

**TESTIMONY OF SUSAN MORRISON  
IN FAVOR OF LD 1804**

**An Act Concerning Funding and Oversight of Transportation Matters  
Joint Standing Committee on Transportation**

**Tuesday, May 6, 2025**

Senator Nangle, Representative Crafts and members of the Joint Standing Committee on Transportation, I appreciate your time in serving on this committee and your consideration of my testimony on LD 1804, An Act Concerning Funding and Oversight of Transportation Matters.

My name is Susan Morrison, I am a resident of Scarborough, the Assistant Treasurer, Contract/Benefits Administrator and owner of CPM Constructors. Founded in 1985 by my father, CPM Constructors is a family-owned general contractor employing more than 100 people across Maine. Our business focuses on bridge, pile driving, railroad, historic rehabilitation and marine construction work. Our clients include state departments of transportation (Maine DOT), turnpike authorities, municipalities, railroads, utilities, boatyards and other private entities.

**I support LD 1804 because it provides stable, long-term funding for Maine's transportation infrastructure and workforce.**

I have had conversations with Maine Legislators recently who were surprised to learn Maine DOT funding does not only cover the cost of materials for infrastructure repairs, but also the development and support of the workforce needed to deliver those projects. This includes safety programs, technical training, continuing education, and efforts to build skills among both new hires and an aging workforce. This funding also supports competitive benefits that help retain talent in a field facing growing labor shortages.

Consistent, reliable funding is essential—not just to keep projects moving, but to ensure that the people and systems behind the work are supported, prepared, and sustainable for the long term. A lack of consistent funding is detrimental because it creates uncertainty in planning, disrupts workforce development efforts, and hinders our ability to invest in the long-term safety, reliability, and resilience of Maine's infrastructure.

The lack of consistency, whether it be by tying funding to bond questions, or having funding managed by different committees in the legislature, creates uncertainty in the market. Our business, and many other businesses in Maine like us, spend a good deal of time and money investing in our workforce, training workers in skills and safety and supporting programs at the community college and University of Maine systems. Additionally, we invest in equipment and technology to deliver the best infrastructure projects to the taxpayers of Maine. This uncertainty creates higher bid prices and delays these investments in our workforce, equipment and technology.

Additionally, as a company directly involved in road and bridge construction, we see firsthand the impact of underfunded infrastructure. Deferred maintenance and delayed projects compromise public safety and increase the long-term cost to taxpayers. I am sure members of this committee have heard from a constituent at some time or another complaining about the conditions of a road in your district.

By entrusting oversight of the Highway Fund to this committee—whose members understand the challenges firsthand and recognize that infrastructure is fundamental to Maine's economic strength—and by dedicating a consistent revenue stream to transportation, the state can establish a more stable, reliable foundation for long-term planning.

The Maine Department of Transportation has done an exceptional job adapting to fluctuating funding levels year after year. But with more stable and predictable funding, MaineDOT will be better positioned to collaborate with the construction industry to deliver safer, more efficient, and more cost-effective improvements to our aging infrastructure.

I urge the committee to vote in favor of LD 1804 to ensure Maine's infrastructure and workforce are equipped to meet today's demands—and tomorrow's.

Thank you for your time and attention.