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VOL. 7 APRIL 1990 NO. 2

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**Maine Better
Transportation Association**

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President's Message



Buster Downing
President, MBTA

This is my last opportunity to address you as MBTA President. On May 3 I will be handing the gavel to Mark Barnes. Mark will do an excellent job as President and I want to wish him the best. I will then be returning to my role as MBTA Board member and "former" President.

It has been a privilege to serve as President of the MBTA. My term marked the 50th Anniversary of the MBTA and its predecessor, the Maine Good Roads Association.

Our 50th Anniversary dinner in October was one of the highlights of my term. Looking around at the distinguished people who have served as President of the MBTA/MGRA made me realize the importance of my position. It was cer-

tainly an honor to have served in an organization with the history and tradition of the MBTA.

When I took this position last year it was with a few goals in mind. First, I wanted to continue the sound financial success we have experienced in the past. Second, I was hopeful that during my term the turnpike widening project would get the go-ahead. Thirdly, I wanted the 50th Year Anniversary dinner to be a special evening for those who have worked hard to make this association a success.

Well, two out of three isn't bad — and I hope Mark will have the opportunity to see the turnpike widening become a reality in the next year.

In closing, I want to thank the members of the MBTA Board of Directors for their help. Also thanks to Jeff Nevins who makes the job easier for every President.

It's been very enjoyable and I will continue to do my best to contribute to the future of the organization.

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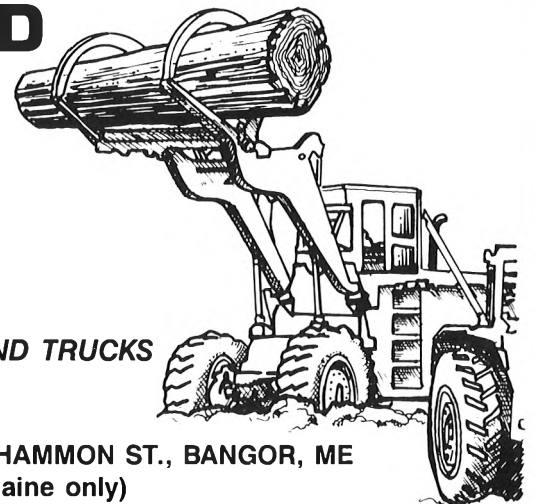
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Mainely Briefs

An article in **USA Today** showed that every three out of eight bridges (37.7%) in the USA are considered deficient — closed or limited to light traffic because of structural problems or designs that no longer meet standards. **Maine** was listed as having 29.7% of the bridges in that category.

An article in the recent issue of **Modern Steel Construction** outlining the new state-of-the-art replacement design for two Maine bridges. The bridges — both located on the Kennebec River — one between the townships of Big Squaw and Sapling; and the other, The Forks Bridge, between the plantations of The Forks and West Forks. The article was written by MDOT's Assistant Bridge Engineer Larry Roberts.

Another cruise ship is coming to Portland. The **Royal Viking Sun** rated by several travel books and magazines as the best cruise ship afloat, will stop in Portland four times during the summer and fall of 1991. The 1990 "Berlitz Guide to Cruising" rates the 673-foot Sun as best in the world, putting it ahead of 139 other ships, including the fabled Queen Elizabeth II.

The state director of the **National Federation of Independent Business**, Dave Clough, warns that workers' comp rate hikes threaten the Maine economy. Insurance companies are seeking a 26 to 32 percent increase in workers' comp insurance. "The upshot is that Maine's business community is facing a potential \$93 million increase this year in works' Compensation premiums", said Clough.

Wetland regulation has sparked debate as the Board of Environmental Protection continues the rule-making process. The battle pits environmentalists, who want to expand the protected wetland definitions and business groups looking for some "middle ground". The business community is concerned that wider definition of wetland protection areas could result in a significant impact on land use.

For example, an eastern Maine group called **Responsible Growth for Maine** (RGM) has researched the potential impact of DEP's proposed wetland rules. In a 10-mile radius in the city of Bangor from the Joshua Chamberlain Bridge, more than half the undeveloped land area would come under new restrictions, according to RGM.

Passenger rail may be available this summer as a commuter train system between Brunswick and Wiscasset should begin operating.

DOT Revenues Short \$5 Million

Reduced revenues from motor vehicle registrations and fuel taxes plus the settlement of a suit over Maine's fuel use decal for trucks has caused a \$5 million shortfall in the Maine Department of Transportation's biennial budget.

MDOT Commissioner Dana Connors said the department may be forced to make up to \$2 million in cuts if revenue collections don't improve. The MDOT has adopted a hiring freeze and may use unspent balances to make up more than one-half this budget shortfall.

Just as the state's general fund has seen a slow down in the economy to create a \$210 million shortfall the MDOT revenues have also fallen below projections. As of the end of December motor vehicle registrations were \$25 million less than expected and diesel fuel taxes dropped dramatically resulting in a \$2 million shortfall.

The drop in diesel fuel tax revenues is in part due to a significant price differential between Maine and New Hampshire. Trucking officials say this differential has driven some truckers out of state to fill up. Maine's diesel fuel tax is 20 cents per gallon while New Hampshire's diesel fuel tax is 14 cents per gallon.

The Maine Trails found in a phone survey that diesel fuel prices in New Hampshire are as much as 20 cents per gallon

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less than in Maine. The diesel tax differential accounts for 6 cents of the 20 cent price difference, but does not explain the other 14 cents.

According to Dick Jones of the Maine Motor Transport Association between July 1, 1988 and June 30, 1989, diesel fuel sales dropped 2 percent in Maine. During the same period they went up 7 percent in New Hampshire, Jones said.

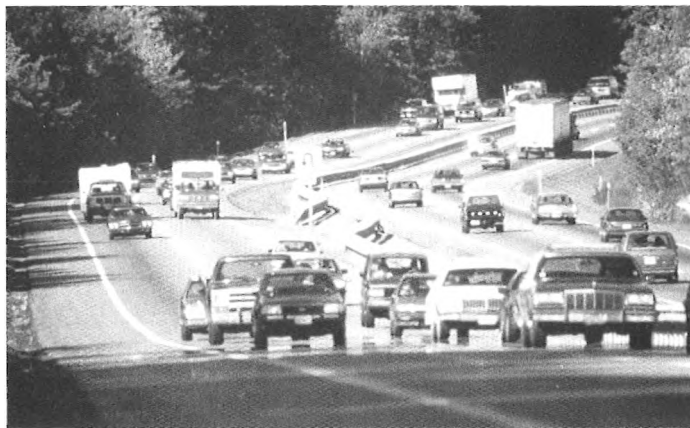
Truckers are supposed to pay the tax on fuel they use passing through Maine even if they do not buy diesel fuel here. However, Connors and others suspect that reporting is lax and tighter enforcement will increase compliance and bring in additional revenues.

Fuel tax revenue reductions were compounded by a \$2 million loss in projected revenue the result of a suit challenging the state's \$15 diesel fuel tax decal charged to all out-of-state trucks using Maine's highways that weighed more than 26,000 pounds and don't use gasoline. The suit, filed by the American Trucking Association, claimed that since out-of-state trucks drive fewer miles on Maine's highways, they end up paying more per mile to operate.

The out-of-court settlement allows Maine to charge a \$5 fee and will cost the state \$2 million in lost revenues this year and \$2.5 million next year.

The MDOT hopes to offset these losses with a \$10 across-the-board increase in fees on trucks registered in Maine and weighing more than 26,000 pounds.

Turnpike Hearing Held . . . to Continue



A hearing before the Board of Environmental Protection on the Maine Turnpike Authority's application focused primarily on safety and traffic issues. The meeting, held April 9, will be continued to April 30 in Augusta.

The environmental regulatory board is charged with reviewing the Turnpike's application and issuing permits for the plan to widen the four-lane toll road to six lanes from mile 12 to mile 42. The total widening cost is \$99.6 million and an additional \$62.7 has been allocated for interchange improvements, access, planning and engineering.

About 70 people attended the hearing at the University of New England. Because cross-examination of the Turnpike Authority's witnesses took-up a great deal of time another meeting was scheduled. Only three of the half-dozen witnesses for the Authority were able to speak. Cross examina-

tion by environmental groups of Roger Mallar, turnpike traffic consultant and George Campbell, whose firm completed the second study on the widening with Mallar, took nearly two hours.

MTA Executive Director Paul Violette kicked-off the day's testimony by explaining to the board the turnpike authority is not charged with focusing on quality of life issues, which are more properly addressed by the Legislature and local municipalities.

The BEP's chairman, E. Christopher Livesay had questioned whether the MTA had evaluated the impact of the widening on towns within the corridor and outside the corridor.

The turnpike and its witnesses maintained throughout the hearing that widening the turnpike, in and of itself, will not bring more traffic into Maine. The authority explained that the road does not generate traffic, but what lies at the end and along the corridor is the cause of more traffic.

The BEP seemed to have difficulty grasping this concept as some members disagreed. The turnpike officials explained that people don't ride the turnpike because its a good road, they use it to reach a destination. Unfortunately this explanation seemed lost upon some members of the BEP.

