

Transportation Working Group (TWG)

Proposed Recommendations and Actions

DRAFT / For discussion only

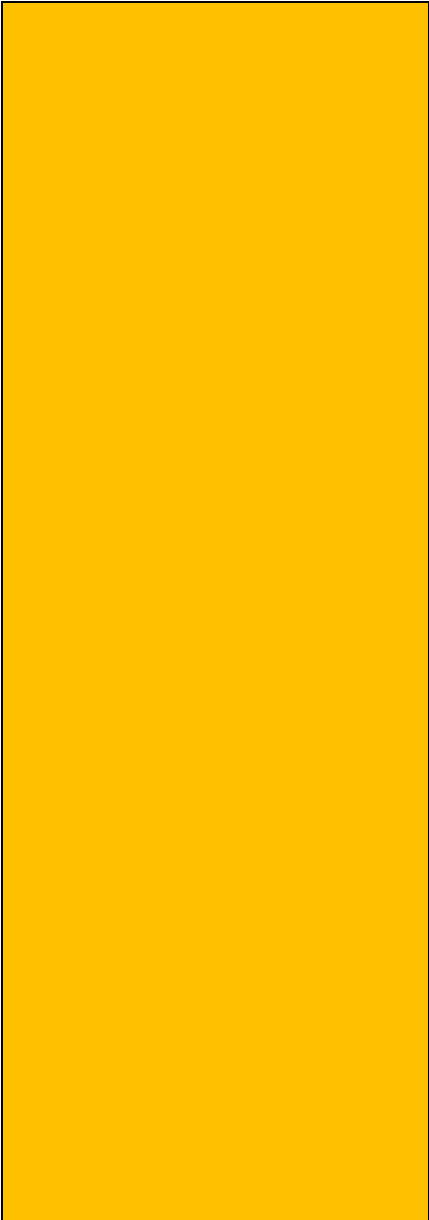
Updated 5/06/24

Proposed recommendations resulting from TWG WG discussions to date:

RECOMMENDATION	ACTIONS	IMPLEMENTATION DETAILS
<p>Accelerate Maine’s Transition to Light-Duty Electric Vehicles</p>	<p>Over the next four years, significantly extend Maine’s electric vehicle charging network by investing more than \$42M in new public highspeed and Level 2 chargers, including in more than 50 underserved and disadvantaged areas.</p>	<ul style="list-style-type: none"> • Implement using the following funding sources: <ul style="list-style-type: none"> ○ NEVI Formula Funding: \$19M (total funding with 20% match: \$22.8M) <ul style="list-style-type: none"> ▪ For charging along Designated Alternative Fuel Corridors ○ CFI discretionary grants: \$15M (total funding with 20% match: \$18M) <ul style="list-style-type: none"> ▪ Utilize CFI grants for charging among 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. ▪ MJRP: \$8M (total funding with 20% match: \$9.6M). For statewide Level 2 and Level 3 charging. • Review state and local codes and ordinances (including building codes, NFPA, zoning, ADA, etc.) to remove barriers to EVs and EV charging while maintaining safety, reliability and access; provide model codes as a resource.

	<ul style="list-style-type: none"> Decrease the purchase cost of EVs by increasing the EV rebate program by at least X% [to be filled in when modeling is complete], providing a tiered rebate system based on income, expanding the dealer network offering rebates, and enhancing financing options for LMI drivers. 	<p><u>EV Rebate Program:</u></p> <ul style="list-style-type: none"> In addition to the tiered rebate system, explore ‘niche’ opportunities with Commercial, government, or NGO uses such as contractors’ pickup trucks, municipal fleets, shuttle vans, etc. Expand dealer network offering rebates, especially in rural areas and for used vehicles, through education and outreach action. <p><u>Financing Options</u> Evaluate new financing programs like loan-loss reserve programs, tax incentives, federal funding opportunities, and “Cash for Clunkers.”</p>
	<ul style="list-style-type: none"> By 2026, launch new education and awareness campaign(s) for all Maine communities, the dealer network, and employers to significantly accelerate the adoption of electric, hybrid, and plug-in hybrid vehicles statewide. 	<p><u>Education and Awareness Campaigns</u></p> <ul style="list-style-type: none"> <i>Maine communities:</i> build off current EMT education and outreach efforts with assistance from regional and local organizations. <ul style="list-style-type: none"> Study consumer attitudes, beliefs, and behaviors through surveys, focus groups, and research to understand attitudes, behaviors, and identify knowledge gaps. 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.

		<ul style="list-style-type: none"> • <i>Dealer network</i>: provide education and training for interested dealers (including used vehicle dealers) to improve dealer knowledge of vehicles and train technicians. <ul style="list-style-type: none"> ○ include training on service, installation, and maintenance of EV chargers. ○ Provide an overview of how rebates work, including for used vehicles. <p><i>Employers</i>: 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.</p>
	<ul style="list-style-type: none"> • Advance policy options that support light-duty EV targets to achieve state GHG emissions goals. 	<ul style="list-style-type: none"> • Although ACC II wasn't adopted, keep exploring policy options.
	<ul style="list-style-type: none"> • PUT GUIDANCE ON TARGETS HERE FOR light-duty EVs – TBD 	<p><u>Target details</u>:</p> <ul style="list-style-type: none"> • Targets will be reviewed once modeling is complete. • 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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Build upon recommendations included in the Maine State Transit Plan, including options to improve public transit in the areas identified by the Maine State Transit Plan. • <i>Improve existing infrastructure</i>: including, but not limited to, shelters, bicycle racks and parking, lighting, displays, sidewalks, first and last mile infrastructure.

