \$85 million to be allocated to highways and bridges statewide and \$15 million for multimodal improvements; \$4 million is set aside for the municipal culvert program and \$1 million for improvements to the wharf and bulkhead at the Gulf of Maine Research Institute. The proposal garnered overwhelming support from both bodies of the legislature and will be sent to voters for approval this coming November. It was the only bond to pass of the four proposed. These bond funds are a critical component of MaineDOT's annual three-year work plan.

While much of our attention at MaineDOT this session was focused on our Highway Fund budget and transportation bond, those were far from the only two items we were discussing under the dome in Augusta. During the past several months, we tracked approximately 100 bills being considered at the Maine State House before a variety of legislative committees. Some of those bills represent positive steps in the transportation field.

The passage of L.D. 1555, *An Act to Improve Highway Maintenance Safety*, represents a change that all Maine motorists will notice: new light colors for road maintenance and safety vehicles. This legislation allows state and municipal vehicles to be equipped with green, white and amber auxiliary lights. MaineDOT partnered with the Maine Turnpike

**While much of our attention at MaineDOT this session was focused on our Highway Fund budget and transportation bond, those were far from the only two items we were discussing under the dome in Augusta. During the past several months, we tracked approximately 100 bills being considered at the Maine State House before a variety of legislative committees. Some of those bills represent positive steps in the transportation field.**

Authority to draft the legislation.

Many bills proposed last session would have created unnecessary burdens on our work and that of our partners, and were ultimately defeated at the committee level. L.D. 108, *An Act to Protect Historic Places and Structures on the Federal Aid Highway System*, would have required that MaineDOT comply with the National Historic Preservation Act whenever construction or maintenance was performed involving a place listed on the National Register of Historic Places. Currently MaineDOT is subject to the Section 106 process when performing a project only when federal funding is used or federal permits are needed for a project. When it comes to historic preservation considerations with state projects, we work directly with municipal officials and rely heavily on our public process to ensure that historic concerns are adequately addressed.

L.D. 716, *An Act to Increase Railroad Freight Safety*, would have required that a railroad company have at least two employees on a freight train while traveling on a rail line in Maine. MaineDOT opposed the legislation because any law passed within this state is federally preempted.

L.D. 783, *Resolve, to Require an Independent Analysis of the Department of Transportation's I-395/Route 9 Connector Project*, sought to require a new analysis of the department's I-395/Route 9 connector project. This analysis would have been on top of the planning, environmental and engineering work MaineDOT already performs.

In addition to state transportation developments, there has also been movement at the federal level. On

July 30th, the Senate Environment and Public Works (EPW) committee passed a five-year federal highway program reauthorization called America's Transportation Infrastructure Act of 2019. This bill authorizes



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\$287 billion from the Highway Trust Fund from 2021-2025 for roads and bridges. Ninety percent of the highway funding is apportioned to states by formula. The bill has an increased focus on safety, greenhouse gas reductions and infrastructure resiliency, wildlife crossings, and bridges.

The bill also repeals the \$7.6 billion rescission in contract authority that's scheduled for July 2020 under the Fixing America's Surface Transportation (FAST) Act, the current surface transportation authorization. This is critical as the rescission could result in hard cuts in highway funding and delay projects nationwide. The EPW Committee also passed S. 1992, a stand-alone bill to repeal the rescission.

With the FAST Act expiring on September 30, 2020, this bill is an important first step in the FAST Act reauthorization process. Before a full Senate vote, the Banking Committee will need to add a transit title, the Commerce Committee a rail and safety title, and the Finance Committee will need to address funding. The House Committee on Transportation & Infrastructure is expected to begin their surface transportation reauthorization bill in 2020. MaineDOT will continue to monitor and provide key

feedback to our federal partners, as the reauthorization process moves forward.

At MaineDOT, we recognize and are deeply grateful for the broad bipartisan support we receive in Augusta. With the near unanimous enactment in both the Senate and House of Representatives of our two-year Highway Fund budget earlier this spring and now of the transportation bond, we view that as a ringing endorsement of the work that our employees and transportation partners do day in and day out.