MDOT Commissioner Dana Connors gave his department's unqualified endorsement of the project. He re-emphasized the claim that the turnpike does not generate traffic and said growth control is best left to the Legislature and local authorities. He pointed out that the turnpike should *not* be used as a means to curb growth in Maine.

Violette reaffirmed the turnpike's commitment to no net loss of wetlands. He said the turnpike, "recognizes the importance of wetlands" and that while portions of 36 streams will be affected, there will be no destruction of coastal wetlands of ponds.

State environmental groups oppose the project because, they claim, the widening will precipitate unimpeded traffic and development.

The MBTA is intervening on behalf of the MTA and will testify at the April 30 meeting in Augusta. We will have more in the next Trails.

The Turnpike's Application

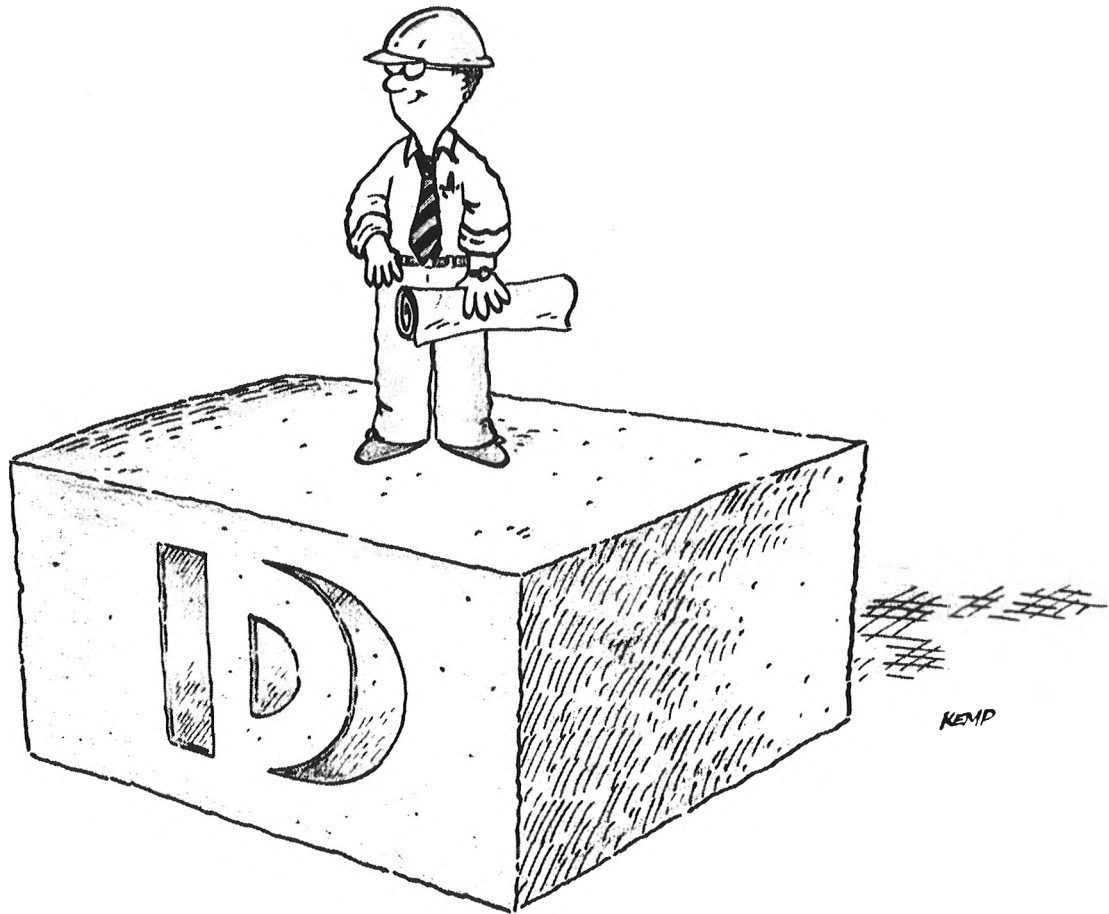
The Department of Environmental application process requires the review and response to twenty three environmental issues. The BEP hearings will cover these issues and among the highlights are:

- **Solid Waste**

Three classes of waste materials will be generated: inert (rock and dirt), woody (timber and stumps) and construction debris (steel, guardrails, reinforced concrete and asphalt). The debris will be used on site or recycled and the woody materials harvested and marketed as logs, biomass or woodchips. Stumps will be chipped or burned. The excess inert materials will be used to reclaim, regrade and revegetate selected inactive gravel pits in York County.

Continued on page 10, column 2

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Enough Already!

Remember "Network"? The 1976 film featured an anchor-man gone mad coining the phrase of the frustrated and the fed up: "I'm mad as hell, and I'm not going to take it anymore."

Recent environmental permitting laws and regulations have frustrated the business community in Maine and they are beginning to voice their frustration.

The Sears Island cargo port, after years of environmental assessments, court battles and delays costing millions, is testimony to a system gone awry. \$\$\$. . .

The Maine Turnpike widening has been discussed and debated since the late 70's. Two comprehensive studies, numerous smaller studies and volumes of data has been collected in the form of an application for the widening now being reviewed for final approval. Three years has passed since legislative passage of the project. \$\$\$. . .

The approval process, for what used to be considered routine road maintenance, has been stretched nearly to the point where the MDOT has more projects in the approval process, than projects under construction. \$\$\$. . .

The process that Maine contractors have to go through to obtain permitting for pits and quarries to supply much needed aggregate for roads, bridges, homes, sewage treatment facilities, and much more can be a nightmare. Some legislators wanted (they failed) to increase fees for pits and quarries to a high of \$50,000! \$\$\$. . .

The problems are not unique to Maine alone and our Legislature in particular.

The Clean Air bill could cost us a staggering \$104 billion a year and cost millions of people their jobs. U.S. Industry already spend about \$33 billion a year on air pollution control. The ramifications of the impact throughout the economy have not yet been fully explored. . . \$\$\$. . .

A pair of bald eagles landed near Denver's new airport site have pitted wildlife conservationists vs. airport officials. Wildlife officials want a buffer-zone nature sanctuary established near the nesting area. . . \$\$\$. . .

Another eagle nesting in the alignment of a 12-mile section of the Orlando Beltway may cause further realignment of the highway. This could add \$12-20 million to the \$158 million project. . . \$\$\$

The proposed two lane widening of 14-miles of the New Jersey turnpike has been delayed since 1985. Hazardous waste clean-up, permitting delays and inflation have pushed the cost up from \$2 billion to an unaffordable \$3 billion. The authority has already committed or spent about \$650 million of the original \$2 billion estimate on design fees and other permitting costs. . . \$\$\$

Over the past 20 years we have paid billions to clean-up the environment. Today's car is 96% cleaner than its predecessor two decades ago. This was a huge, and on the balance, worthwhile commitment by the public. Now we are

being told our air is so filthy we must pay more.

Few politicians dare speak out on the real costs of our environmental clean-up. Everyone wants to take credit for being an "environmentalist."

There is a real need for some rational discussions and cost benefit analysis of our spending frenzy. Are we accomplishing what is needed or are we reacting to environment alarmists who preach about a near-future Armageddon?

As a recent editorial in the Wall Street Journal pointed out: "Of course, there is an alternative. Politicians could take more care passing legislation, could make clear that public goods such as clean air aren't free, could even strike to balance environmental benefits against economic costs." Until that day occurs Americans will be paying dearly. — JN

ARTBA Tells House Subcommittee To Raise User Fees

The American Road and Transportation Builders Association has told a Congressional subcommittee that federal highway user fees should be raised to rebuild the nation's highways and bridges and stimulate economic growth.

"The condition of our highways is now forcing Americans to pay a hefty hidden tax," ARTBA Chairman C.A. Machemehl, Jr., told members of the House Surface Transportation Subcommittee. He cited research that shows poor highway conditions now add more than \$16 billion per year to the cost of driving in the United States — \$99.60 for every licensed driver.

Federal Government estimates, he said, show traffic congestion on limited access highways costs the nation \$1.25 billion hours of lost productivity and 1.4 billion gallons of wasted gasoline each year.

Machemehl, an executive with the Vulcan Materials Company in Birmingham, Alabama, pointed out that the U.S. Department of Transportation's 1989 report to Congress showed that more than 28 percent of the bridges and 40 percent of the pavement on the federal-aid highway system are deficient.

The transportation department, he said, has estimated that a \$40 billion per year investment — about \$25 billion per more than current federal spending — will be needed to meet existing capital needs.

"Economists at the U.S. Department of Transportation estimate that if our highways are allowed to continue to deteriorate, by 1995 the U.S. economy could potentially miss out on increases of 3.2 percent in gross national product, 5.9 percent in disposable income, 2.2 percent in employment and 2.7 percent in manufacturing productivity," Machemehl said.

"Disinvestment has caused much of our current problem," Machemehl said, noting that total public capital expenditures for highways and bridges dropped from 1.4 percent of gross national product in the early 1960's to about 0.5 percent today.

