Transportation Working Group (TWG)
Proposed Recommendations and Actions
DRAFT / For discussion only
Updated 5/20/24

Proposed recommendations resulting from TWG WG discussions to date:

RECOMMENDATION	ACTIONS	IMPLEMENTATION DETAILS
Accelerate Maine's Transition to Light-Duty Electric Vehicles including Plug-in Hybrid Vehicles	Over the next four years, significantly extend Maine's electric vehicle charging network by investing more than $42M in new DC Fast Chargers and Level 2 chargers, including in more than 50 underserved and disadvantaged areas.	• Implement using the following funding sources: ○ National Electric Vehicle Infrastructure (NEVI) Formula Funding: $19.3M (total funding with 20% match: $24.1M) ▪ For charging along Designated Alternative Fuel Corridors ○ Charging and Fueling Infrastructure (CFI) discretionary grants: $15M (total funding with 20% match: $18.75M) ▪ Utilize CFI grants for charging near large workplaces, community locations, low-to-moderate (LMI) income households, renters, and multifamily renters, and LMI households in rural areas. ▪ Apply for next round of CFI grant funding when the NOFO is published. ○ Maine Jobs & Recovery Plan (MJRP): $8M (total funding with 20% match: $9.6M). For statewide Level 2 and DC Fast Chargers. ○ New England Clean Energy Connect (NECEC): $10M over 5 years.

		• Identify ways to address barriers to charging in LMI single-family homes. • Encourage employers to install workplace charging to support employees with EVs or those interested in transitioning to an EV, reduce their company's environmental footprint, and utilize off-peak charging. • Identify and share example state and local codes and ordinances (including building codes, NFPA, zoning, ADA, etc.) that remove barriers to EVs and EV charging while maintaining safety, reliability and access; provide model codes as a resource.
	• Decrease the purchase cost of EVs by increasing the EV rebate program by at least X% [to be filled in when modeling is complete], expanding EV rebates for used vehicles, providing a tiered rebate system based on income, expanding the dealer network offering rebates, and enhancing financing options for Low-to-Moderate Income drivers.	<u>EV Rebate Program:</u> • In addition to the tiered rebate system, identify and explore 'niche' opportunities with Commercial, government, law enforcement, or non-profit uses such as contractors' pickup trucks, municipal fleets, shuttle vans, etc. Identify incentives for participants in volunteer driver programs to purchase EVS. • Expand dealer network offering rebates, especially in rural areas and for used vehicles, through education and outreach action. • Reward dealers that successfully promote EVs. <u>Financing Options</u> • Evaluate new financing programs such as loan-loss reserve programs, tax incentives, federal funding opportunities, and "Cash for Clunkers."
	• By 2026, launch new education and awareness campaign(s) for all Maine communities, the dealer network, and employers to significantly accelerate	<u>Education and Awareness Campaigns</u> • *Maine communities*: build off current EMT education and outreach efforts with assistance from regional and local organizations.

	the adoption of electric, hybrid, and plug-in hybrid vehicles statewide.	○ Study consumer attitudes, beliefs, and behaviors through surveys, focus groups, and research to understand attitudes, behaviors, and identify knowledge gaps. Build off national studies on consumer attitudes, but ensure outreach work is Maine-specific. Ensure study includes disadvantaged populations, including low-income drivers. ○ Based on study results, develop tailored campaigns to different types of consumers in different regions of the states and to relevant stakeholders; target specific groups like superusers. ○ Implement campaigns and develop metrics to evaluate the effectiveness of the campaigns and inform future efforts. • *Dealer network*: provide education and training for interested dealers (including used vehicle dealers) to improve dealer knowledge of vehicles and train technicians. ○ include training on service and installation. ○ Provide an overview of how rebates work, including for used vehicles. *Employers*: Partner with employers statewide to educate employees on electric, hybrid, and plug-in hybrid vehicles and incentivize employee adoption of these vehicles. Evaluate whether to use GO MAINE as the vehicle for this effort (education on EVs would expand the scope of GO MAINE) or implement through a separate effort.

	• Advance policy options that support light-duty EV targets to achieve state GHG emissions goals.	• Consider a range of policy options, including utility rate design and make-ready programs.
	• Set targets for light duty EV sales that are consistent with Maine's statutory emissions reductions, including targets for purchases by Low and Moderate Income Households.	<u>Target details</u>: • The Maine Climate Council should set targets once emissions modeling is complete. • Ground targets in modeling and continue to evaluate the predicted impacts of all vehicle types (i.e., EVs, hybrids, and plug-in hybrid vehicles). • Continue to plan for increased electricity demand to support the growth of EVs. Detail on load profiles and locations will inform the implementation of this action.