The Blue Ribbon Commission to Study and Recommend Funding Solutions for the State's Transportation System began meeting in September and should conclude their work before the New Year. We expect frank discussions about MaineDOT's unmet funding need, and we are optimistic that the commission's work will put the department on a more-solid financial footing. We hope the broad legislative support we receive continues as we work with policy makers to seek sustainable funding solutions. ■



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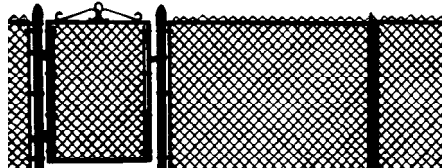
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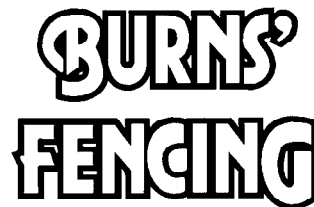
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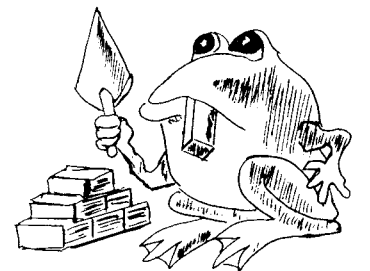
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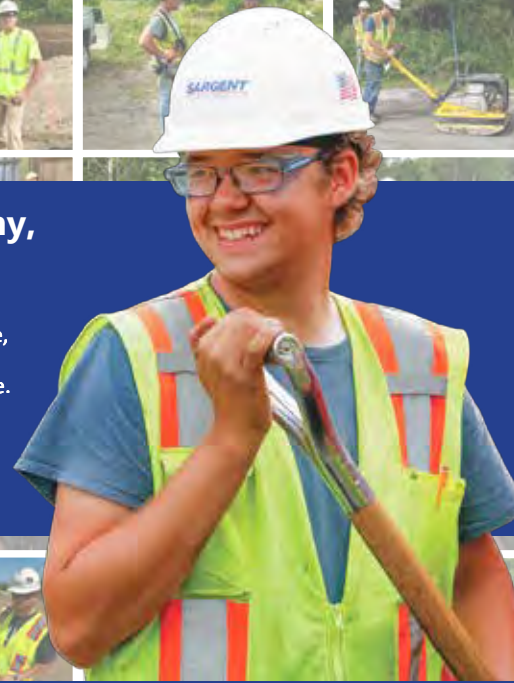


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# EXITRAMP

## The Truck-Train of 1919



Lt. Col. P. V. Kieffer watches as soldiers winch a truck from a ditch near Grand Island, Nebraska.

**O**N JULY 7, 1919, a convoy of U.S. Army vehicles (heavy motor trucks, touring cars, observation cars, motorcycles, ambulances, trailers, tractors and a machine shop unit) left Washington, D.C. bound for Oakland, California via the Lincoln Highway with a four-fold purpose: to encourage construction of through-routes and transcontinental highways; to procure "recruits for ... the Motor Transport Corps"; to introduce the public to "the motor vehicle for military purposes"; and to study and observe how the army's vehicles

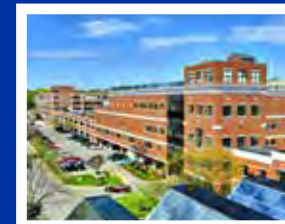
performed on various road surfaces.

The "Truck-Train," as it was called, traveled 3,250 miles – much of it on unpaved road – passing through 350 communities and was witnessed by an estimated three million people.

Along the way, the convoy experienced "230 road incidents." The convoy also broke and repaired 88 wooden bridges. One member of the Truck-Train's volunteers was Brvt. Lt. Dwight D. Eisenhower, a volunteer observer for the War Department who was four years out of West Point. Much of the highway was not, as the president-to-be reported, adequate

to support the modern military vehicles of the day, and even sections that had been paved showed the effects of too little maintenance. "It was further observed that in many places excellent roads were installed some years ago that have since received no attention whatever," wrote the lieutenant. "Absence of any effort at maintenance has resulted in roads of such rough nature as to be very difficult of negotiating. In such cases it seems evident that a very small amount of money spent at the proper time would have kept the road in good condition." ■

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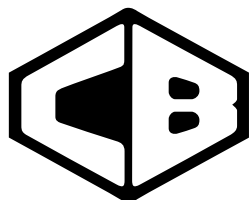
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