During the same time period, he said, traffic on the system increased five-fold.

Inflation, the ARTBA chairman said, has also been a "hidden factor." Between 1959 and 1988, the U.S. inflation rate, as measured by the Consumer Price Index, rose just over 300 percent, he said. The federal highway user fees, however, have increased only 100 percent.

Assuming a moderate future rate of inflation of just four percent, Machemehl said, the federal gasoline user fee — now nine cents-per-gallon, with a penny going to mass transit, would have to increase to 26 cents-per-gallon by the year 2000 just to maintain its 1959 purchasing power.

"We must spend the current cash balance in the highway account of the Highway Trust Fund," Machemehl said, "But that alone will not be enough."

He noted that current law requires that a minimum cash balance must be maintained in the Highway Trust Fund to ensure that the highway program never operates at deficit spending. "Spending the current balance to that point will provide between \$5 billion to \$8 billion — an amount that will not significantly increase the current program."

"We believe that the highway program reauthorization bill should provide \$40 billion per year for highway and bridge improvements, beginning in fiscal year 1992 and continuing for a minimum of five years."

Machemehl said to carry-out a program at this level, the Congress should take the following concurrent steps:

- Ensure that all user fee revenue contributed to the Highway Trust Fund — plus interest earned on that money — is spent in a timely manner.
- Increase the federal highway user fees — effective in fiscal year 1992 — to raise the additional \$25 billion per year that is necessary to support a \$40 billion per year federal highway program.
- Remove the Federal-aid Highway Program from the Unified Federal Budget to ensure that future user revenues are not impounded.
- Forbid the imposition of artificial obligation ceilings on the expenditure of federal highway funds.
- Repeal the current six cents-per-gallon federal tax exemption on gasohol sales that causes an estimated \$500 million per year loss to the Highway Trust Fund; and
- Tighten federal highway motor fuels collection procedures.

"Highway users recognize the importance of well-maintained highways and bridges," Machemehl said. "They also realize the continued expenditures must be made in order to maintain system performance at an acceptable level."

The House Surface Transportation Subcommittee is conducting its first round of public hearings on Legislation to reauthorize the federal highway program, scheduled to expire October 1, 1991.

The American Road and Transportation Builders Association, based in Washington, D.C., is a national federation of public and private transportation construction interests.

Continued from page 7

- **Odors**

There will be no significant odors, except for normal temporary construction odors, such as asphalt and sealers.

- **Roads**

The failure to construct two additional lanes would result in unstable or breakdown traffic flow in segments of the Turnpike for a continually increasing number of hours.

- **Air Emissions**

Dust will be controlled during construction by applying water. Auto emissions will comply with ambient air quality standards and other state air quality programs.

- **Erosion and Sedimentation Control**

Temporary measures, such as mulch, silt fences, hay bales and drainage swales will be used during construction. Stone fill, retention basins, and vegetation will be permanently installed. There will be an on-site environmental compliance officer on site throughout construction.

- **Groundwater**

No additional homes or industrial complexes are predicted to fall within the impacted zone. A program of well monitoring has been implemented to assure the accuracy of predictive modeling of groundwater impacts.

- **Buffer Strips**

Out of 60 miles (30 in each direction), all but eight are bordered by woods. The construction will result in one more mile of open land with wildflower seed mix plantings. There will be no loss of habitat types.

- **Noise**

There will be some temporary construction noise, but no long-term perceptible increase.

- **Unusual Natural Areas**

There are no rare wildlife or fisheries species in the project area. While wood aster plants were found and will be treated according to the recommendations of the Maine Natural Heritage and Critical Areas Programs.

- **Visual Quality**

Views from the Turnpike will continue to be rural and forested. Homes and other sites will experience minor visual changes with a few locations requiring new plantings or fencing.

- **Wildflower and Fisheries Habitat**

No threatened or endangered animals will be impacted. Some short term movement of wildlife is expected during construction. Deer yards and game sanctuaries will not be affected. Stream communities will be impacted in a minor way.

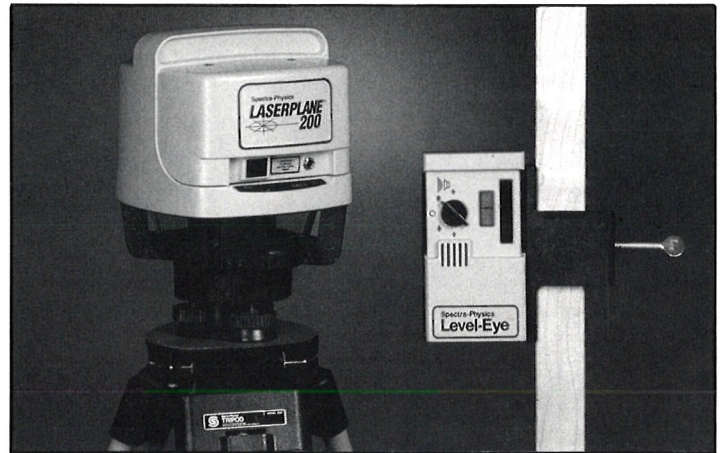
- **Wetlands**

There are no coastal wetlands or ponds that will be affected. Portions of 36 streams will be impacted due to culvert lengthening. Of the 22.8 acres of wetlands that will be affected, 16.3 are forested wetlands with little or no surface water. Through project planning and preliminary design processes, the original impact on wetlands has been reduced by 60 percent. The Authority is committed to replicating wetlands that are unavoidably impacted at a 1:1 ratio.

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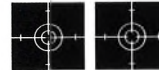
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Self-Leveling Range	Grade axis ±3° / Cross axis ±3"
Operating Temperature	-18°C (0°F) to 49° (+120°F)
Line Adjust Range	±7 ft. at 100 ft. (2.1 m at 30 m)
Reverse Polarity Protected	Yes
Grade and Line Locks	Yes
Operating Voltage	10.5 - 15V DC
Operating Current	0.6 Amps at 12V DC
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Around the MBTA

The **MBTA's 1990 Annual Meeting** will be held Thursday, May 3 in Augusta at the Comfort Inn. The guest speaker will be MDOT Commissioner Dana Connors who will give the "state of transportation" address to the MBTA membership.

The MBTA will install new officers and board members at the Annual Meeting.

MBTA **Executive Director Jeff Nevins** was recently elected Vice-President of the Better Roads and Transportation Council of America (BR&TCA) at its annual meeting in Washington, D.C. The BR&TCA is a coalition of state and national interest groups joined together to promote and foster improved transportation. Other officers installed: President, Norma Bryce, South Carolinians for Better Transportation; Vice-President, Fred Corrigan, Minnesota Transportation Alliance, and Treasurer, Bill Toohey, American Road and Transportation Builders Association.

Maine Surveyors' Service, Inc. of Yarmouth announced that Daniel Blais, of Lewiston, has joined the staff as a CAD salesperson. Maine Surveyors' Service, Inc. sells and services surveying instruments, engineering and field supplies, construction lasers and drafting goods. Gus MacDonald is president of the firm.

Maine Drilling and Blasting business notes: The Maine-based drilling and blasting company's new hires include Deborah Langdon, secretary/receptionist in the N.H. headquarters; Joy Watkins, secretary/receptionist in Gardiner and Mike Hillhouse, assistant supply manager in New Hampshire.

Lorne Andrews has been promoted to regional quarry superintendent for Maine; Doug Burns has been promoted to the quarry superintendent for Massachusetts; Mark Coll regional quarry superintendent for Vermont; Benjamin Etheridge has been named controller; Joe Taber has been named Quarry Division Manager in the N.H. region and Gerry Quintal has been named supply manager in Maine.

Ted Purington, Jr., N.H. division manager and Ned Seelhorst, division manager in Massachusetts, have been named to the board of directors of the Society of Explosives Engineers. Vermont division manager Lee Tillotson was named to the Leadership committee of the Associated General Contractors of Vermont. President Bill Purington was elected to the board of Maine Associated General Contractors. Vice President Gary Abbott has been named vice president of the construction Financial Management Association of Maine and serves on the Insurance committee of the Maine Associated General Contractors.

Jones-Hoxie Corporation has named Albert S. Farrington, CLU, as manager of its Life Division. Farrington, a native of Augusta, has more than 25 years experience in the insurance industry. Jones-Hoxie is a full-service insurance and bonding agency, with emphasis on construction, trucking, hospitals, energy, and specialized insurance risks throughout Maine.

Burtco/Northeastern Culvert's President, Roland E.

Scott, has appointed Lawrence (Larry) W. Cray as District Sales Manager of the Leeds, Maine division.

For the past seven years, Mr. Cray has represented the company's metal culvert division in Vermont, southern New Hampshire and Massachusetts. Prior experience includes fifteen years in the management of sales, production and the distribution of concrete products in New England.

As District Sales Manager, Mr. Cray will be responsible for the sales and promotion of all metal and concrete drainage products for Maine and New Hampshire. His office is located at the company plant in Leeds, Maine.