Reduce Vehicle Miles Traveled	• Increase transit ridership by improving connections and coordination among transit agencies, investing in new and updated infrastructure, making transit easier to use, and supporting transit-oriented development.	• Build upon recommendations in the Maine State Transit Plan as well as future recommendations provided by the Maine Public Transit Advisory Council (PTAC).
		• Recognize and support transit employees as part of the clean energy workforce.
		• *Improve existing infrastructure*: including, but not limited to, shelters, bicycle racks and parking, lighting, displays, sidewalks, first and last mile infrastructure.
		• *Improve connections and coordination*: implement strategies from Maine State Transit Plan and regional transit plans.
		• *Make transit easier to use*
		  ○ Support Maine's transit agencies' transition to General Transit Feed Specification (GTFS) for Flexible Service to provide better data for trip planning applications.
		  ○ Complete an inventory of computer aided dispatch/automatic vehicle

		location and automated fare payment systems currently used by Maine transit agencies and identify challenges and opportunities to advance use of these technologies. ○ Improve transit reliability by expanding operation hours and frequency, as warranted. ● Support transit oriented development ○ Coordinate efforts with the Land Use Committee. ● Pair transit improvements with robust education and outreach.
	● For transportation projects that are predicted to increase GHG emissions, analyze ways to offset increases by investing in modes and/or projects that reduce GHG.	● Offsets would apply to MaineDOT and the Maine Turnpike Authority. ● Modes that reduce VMT include transit, active transportation, and shared commuting.
	● By 2026, expand education and awareness efforts to help all Mainers understand and use transit and active transportation options within and between their communities.	● Conduct research on which populations might be most likely to shift modes to inform education and outreach efforts and maximize results. ● Ensure education and outreach efforts are conducted in all areas of the state, including in underserved areas and for disadvantaged populations. ● Expand on existing education and awareness efforts for priority populations. ● *Transit*: ○ Assist transit providers and GO MAINE in the development and dissemination of customer focused information that provides basic information such as types of public transportation services and the types of vehicles used for

		transport (e.g., buses, vans, etc.); service areas; schedules; eligibility; fares; and trip planning, booking, and payment options. Include direct outreach to and engagement with businesses, group living facilities, human service agencies, job training centers, community groups, educational institutions, and other similar groups. ○ Work with school districts statewide to develop and deliver education and outreach materials focused on the environmental benefits of transit, including school bus ridership. • *Active Transportation*: build upon current education and outreach efforts and work with AT advocacy organizations and other stakeholders to offer safety education for children and youth programs, drivers, bicyclists, pedestrians, and other modal users, with a focus on vulnerable users. Include opportunities to learn about mode shift. • For both campaigns, use past surveys and assessments (or build upon them, as necessary) to develop tailored campaigns to transportation system users in different regions of the states and to relevant stakeholders. • Ensure campaigns include information on the economic implications of transit and active transportation, including cost savings to families (especially if these modes are used for commuting), economic benefits for companies,

		and overall economic growth opportunities at the community, regional, and state level.
	• Launch innovative transit pilot projects in urban and rural areas to improve and expand transit, including new intercity bus routes and regional pilots to improve coordination between state agency transportation services.	• *Workforce Transportation Pilot*: pursue funding to continue supporting the delivery and assessment of Workforce Transportation Pilot-funding projects, which provide funding for innovative solutions to address transportation challenges for current and potential workers, with an emphasis on environmentally friendly approaches. To date, MaineDOT has awarded 14 grantees throughout the state, with grants ranging from $41,600 to $750,000. • *Improve Coordination between State Agencies*: MaineDOT and DHHS will explore implementation of a regional pilot project to improve coordination between MaineDOT and DHHS transportation services. • *Intercity Routes*: implement the $4M Lewiston/Auburn-Portland Commuter Bus Pilot and explore other potential connections. • *Rapid Transit*: continue working with PACTS and municipalities to complete further planning and design efforts related to the Gorham-Westbrook-Portland Rapid Transit Study. • Identify potential micro-transit pilots in areas not served by buses or with limited bus service. • Assess and implement pilot projects recommended through national research and analysis and/or awarded through grant programs; explore scaling up and/or permanently establishing successful pilots. • Use the Maine State Transit Plan, University of Maine research on rural transit, and the

		Workforce Transportation Pilot Program as a starting point for pilot identification.
	● By 2030, expand safe active transportation (AT) options by improving AT in at least 10 villages and downtowns, paving at least 75 miles of shoulder along highways, principally in rural areas, and developing a pipeline for high priority AT trail development that builds at least 10 miles of high priority off-road trails, as supported through special federal funding.	<u>Downtown and Villages</u> ● MaineDOT Village Partnership Initiative (VPI) will support AT improvements in villages and downtowns, with $12M per year included in MaineDOT's Work Plan for 2025 and 2026. ● Proactively apply for federal discretionary funding, including the USDOT Reconnecting Communities discretionary grant program, to secure the funding needed to implement these transformative investments. ● Investments will be supported by MaineDOT's Complete Streets Policy, which will be updated by the end of 2024. ● Implement and assess the impact of the "Speed Limit and Roadway Context Report." The goal of this effort is to encourage voluntary speed compliance to make vulnerable users safer. This report will be utilized by MaineDOT moving forward to set and recommend speed limits for roads based on their context. <u>Paving Shoulders</u> ● MaineDOT will implement shoulder paving on principally rural roads with a target of 15-20 miles per year. ● Assess roads for bike infrastructure and traffic calming during striping work. <u>AT Trails</u> • Develop a list of High Priority AT trails, reviewing work that has already been done through the Active Transportation Plan. • Explore opportunities to leverage federal Carbon Reduction Program and Congestion

