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May 1, 2025

Senator Nangle, Representative Crafts, and the Joint Standing Committee on  
Transportation

Re: Support of LD 1549, An Amendment to the Constitution of Maine Regarding the Use  
and Oversight of Transportation-related Revenues

For too long all taxpayers, whether they use the roads or not, pay for the roads.

For too long the focus has been on building and then rebuilding the roads. Widening existing roads needs to be studied closely. The recent John T. Gorman Foundation showed that 40,000 Maine households do not own a car. Public transportation is meeting just 11% of the need, and at the same time transit users are primarily people in their most economically active years of their lives. Prohibitive costs of housing, with the \$12,000 a year to operate a car leaves many families with little left to cut.

This bill's focus would seem to have two major aspects. The first is for this committee to take a more active role in ensuring that transportation reflects the needs of all citizens, which is a huge responsibility requiring a great deal of due diligence and accepting that decisions be based on facts and non-flawed non-factual statements.

Secondly transit funding must be reflective not of cars, but rather focused on transporting people. The research is clear, widening roads for easing congestion only results in induced demand which means more traffic and does not solve the congestion nor give alternatives to driving.

Maine DOT works hard maintaining our roads, but at a cost that is not sustainable. We need to try something new. Public transit with active transit is better for our health, our economy and our communities.

Sincerely,

Peter Cole, President  
Maine Rail Group  
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