The Dunlap Corporation's chairman **Steve Dunlap** was featured in an article in AGC's monthly magazine. Steve appeared in a cover photo with Cianbro Corporation's senior vice-president **Bob Desjardins**. Both Dunlap and Desjardins are former MBTA Presidents.

Cole Transportation Museum Grand Opening

The Galen Cole Family Land Transportation Museum will hold its grand opening May 4, 5 and 6 from 9:00 a.m. to 8:00 p.m.

Bangor City Council Chairman, W. Tom Sawyer, and Sue Cole, wife of the Museum's founder, will cut the ribbon and usher in the first May to October museum season at 9:00 a.m. May 4th.

Regular museum hours starting May 7 will be 9:00 to 5:00, 7 days a week.

The U.S. Post Office will set up a temporary post office at the museum on May for commemorative stamp cancellations.

More than 150 Maine used, or Maine made antique vehicles will be displayed, including a railroad engine, freight car, caboose, station, section house and blacksmith shop. Also, snow rollers, snow plows, cars, trucks, highway rollers, log loader, bicycles, sleds, wagons, carriages, sleighs, fire pumpers, ladder trucks, and fire engines. Also, road graders, concrete mixers, tractors, potato trucks and equipment plus several other vehicles are included in the exhibit.

The entire collection is located on Maine cobblestones which were donated by Guilford Transportation Company.

To honor the more than 100 donors of vehicles and services, a special by invitation only, pre-grand opening with wine, cheese and buffet dinner and first showing of the collection is scheduled the evening of May 3, when Governor John McKernan, Jr. will join Galen Cole, Foundation President, in paying special thanks to Mainers from throughout the State for their generous gifts.

In addition, more than 50 museum volunteers committed to contribute time to the museum will be greeted and honored.

Regular admission charges will be Adults 19-61 \$2.00; Seniors \$1.00; Children and their teachers, free. During the grand opening weekend all adults will be admitted for \$1.00.

Continued on page 29



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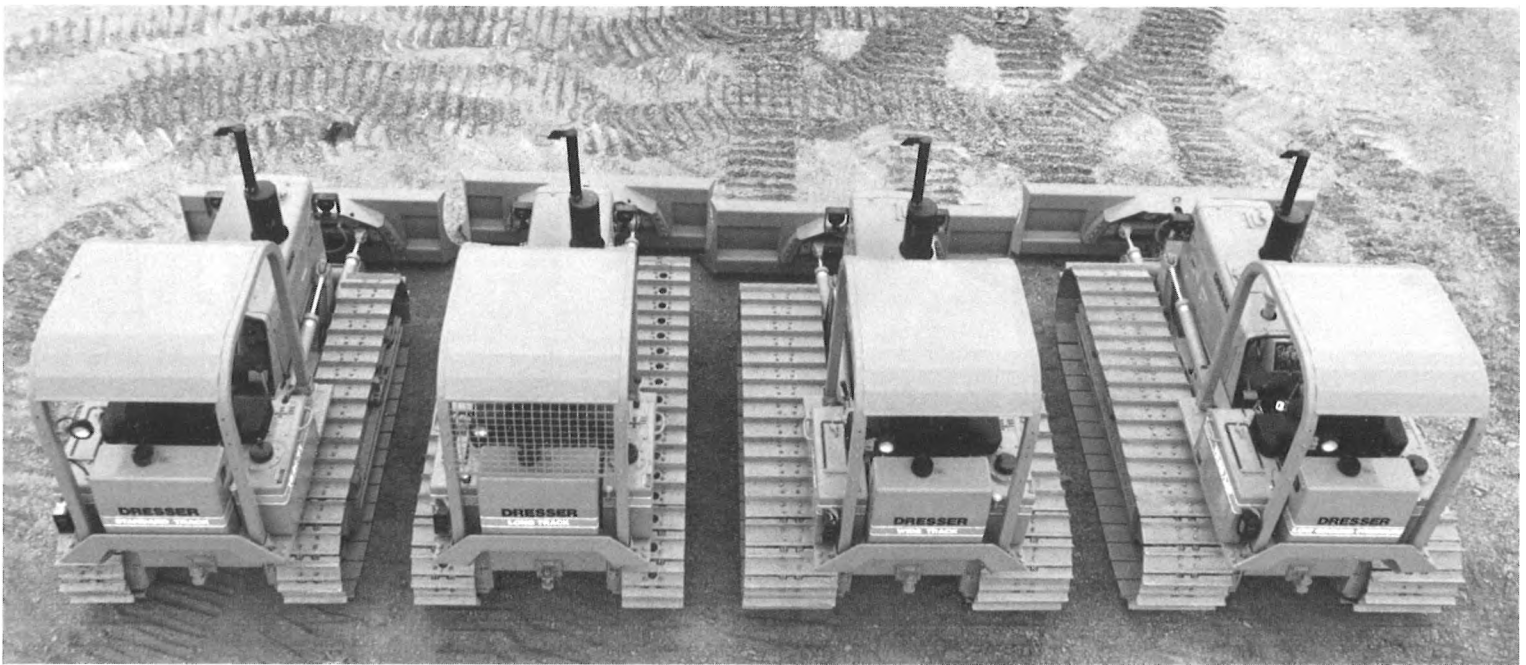
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Ground Pressure (PSI/K Pa)	Std Shoe	6.9/48	4.6/32	6.2/43	4.1/28
	Max Shoe	6.1/43		5.5/39	
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TD-8G 80 hp/60 kW		STD STANDARD TRACK	WT WIDE TRACK	LT LONG TRACK	LGP LOW GROUND PRESSURE
Shoe Width	Std	16'7/406mm	24'7/610mm	16'7/406mm	24'7/610mm
	Max (Offset)	18'7/457mm		18'7/457mm	
Track on Ground		6'3'7/189m	6'3'7/189m	7'4'7/223m	7'4'7/223m
Ground Pressure (PSI/K Pa)	Std Shoe	7.1/49	5.0/35	6.4/44	4.5/30
	Max Shoe	6.4/45		5.6/40	
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Around the USA

Complaints to airlines appear to be on the upswing according to a recent **Wall Street Journal** report. Consumer complaints rose 4% in December and 7% in January from a year earlier. That represents a huge swing from August of 1988, when complaints were down almost 50%. Complaints range from mishandling baggage to late arrivals with TWA and Pan Am leading the way with 7.80 and 6.98, respectively, complaints per 100,000 passengers in January. Delta and Southwest airlines had the lowest percentage of complaints with .61 and .58, respectively, per 100,000 passengers.

Rep. Norman Y. Mineta, (D-Cal) looking ahead to reauthorization says he would like to draw down some of the Highway Trust Fund Surplus to deal with transportation needs. Mineta, chairman of the House Public Works and Transportation Committee's Surface Transportation Subcommittee, said he must convince congressional budget and appropriations panels to spend some of the trust fund balance.

Mineta plans six reauthorization hearings around the country and hopes to have a legislative outline by October or November. Next year would be spent working on the specifics of a bill. The highway and transit programs expire September 30, 1991.

New Hampshire is being sued by AAA, which claims the state's use of motor vehicle fees is unconstitutional. Title fees were hiked from \$10 to \$20 in the state, with the extra money earmarked for general spending. AAA claims the state constitution specifically requires all motor fees to be used for highway purposes only.

The **Massachusetts Turnpike Authority** recently hiked tolls by 30 percent but wily commuters can save up to 50 cents a trip by taking a brief detour through a secondary route.

A quirk in the pike's rate system means motorists can save money by exiting at an intermediary toll booth, then turning around and getting back on the road.

The Turnpike Authority is hiking the tolls to finance a \$603 million capital improvement and rehabilitation program over the next 10 years.

The **Federal Aviation Administration** predicts that passenger boardings on U.S. airlines, including commuter airlines, will surge 68% to 814.7 million in 2001 from a record 484.5 million last year. The skies will get more crowded as take offs and landings grow 29% to 79.2 million in 2001 from 61.4 million in 1989.

Jonathan Howe, president of the National Business Aircraft Association said in a recent **Wall Street Journal** article, "Unless we get a significant increase in (airport) capacity, more delays are a foregone conclusion."

The FAA report notes that 21 U.S. airports already are considered "seriously congested" because aircraft delays exceed 20,000 hours a year. Additionally, the FAA predicts fares will go higher during the 90's.

Oregon raised its gas taxes an extra 2 cents starting

January 1, to improve the state's streets and highways. The increase raised gas taxes from 16 cents to 18 cents per gallon and will raise an extra \$28 million in 1990.

Floridians are singing the blues because the FDOT has been forced to cut \$700 million in projects because of financial problems. In 1987, Gov. Bob Martinez and FDOT Commissioner Kaye Henderson had promoted a transportation program that called for \$40 billion to be spent over the next decade. Henderson pledged to cut in half the time it took his department to go from "concept to concrete."

Industry sources say the crises could last a long time, saying the state is falling far behind on bridge and road construction.

The **New Orleans International Airport** has unveiled a plan calling for \$392 million in improvements. The plan — financed by state bonds backed by the airlines, a state trust fund, and the FAA — calls for terminal expansions, a new warehouse, two new 8000 ft. runways, renovation of existing runways and improvements to airport access roads.