		Mitigation and Air Quality funding, as well as pursue discretionary federal spending opportunities. <u>Other</u> • Continue working with the recently revitalized Active Transportation Advisory Council (ATAC) to discuss relevant bicycle/pedestrian efforts and priorities; use the ATAC to follow the implementation of the Statewide Active Transportation Plan. • Encourage employers to have incentive programs for transit/AT commuting.
	• Launch AT partnerships and pilot programs, including a demonstration pilot program to improve safety prior to permanent modifications and e-bike pilot programs for underserved and disadvantaged individuals.	• AT partnerships and pilot programs were identified in the Maine State Active Transportation Plan to be rolled out in the 2025-2027 Three-Year Work Plan. • Explore new partnership initiative to improve safety for bicyclists and pedestrians. • Implement and evaluate an e-bike program partnership between MaineDOT and Maine DOL for underserved individuals seeking transportation for employment and healthcare purposes. • Continue to support E-bike programs to give people opportunities to try a bike through community or work events and through library share programs. • Expand e-bike rebate program to include an individual rebate for low- and moderate-income residents [for discussion]
	• Increase shared commuting by expanding participation in the GO MAINE program and supporting other local shared commuter programs.	• Continue to support and expand participation in GO MAINE, including expanding partnerships with businesses and other stakeholders. From the relaunch in April 2022 to the end of April

		2024, GO MAINE achieved reductions of 4.4M vehicle miles traveled; 2,883 tons of CO2; 210,519 trips; and 172,699 gallons of gas. • Incorporate GTSF Flex into GO MAINE trip planner. Employer incentives for carpooling Integrate transit routes with Park and Rides [for discussion]
	• Over the next four years, conduct research that addresses data gaps in understanding the VMT and GHG impacts of strategies of interest.	• A cross-cutting group will follow this research as well as the implementation of the MaineDOT Family of Plans to ensure the two efforts are woven together and inform future MWW actions.
	• Develop targets related to increased use of transit, active transportation, and shared commuting that are consistent with Maine's statutory emissions reduction goals.	• The Maine Climate Council should set these targets once emissions modeling is complete.
Accelerate Maine's Adoption of Zero-Emission Medium- and Heavy-Duty Vehicles	• Invest in and demonstrate the viability of electric bus fleets in Maine with support from federal discretionary grants; explore plug-in electric-hybrid ferry options for future ferry replacements in the Maine State Ferry Service fleet as well as other regional and local ferry fleets.	• Bus fleets include public transportation buses and school buses. • Implement fleet transition analyses and plans for transitioning eight transit agency fleets to electric or hybrid vehicles. • Finalize transition plans for another four transit agencies. • Apply annually for FTA Low or No Emissions vehicle discretionary grant funding for hybrid and electric vehicles and associated chargers and infrastructure. In April 2024, MaineDOT applied on behalf of four transit agencies for a total of 14 hybrid electric vehicles and associated chargers and infrastructure. • Pending potential award of federal discretionary grant funding, implement the Acadia Clean Bus Initiative, which will provide

		funding for the purchase of 23 electric buses and associated chargers and infrastructure. • By 2027, replace the Margaret Chase Smith ferry with a plug-in electric-hybrid ferry.
	• Over the next four years, support demonstration and pilot applications of MHD ZEV technology to showcase performance, reliability, and cost effectiveness and increase awareness and adoption of clean trucks and buses.	• Initially prioritize demonstrations best suited for the technology. • Implement the vehicle-to-grid pilot established through LD122.

	• Over the next four years, launch fleet advisory services and technical assistance to help medium- and heavy-duty vehicle fleets prepare for electrification.	• Fleet Advisory Services might include:
		  ○ Providing fleets with a detailed and personalized plan for electrification.
		  ○ Pairing businesses and nonprofits with a technical consultant who will analyze fleets and prepare a tailored electrification plan.
		  ○ Education and assistance on MDHD charging.
		• Ensure services are flexible to keep pace with this evolving field.
		• Assess opportunities to work with community development financial institutions familiar with small businesses.

	• Advance policy options, including consideration of utility and vehicle regulatory approaches, and develop a new MHD ZEV incentive program, to help accelerate the adoption of zero-emission medium- and heavy-duty vehicles.	• Explore and identify vehicle and infrastructure incentives as recommendations from the Medium- and Heavy-Duty Roadmap become clearer. • To support this action, explore utility rate design and make-ready programs as recommendations from the Roadmap become clearer. Proactively work with utilities. • Evaluate demand management for MDHD vehicles through the MDHD Roadmap and the Northeast Freight Chargers Corridor Plan.

	• Adopt recommendations from the Medium- and Heavy-Duty Roadmap.	• Adopt recommendations from the Medium- and Heavy-Duty Roadmap as they become clearer. The Roadmap will be completed at the end of 2024.