		<ul style="list-style-type: none"> ● <i>Improve connections and coordination:</i> implement strategies from Maine State Transit Plan and regional transit plans. ● <i>Make transit easier to use</i> <ul style="list-style-type: none"> ○ Support Maine’s transit agencies’ transition to GTSF Flex 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. ● Support transit oriented development <ul style="list-style-type: none"> ○ Coordinate efforts with the Land Use Committee. ● Pair transit improvements with robust education and outreach.
	<ul style="list-style-type: none"> ● By 2026, expand education and awareness efforts to help all Mainers understand and use transit and active transportation options within and between their communities. 	<ul style="list-style-type: none"> ● Ensure education and outreach efforts are conducted in underserved areas and for disadvantaged populations; continue working with Tribes on active transportation initiatives to improve safety and mobility. ● <i>Transit:</i> <ul style="list-style-type: none"> ○ Assist transit providers and GO MAINE in the development and dissemination of customer focused information that provides basic information such as service areas; schedules; eligibility; fares; and trip planning, booking, and payment options. Include direct outreach to and engagement with businesses, group living facilities,

		<p>human service agencies, job training centers, community groups, educational institutions, and other similar groups.</p> <ul style="list-style-type: none"> ○ Work with school districts statewide to develop and deliver education and outreach materials focused on the environmental benefits of transit, including school bus ridership. ● <i>Active Transportation</i>: 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. ● 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 and economic growth opportunities at the community, regional, and state level.
	<ul style="list-style-type: none"> ● 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. 	<ul style="list-style-type: none"> ● <i>Workforce Transportation Pilot</i>: 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

		<p>14 grantees throughout the state, with grants ranging from \$41,600 to \$750,000.</p> <ul style="list-style-type: none"> • <i>Improve Coordination between State Agencies:</i> MaineDOT and DHHS will explore implementation of a regional pilot project to improve coordination between MaineDOT and DHHS transportation services. • <i>Intercity Routes:</i> implement the \$4M Lewiston/Auburn-Portland Commuter Bus Pilot and explore other potential connections. • <i>Rapid Transit:</i> continue working with PACTS and municipalities to complete further planning and design efforts related to the Gorham-Westbrook-Portland Rapid Transit Study. • 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.
	<ul style="list-style-type: none"> • 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. 	<p><u>Downtown and Villages</u></p> <ul style="list-style-type: none"> • MaineDOT Village Partnership Initiative 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.

	<p style="text-align: center; opacity: 0.3; font-size: 48px; font-weight: bold;">DRAFT</p>	<ul style="list-style-type: none"> ● 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. <p><u>Paving Shoulders</u></p> <ul style="list-style-type: none"> ● MaineDOT will implement shoulder paving on principally rural roads with a target of 15-20 miles per year. <p><u>AT Trails</u></p> <ul style="list-style-type: none"> ● Develop a list of High Priority AT trails ● Explore opportunities to leverage federal Carbon Reduction Program and Congestion Mitigation and Air Quality funding, as well as pursue discretionary federal spending opportunities. <p><u>Other</u></p> <ul style="list-style-type: none"> ● 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.
	<ul style="list-style-type: none"> ● Launch AT partnerships and pilot programs, including a quick-build pilot program to improve safety prior to permanent modifications and e-bike pilot programs for underserved and disadvantaged individuals. 	<ul style="list-style-type: none"> ● 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.

		<ul style="list-style-type: none"> ● 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.
	<ul style="list-style-type: none"> ● Increase shared commuting by expanding participation in the GO MAINE program and supporting other local shared commuter programs. 	<ul style="list-style-type: none"> ● 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.
	<ul style="list-style-type: none"> ● Over the next four years, conduct research that addresses data gaps in understanding the VMT and GHG impacts of strategies of interest. 	<ul style="list-style-type: none"> ● 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.
	<ul style="list-style-type: none"> ● PUT GUIDANCE ON TARGETS HERE FOR VMT- TBD 	<ul style="list-style-type: none"> ● Targets will be reviewed once modeling is complete.
Accelerate Maine's Adoption of Zero-Emission Medium- and Heavy-Duty Vehicles	<ul style="list-style-type: none"> ● 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. 	<ul style="list-style-type: none"> ● 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

		<p>applied on behalf of four transit agencies for a total of 14 hybrid electric vehicles and associated chargers and infrastructure.</p> <ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Initially prioritize demonstrations best suited for the technology.
	<ul style="list-style-type: none"> • Over the next four years, launch fleet advisory services and technical assistance to help medium- and heavy-duty vehicle fleets prepare for electrification. 	<ul style="list-style-type: none"> • Fleet Advisory Services might include: <ul style="list-style-type: none"> ○ 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.
	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Although Advanced Clean Trucks was not adopted, keep exploring policy options. • Explore and identify vehicle and infrastructure incentives as recommendations from the Roadmap become clearer. • To support this action, explore utility rate design and make-ready programs as recommendations from the Roadmap become clearer.