North Carolina Gov. James G. Martin's task force to study high-speed rail between Raleigh and Charlotte unanimously agreed to proceed. The 125-mile, twin track line between the two cities could be built along existing right of ways by 2005 for less than \$700 million. The trains will reach speeds of 125 to 150 mph and cut travel time by 90 minutes over the current Amtrak run to begin this June between the two cities.

New Hampshire officials are angry about road building delays. Officials in Nashua, Hudson and Litchfield, frustrated after decades of planning, say new delays in building a highway connecting their communities are unnecessary and economically harmful.

"To prolong the process by putting new standards on it will do nothing but delay it," said David Boesch, director of community development in Nashua. "The traffic problem will continue to worsen, and the delay is a further detriment to the economy."

In **Boston**, Donald J. Chiofaro, developer of International Place, has paid \$6 million for a "temporary" highway ramp on the southbound side of the Central Artery. The ramp connects commuters to Boston's financial district during the \$4.43 billion Central Artery/Third Harbor Tunnel construction projects and will be torn down in 7 to 10 years when the project is completed.

Chiofaro built the ramp in exchange for permission to build an office building adjacent to the Central Artery.

New York's historic **Williamsburg Bridge**, which opened in 1903, is scheduled to undergo a \$400 million rehabilitation — the largest in New York's history — to be completed in 1998.

A study by the **Economic Policy Institute** says airline customers are paying between 8% and 33% more because of airline deregulation. The study blames deregulation, which occurred in 1978, for poorer customer service, a narrower margin of safety, increased airport concentration and a loss

Continued on page 31

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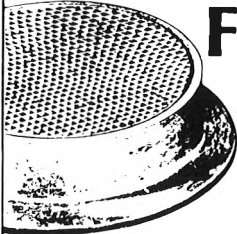
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The Pup II equips you to independently collect and dispose of ordinary refuse and trash. The Pup is ideal for parks, campuses, campgrounds, resorts, mobile home courts and truck stops. These and other remote commercial, recreational or institutional facilities can be independent of scheduled services that often are too costly or impractical during peak trash-generating periods.

All configurations of the mobile compactor feature a 6-cu. yd.

collection/storage body and a dual-purpose power system that both compacts and ejects collected wastes.

Split-section doors on both sides swing open for normal collection. Optional barrel lifters or cart tippers can be installed to ease the dumping of heavy containers. Sliding doors on the top provide a large opening for unusually bulky materials.

Three Ways To Put A Pup On The Road

1

Pick-up Roll-off Mounting

Park the Pup packer on extendable legs where you generate trash. Plug in the optional 3 hp electric power unit and you have a stationary collection/compaction system. Back your pickup truck up to the Pup, retract the legs, unhook the hoses, winch the Pup aboard and you have a mobile collection/compaction unit. The versatile roll-off Pup does not detract from the pickup bed utility.



2

Trailer Mounting

A fully-independent refuse system, including 10 hp gas engine to power the compactor/ejector hydraulics. Park the Pup at a collection point or tow it around your grounds to empty cans, barrels or carts. Dual-wheel trailer allows hefty loads to be hauled. All you need is an ordinary ball hitch on your utility vehicle.



3

Truck Chassis Mounting

This mounting option turns a small truck into full-time collection vehicle. The packer is permanently connected to the truck. Optional barrel lifter or cart tipper makes Pup a semi-automated collection truck for nimble heavy-duty hauling in tight, twisting quarters. This can be the most economical trash disposal solution when you have a one-ton truck chassis dedicated to refuse collection.



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Skinner Presents "National Transportation Policy"

U.S. Transportation Secretary Samuel K. Skinner presented his department's "National Transportation Policy" to President Bush March 8.

The 129-page document, entitled "Moving America: New Directions, New Opportunities," contains 169 guidelines and 65 legislative, regulatory, budget and program initiatives that Skinner believes essential for transportation policy in the future.

The policy mentions a strong commitment to research and development of advanced transportation technologies, greater flexibility in federal programs so state and local governments can focus their attentions on projects that are effective at achieving Transportation goals, and a loosening of government restrictions and requirements that raise transportation costs and reduce productivity and competitiveness.

More specifically, the document lays out the policy framework for coming administration legislative proposals to reauthorize federal aviation, highway and transit programs.

The document, however, attracted more attention for what it does *does* contain. It offers no recommendations on how much should be spent on transportation needs. It does not provide for a swift "spenddown" of the large balances in the Highway Trust Fund. It does not suggest that the transportation trust funds be taken off the unified budget process.

The report does call upon state and local governments to pick up a greater financial share. This development drew sharp criticism from many quarters. Even Skinner acknowledged that 33 states have raised their gas taxes in recent years and additional increases would be difficult to achieve. Rural states will be particularly hard-pressed to find ways to meet their obligation if responsibilities are shifted to them without counter-vailing funding mechanisms.

The policy recommends fewer categories of federal funds, which would give states more flexibility in how they allocate those funds. It also encourages private sector involvement, calls for more toll roads and increased attention to safety and protection of the environment.

"It is not the panacea or answer to all of the problems in transportation," said Skinner.

The administration policy offers no specifics on how much it would cost the nation to improve its roads and bridges, airports and waterways, railroads and shipping lanes, offering instead a framework for change.

The transportation study listed these six major objectives:

- Maintain and expand the nation's transportation system by shifting major responsibilities to local governments and encourage more private investment, while concentrating federal funding on projects of "National significance."

- Foster a sound financial base for transportation by emphasizing user fees "as the key element to financing the federal share of transportation expenditures" as well as spending some of the billions of dollars in aviation and highway trust funds.
- Keep the industry strong and competitive by deregulating the trucking industry and further deregulating other industries, with a repeal of railroad employee liability and retirement laws opposed by the industry.
- Ensure that the transportation system supports public safety and national security.
- Protect the environment and the quality of life by reducing vehicle emissions.
- Advance U.S. transportation technology and expertise for the 21st century by fostering research into high speed rail, magnetically levitated trains, tiltrotor aircraft and "intelligent" vehicle and highway systems that use computers to increase safety and efficiency.

The reactions to the policy were hardly upbeat (see next article). Members of both the House and Senate were openly troubled by what they found in the policy. However, members of Congress and the transportation community have been careful to avoid direct criticism of Skinner and Highway Administrator Thomas Larson. Both have reputations in Washington as strong advocates of the transportation program and highways in particular.

It is felt these two men may be the most disappointed (by the policy), but it is considered bad form for either of them to say so in public.

Despite the absence of a comprehensive transportation plan, dealing with *funding* as well as policy, there is not great alarm in Washington. In fact, there appears to be some optimism as many associations and other business groups which have traditionally played a major role in the development of transportation policy have begun putting forth their own proposals. The American Association of State Highway and Transportation Officials, the Highway Users Federation, the Highway Trucking Association, Transportation 2020, ARTBA and others have developed independent policies which will be presented to the Congress.

Despite stumbling out of the blocks, it is hoped that Secretary Skinner will have time to direct future policy debate towards a detailed discussion of either the dollar needs or the level of federal resources that should be allocated to transportation. Until this occurs the policy is certainly lacking.

Quotes on the Administration's Policy

"Most of this wordy statement makes sense — obvious sense — but it has no guts and tells us nothing we did not know before." (*James Kilpatrick — Universal Press Syndicate*)

"It' twinkie transportation policy — 'airy light', without much at the core" (*Rep. Peter DeFazio, D-Oregon*)

"The policy isn't a panacea, or the answer to all the problems in transportation" (*Secretary Samuel Skinner*)

"It's all flash and no cash". (*Richard Kiley — Chairman N.Y. Metro Transportation Authority*)

"It's a disaster". (*Gov. Neil Goldschmidt, D-Oregon*)

"The idea now is to get the nation's transportation needs on track by scaling back the federal presence and promoting strategies more likely to find marketing efficiencies" (*Wall Street Journal editorial*)

"No industry in the nation is more important to U.S. economic growth and international competitiveness than transportation." (*Secretary Samuel Skinner*)

"Read my lips. Raise **your** taxes." (*Gov. James Thompson, R-Illinois, referring to the message from President Bush and Sec. Skinner to the states*)

"I feel like the fellow with one foot in a bucket of ice and the other in a bucket of hot coals" (*Kentucky Gov. Wallace G. Wilkinson*)

"More and more and more of the burden is being shifted to the states and our ability to handle those things is getting less and less and less!" (*Gov. Wilkinson*)

"I gave it mixed reviews." (*MDOT Commissioner Dana Connors*)

"The States are going to have to do their part and we are, but the federal government has got to do its part. It's got to be a partnership." (*Gov. Michael Dukakis, D-Mass*)

"We're very concerned about shifting the financial burden. We're already stretched 'to the limit'" (*Arnold Oliver, director of the Texas Department of Highways and Public Transportation*)

