

# Summary Of Comments Heard During Transportation Working Group Stakeholder Meetings

May 2020

## Marine Stakeholders Meeting (5/21/20)

- Group that gathered, and that also included the Coastal and Marine Working Group, agreed that we should convene as stakeholders again once this summer and potentially a couple times year to continue GHG emission reduction discussions; as an industry, there's a lot going on, but we haven't done a good job about informing each other or others
- While marine emissions are small comparatively, they are still part of the total mitigation picture - and marine adaptation and resiliency are also important
- Specific efforts/interests mentioned:
  - Casco Bay Ferries talked about building upcoming all-electric ferry; discussions with CMP about peak demand charge rates
  - Casco Bay – use 80-20 biodiesel mix on ferries
  - Maine State Ferry presented their plan for their ferries including plans for a hybrid and an electric ferry
  - Cruise industry spoke about what they're doing to cut emissions
  - The Maine Port Authority mentioned the most efficient way to move a ton of freight is on water
  - All groups looking at the issue of GHG emissions
  - Coast Guard and Maine International Trade Center were absent and would be good to engage further in future discussions
  - Cruise Canada is having similar conversations about emissions reductions

## Urban/Suburban Stakeholders Meeting (5/26/20)

- Funding/Infrastructure & Incentives:
  - Vast majority of road infrastructure is paid for and carried locally – using a partnership lens to address funding needs is the most helpful
  - There needs to be a shift in funding; spend less on roads and bridges and more on public transit and sidewalks. Concern about number of miles of roads that need to be maintained.
  - Concern that the out of state traveler's emissions are not being captured like the in-state travelers. Out-of-State drivers should pay part of any financial fee.
  - Interest in adaptation assessments that help prioritize regional planning and infrastructure assessments
  - Prioritize public fleets and low income residents for electric vehicle incentives
  - Encourage joint municipal partnerships, with help from the state, to look at adaptation needs
  - Look at vehicle miles traveled fees
- Bicycle/Pedestrian/Transit:
  - Encourage biking and walking; explore education and marketing to promote biking and walking
  - Municipal ADA Transition Plans could be helpful for prioritization of improvements to things like the sidewalk network
  - Complete streets could be a mandate: DOT and town should be mandated to use complete streets in projects.
  - Recommend education in trucking industry and municipal staff – via Commercial Driver's License training, community college trades education and high school vocational ed.
  - Public education should include training for how to ride a bike

- Telework/Teleservices/Broadband:
  - Remote meetings should continue to take place: public meetings required to meet in-person (by law) should be enabled to be virtual long-term
  - Expand broadband to remote communities that are currently without; would promote telework and expand bring a different economy into sections of Maine that don't have alternatives
- Lowering Internal Combustion Engine Emissions: extend emissions testing for entire state.

### **Rural Stakeholders Meeting (5/28/20)**

- Echoing concern that strategies seemed too focused on urban solutions, which would not work the same way in rural communities
- At the same time, input that:
  - Smart growth can be done in rural areas; education is needed for municipal leaders
  - People still walk and bike in rural areas and need support for bicycling and pedestrian options
- Strong support for broadband/telework/teleservices:
  - Support for telecommuting and broadband to encourage economic development
  - COVID-19 has demonstrated local workers who normally travel significant distances to work are now able to work from home and contribute more to their hometowns
  - Broadband would enable and encourage young workers to move back to Maine to telecommute
  - Equity/Economic concerns/EVs: Overall concern about funding mechanisms, acknowledge today's economic situation
  - Solutions need to be affordable with least cost options in the short term
  - Vehicle miles traveled has disproportionate penalty for rural groups Lower income people should receive a greater incentive on electric vehicles Concern that widespread electric vehicle use will increase electricity prices and have a disproportionate impact on low incomes areas
- Carpooling & Transit:
  - Interest from some in expanding carpooling in rural areas but a concern raised about GO MAINE Trip Planner and the notion that some unregistered and unsupervised individuals could offer rides to vulnerable individuals
  - Right size public transit for the areas you serve; different modes for different needs;
  - Sometimes it's not enough to offer a ride, elderly can't always walk from a carpool or bus stop or carry their bags
  - Bring back Gateway 1 (approach to planning land use management and alternate transportation options along a corridor of mid-coast route 1) and recommend similar corridor planning efforts, not just crossroads/village area planning
- Transportation & Climate Initiative (TCI):
  - Divided policy support on TCI
  - Question arose around tracking of cars in a cap and trade initiative; confirmed vehicles are not tracked