"The President had a chance to hit a home run for transportation by agreeing to spend some of the \$23 billion already collected in the Highway and Aviation Trust Funds. But being held hostage to reduce the deficit, he missed the ball on that one. But, hopefully, the game isn't over." (*James Pitz, director Michigan DOT*)

"A good start, but shifting programs to the state and local level without financial resources would be the shift and the shaft." (*Rep. Norman Mineta, D-Col.*)

"I think the money has to come from users, one way or another, and because it is a national plan, the logical way for it to come from users is through a national tax system" (*Rep. John Paul Hammerschmidt, R-Arkansas*)

". . . the states and local governments are not doing enough." (*Sec. Skinner to syndicated columnist David S. Broder*)

"You don't need to be specific and you can't be specific until we get the reauthorization bills before Congress." (*Sec. Skinner, answering charges the policy is not specific*)

"A major, major disappointment." (*Pete Ruane, President American Road and Transportation Builders Association*)

"The unwillingness of the federal government to raise and spend additional highway user revenue has resulted in program gridlock." (*ARBTA President Pete Ruane*)

"The policy does little more than pay lip service to our nation's serious infrastructure needs." (*Gov. Mario M. Cuomo, D-N.Y.*)

"We commend President Bush and Secretary Skinner for elevating transportation on the national agenda, but federal leadership must extend into financing future needs if we are to meet the nation's capital spending requirements." (*ARBTA President Pete Ruane*)

"An exercise in generalities." (*Associated Equip. Distributors*)

"A major disappointment to the surface transportation community." (*Associated Equip. Distributors*)

"We've just exhausted the resources we have for user fees in Nebraska." (*Gov. Kay Orr, D-Nebraska*)

"The policy is long on advice and short on help." (*Jack R. Gilstrap, executive vice president of the American Public Transit Association*)

"A very positive beginning in . . . improving an airport system that will need \$7 billion in capital development over the next 10 years." (*James Johnson, president of the American Association of Airport Executives*)

"The Bush administration's new national transportation policy, heralded at a big ceremonial as the way to "move America into the 21st century," produced about as much excitement in Washington as a flat bottle of champagne on New Year's Eve." (*Tony Beargie, American Shipper Magazine*)



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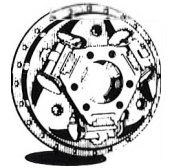
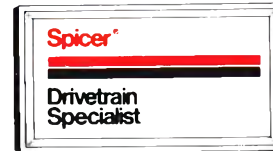
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“Production Tool” Trench Shields

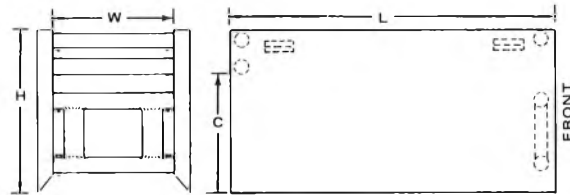
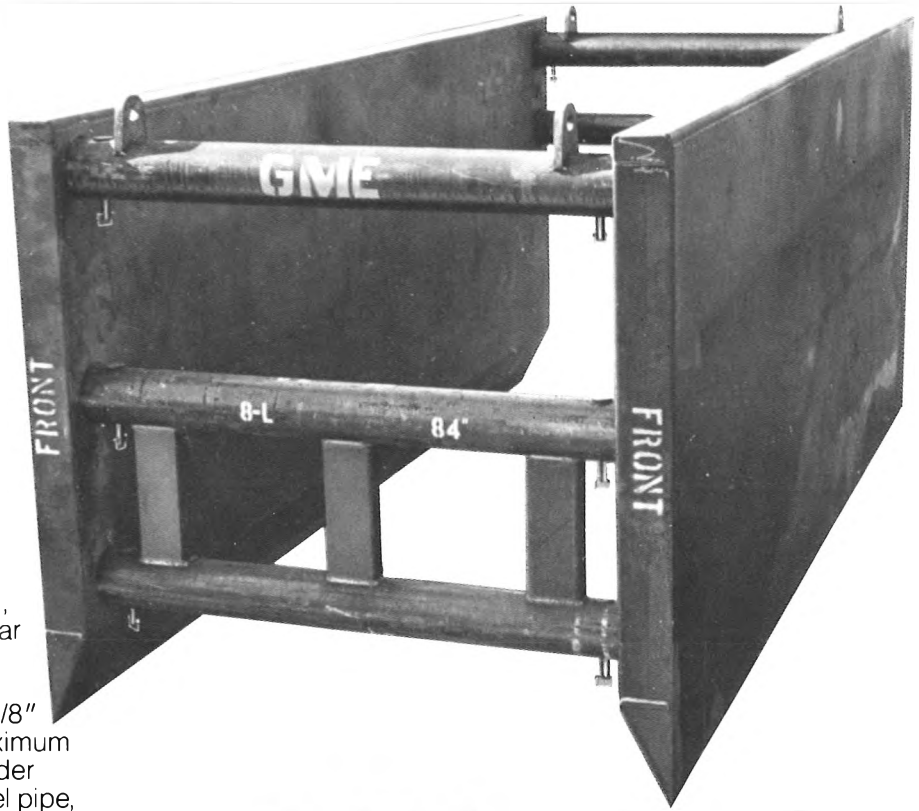
LD Series Trench Shields

8-inch walls

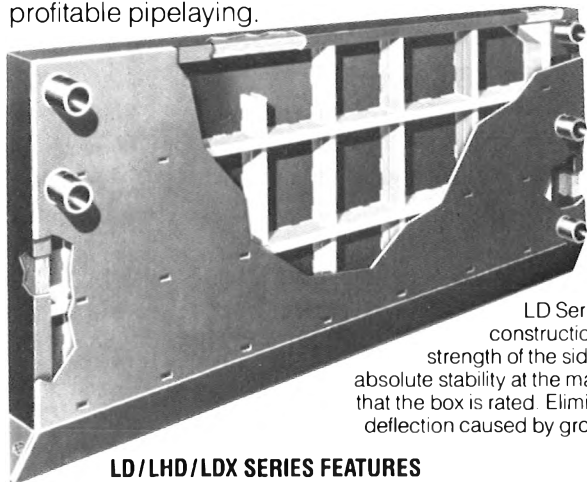
The LD Series Double-Wall Trench Shields, are engineered to the realities of profitable pipelaying. They incorporate the patented “production tool” features of non-rigid design, full length hardwood inserts, and unitized collar assemblies. The LD Series is built for going deep, moving fast, and making money.

Sidewalls of our standard LD Series are 8-3/8” thick, constructed of high tensile steel for maximum strength and minimum weight. Tubular spreader sets are tough, 8” diameter, Schedule 80 steel pipe, precision cut to assure interchangeability. Ten rugged steel holding pins, with keepers, complete the assembly — no nuts and bolts, wrenches, welders or mechanics.

The LD Series includes standard units with a full range of features and benefits. For those jobs requiring extra depths in hydrostatic conditions, contractors usually choose the LHD Series trench shield, which offers an extra margin of durability and depth capabilities. For those jobs where extra long pipe is being laid, the LDX may be the only proper choice for going deep in poor soil conditions. Whatever the job or depth, GME manufactures and certifies the right shield — all utilizing non-rigid design and modular spreader concept for fast, safe, and profitable pipelaying.



Specifications subject to change without notice.



LD Series doublewall construction *doubles* the strength of the sidewall, assures absolute stability at the maximum depth that the box is rated. Eliminates sidewall deflection caused by ground pressure.

LD/LHD/LDX SERIES FEATURES

- Patented non-rigid design
- Patented full length hardwood inserts
- Patented manganese alloy cutting edge
- Patented forged corner inserts
- High tensile steel throughout
- Unitized collar assemblies
- Honey-comb inner structure
- Clear-view front spreader
- Recessed lifting lugs (LD and LHD)
- Painted

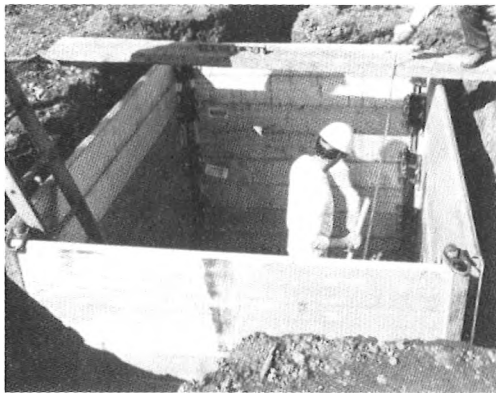
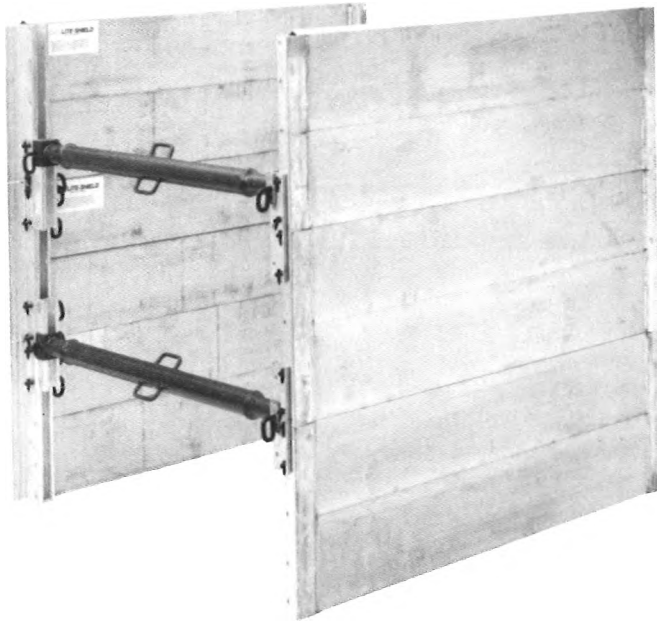
LD Series Trench Shield Sidewalls: sets of two					
Model	Size		Pipe Clearance "C"	Weight Lbs	Safe Work Depth Range* (ft.)
	"H"	"L"			
LD616	6'	16'	41"	6,845	52-20
LD620	6'	20'	41"	8,261	34-13
LD624	6'	24'	41"	9,678	24- 9
LD816	8'	16'	65"	8,732	47-18
LD820	8'	20'	65"	10,581	35-15
LD824	8'	24'	65"	12,379	25-11
LD1016	10'	16'	86"	12,593	40-16
LD1020	10'	20'	86"	15,164	35-15
LD1024	10'	24'	86"	17,825	25-12

Standard sizes shown; special sizes on request.

* This range is based on an equivalent fluid pressure of 30 lbs. per square foot and 80 lbs. per square foot, per foot of depth. Consult certification charts for additional information. Surcharge loading included in safe working depth.

Spreader Sets: includes all attaching hardware														
	Model	L24	L30	L36	L42	L48	L60	L72	L84	L96	L108	L120	L132	L144
	Inside Width	24"	30"	36"	42"	48"	60"	72"	84"	96"	108"	120"	132"	144"
For 6' & 8' LD Series	Wt. (lbs.)	486	600	748	845	990	1,327	1,545	1,762	1,860	2,197	2,415	2,688	2,906
For 10' LD Series	Wt. (lbs.)	710	920	930	1,050	1,330	1,510	1,730	1,980	2,480	2,730	2,960	3,230	3,505

Lite Shield



The Lite-Shield from GME is unlike any other shoring available in the country. Used extensively in Europe and Japan — the GME Lite-Shield provides municipalities, plumbers, mechanical contractors, and telephone, gas, and electric utility companies a unique yet versatile shoring system. Light aluminum panels can be carried in a pickup truck for ease of transportation. Job-site assembly is quick with the special gravity activated pins. Frequently two men can build the system and when desired, the panels can be connected to build your own trench shield. Mechanical screw jacks provide variable adjustments. A full set of accessories provide each user with several alternative shoring or shielding options. Great for emergency work, service and maintenance, and general purpose shoring. Only from GME.

LITE-SHIELD FEATURES

- Constructed of high-strength, low-weight aluminum
- Easy to handle; easily transportable in pick-up truck
- Can be used as a soil support system or shield system
- No rusting, for longer service life
- Modular construction assures quick and easy manual loading, unloading and assembly

IDEAL FOR:

- Emergency work
- Servicing lines (water, sewer, etc.)
- General purpose municipal shoring

Lite -Shield Panels				
Model	Height "H"	Length "L"	Width "W"	Weight Lbs.
LSP 10	20"	117"	2"	89
LSP 7	20"	78"	2"	62
LSP 5	20"	54"	2"	47

†Lite -Shield Struts		
Model	Outside Excavation	Weight (Lbs.)
LSS-1	24" - 32"	16
LSS-2	32" - 48"	20
LSS-3	51" - 86"	26

* Panel Connectors: includes necessary pins		
Model	Length	Weight (Lbs.)
PC-11	11" (Connects 2 Panels)	6
PC-60	60" (Connects up to 3 Panels)	14

Model	Weight (Lbs.)
Lifting Eyes (4/set) LE (6600 lb. capacity)	28
Manhole Connectors (4/set) MHC	44
Square Pins with retainer clip	1/2

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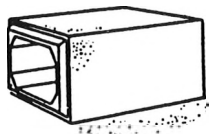
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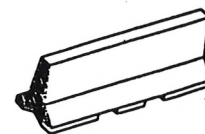
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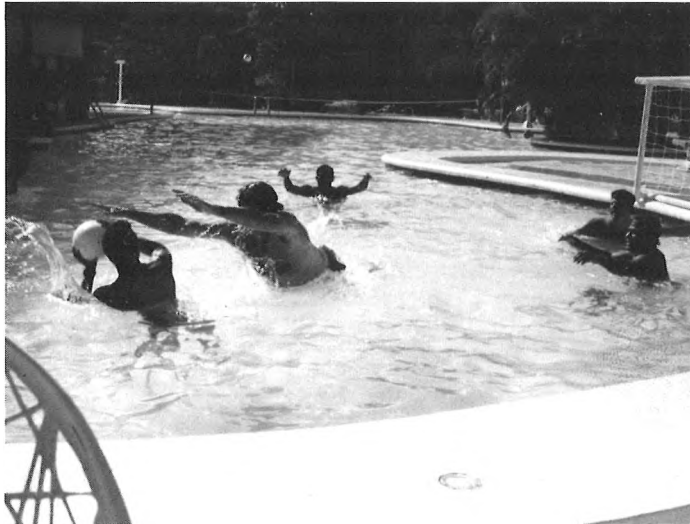
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1990 MBTA Winter Trip A Success

The 1990 MBTA Winter Trip took 45 members, family and friends to Puerto Plata in the Dominican Republic. The trip from Boston, is an annual event sponsored by the MBTA. The group stayed at two hotels in the Playa Dorada section of Puerto Plata directly on the beach.



The MBTA All-Star traveling water polo team engaged in some international competition. After a fast start the MBTA All-Stars were beaten 15-12 by a local team (hotel staff!).

The trip included round trip air fare (nonstop) from Boston, 7 nights accommodations, airport transfers and all taxes and tips for \$799! Definitely one of the best priced vacations in the Caribbean.

Also included was a "get-acquainted" cocktail hour co-sponsored by Chadwick-BaRoss and the MBTA.

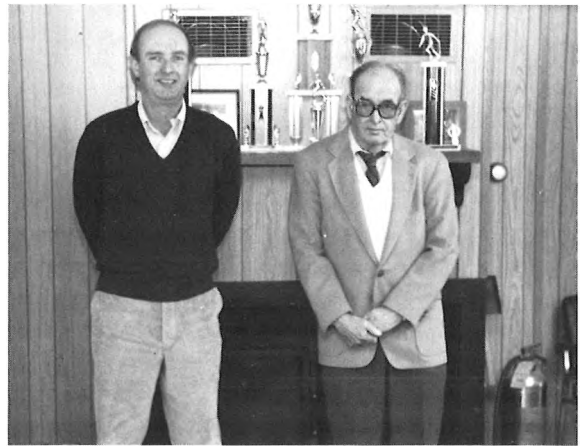
More pictures can be found on page 34.

The MBTA will announce the 1991 trip very soon. Under consideration are the islands of Curacao, Aruba and Puerto Rico or possibly a Caribbean cruise. Watch for details and plan to join us next winter!

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Next Maine Trails issue:
Focus on the Economy
and the Environment.

We'll look at Maine's economy and environmental issues like wetlands, etc. . . . Be sure to advertise.



N.A. Burkitt's Skip Graham (left) and Otis Graham

Focus on the Members N.A. Burkitt

N.A. Burkitt, located in Scarborough, is one of Maine's oldest construction equipment dealer. The company was founded in 1947 by the late Norman A. Burkitt and was located on Route 1 in Scarborough.

In 1948, Otis Graham came into the business to run the office and parts department. Graham now remains as President of the company and is assisted by his son, Skip.

Originally the company carried two lines — Pioneer crushing equipment (which remains today) and Worthington construction equipment (which included air compressors and drills). The company began during the heyday of the Maine Turnpike building and used its location as an advantage during the construction.

The company gradually added additional lines of construction related equipment — trucks, road equipment, cranes and shovels — until the late 60's when it entered the logging equipment business. The Pettibone line of logging equipment, with the first rubber-tired wood skidder, helped Burkitt enter a new market.

In 1972, the company moved to its present location on 65 Pleasant Hill Road in Scarborough. The company has grown considerably over the years, while experiencing the ups and downs of the construction economy, now carries a full line of construction equipment with over 17 manufacturers covering everything from conveyors to asphalt pavers and rollers. The rentals, and parts at its location in Scarborough.

The Graham's have been active supporters of the MBTA, and its predecessor the Maine Good Roads Association.

In Memoriam

The MBTA sends its condolences to the family of Carmelita M. Faulkner who died March 8, 1990 at St. Joseph's Hospital in Bangor. Mrs. Faulkner was secretary to the executive director of the Maine Good Roads Association for 15 years from 1964-1979 before retiring.

Memorial donations may be made to the radiology department of either Eastern Maine Medical Center or St. Joseph's Hospital, Bangor 04401.

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of service to small towns.

Plan II of the \$700 million rehab of **Chicago's Dan Ryan Expressway** has been completed. The project was completed 30 days ahead of schedule earning the contractor \$3.7 million in bonuses. The project is the largest ever undertaken by the Illinois DOT includes pier and deck replacement of a two-mile section of the eight lane expressway.

The **Ku Klux Klan's** request to participate in North Carolina's Adopt A Highway program was denied by Transportation Secretary, James E. Harrington. The Adopt A Highway program involves 5,000 volunteer groups working to clean-up North Carolina's roadsides.

It was felt the Klan's participation would jeopardize the program.

From the USDOT

A **nine-month study** conducted by the federal government concluded that air travelers now receive more service to more cities and at a lower cost as a result of changes brought about under the 1978 airline deregulation.

The report did point out pockets of problems, such as increased airport congestion at hub and spoke operations, and higher fares for passengers traveling to and from some highly concentrated hub airports.

Secretary of Transportation Samuel K. Skinner has released a report to Congress on Intelligent Vehicle-Highway Systems (IVHS), often referred to as "smart cars" and "smart highways."

The report concludes that the use of IVHS technologies that integrate the vehicle, the driver and the highway through electronic warning and vehicle/traffic control systems has the potential to reduce congestion, promote safety and improve personal mobility.

According to the Secretary, the use of these technologies requires parallel development in both the highway infrastructure and the vehicle in order to be successful and this will require the active participation of private industry, state and local government, and university research.

The DOT has launched a 12 month survey of the nation's travel patterns. The random survey of 18,000 households across the country will provide information for linking the characteristics of households with their travel by all modes of transportation.

In and Around Washington

USDOT Secretary Samuel Skinner has asked Congress to enact legislation that would allow the department's **Urban Mass Transportation Administration** to reinstate its drug testing program for mass transit industry and employees.

A major U.S. policy group, the **Atlantic Council of the United States** has recommended that the federal user fees levied on fuels used for transportation be increased 50 cents per gallon to finance transportation improvements and environmental clean-up efforts.

House Majority Leader Richard Gephardt (D-Mo.) and Minority Whip Newt Gingrich (R-Ga.) have told the **House**

Public Works and Transportation Committee that they support removing the Social Security Trust Fund from federal budget calculations. They also said they would like to see the transportation trust funds taken from the budget calculation.

House Speaker Thomas Foley (D-Wash.) reiterated his support for a **gasoline user fee increase** dedicated to infrastructure improvement. He called the administration's proposed new National Transportation Policy a "prescription for further decline of the infrastructure."

The **U.S. Treasury Department** reported recently on the status of the "checkbook balances" in the various transportation trust funds. The "checkbook balances" as of December 31, 1989 were:

Highway	\$10.248 billion
Mass Transit	6.44 billion
Airport & Airways	14.00 billion

Federal Reserve Board Chairman Alan Greenspan reiterated his support for increasing the gasoline user fees, saying the "sole" revenue raiser he would support would be a gasoline fee.

Secretary Skinner Visits Maine

USDOT Secretary Samuel K. Skinner visited Maine in March attending the spring meeting of the Coalition of Northeastern Governors.

The governors, meeting in York, held a news conference where Skinner said high-speed rail service in the Northeast might ease congestion at some of the region's busy airports. He cautioned that it is far too early to talk of any specific plans on the advent of rail service.

Maine Governor John R. McKernan said that by July, Maine will complete its study of the feasibility of Portland to Boston rail service.

"The real question for us is, what will the subsidy level be," he said. "It depends on the economics."

Some governors had been critical earlier in the month when Skinner unveiled the administration's National Transportation Policy, but they refrained from repeating any criticism during Skinner's visit to Maine.

Those joining Gov. McKernan in York were New Hampshire Gov. Judd Gregg, New Jersey Gov. James Florio, Gov. William O'Neill of Connecticut, and Gov. Michael Dukakis of Massachusetts.

MTA Contributes to State's Transportation

"The Maine Turnpike Authority contributes a larger percentage of its annual budget to state transportation needs than any other authority in the country," Paul Violette, Executive Director of the Authority, told a South Portland Kiwanis Club on January 26th.

"In 1989 the Turnpike contributed \$8.7 million to the State Department of Transportation (MDOT) for roads, bridges and other forms of transportation," said Violette. "In addition, we paid \$1.7 million to the State of Maine to cover the costs of the Maine State Police (Troop G) patrolling the Turnpike.

The State's general fund also received over \$955,000 in fees and fines generated by Troop G of the Maine State Police."

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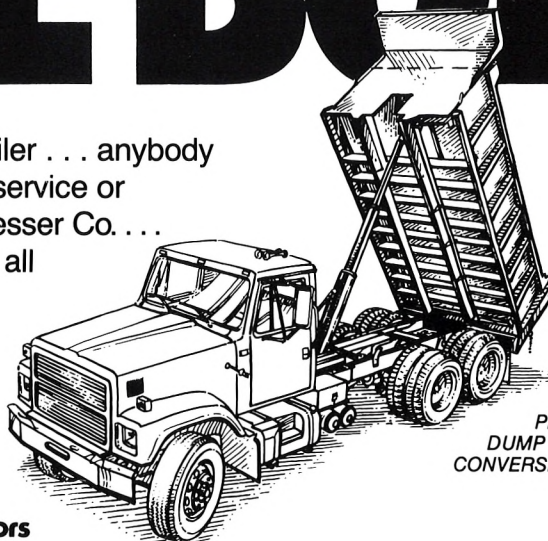
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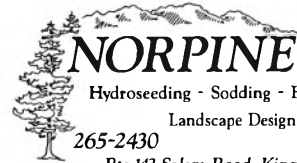


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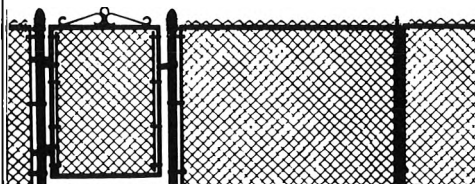
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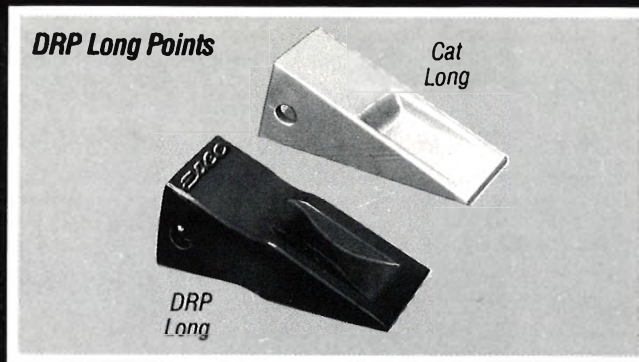
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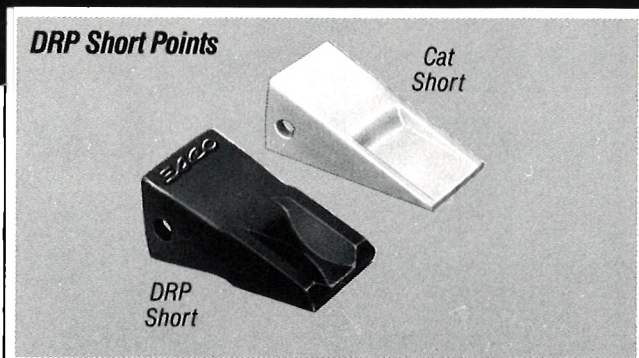
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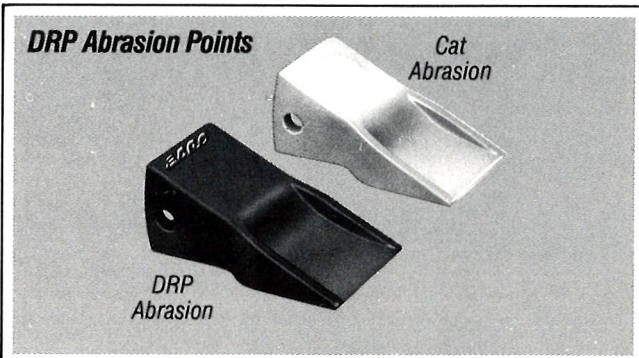
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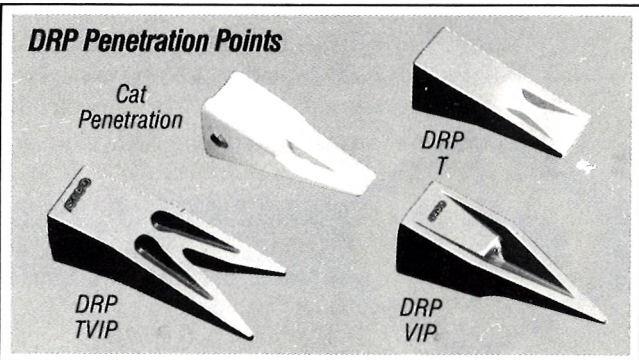
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