

Maine Climate Council

Transportation Working Group Meeting

Co-Chairs:

Jeff Crawford, Maine Department of Environmental Protection

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GOVERNOR'S OFFICE OF
Policy Innovation
and the Future



MAINE DEPARTMENT OF
Environmental Protection



November 9, 2023

Meeting Goals

1. Build a shared understanding on:

- The Working Group's mandate
- The transportation strategies in *Maine Won't Wait* and progress towards achieving them
- Recommendations from the Equity Subcommittee

2. Start a Conversation on priority transportation issues for the update of *Maine Won't Wait*

Meeting Agenda

1. Welcome
2. Setting the Scene - Overall Maine Climate Council Update Process
3. Taking Stock - Transportation strategies to date
4. Prioritizing our time - Initial ideas
5. Next Steps



Around the room introductions

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Maine Climate Council Context

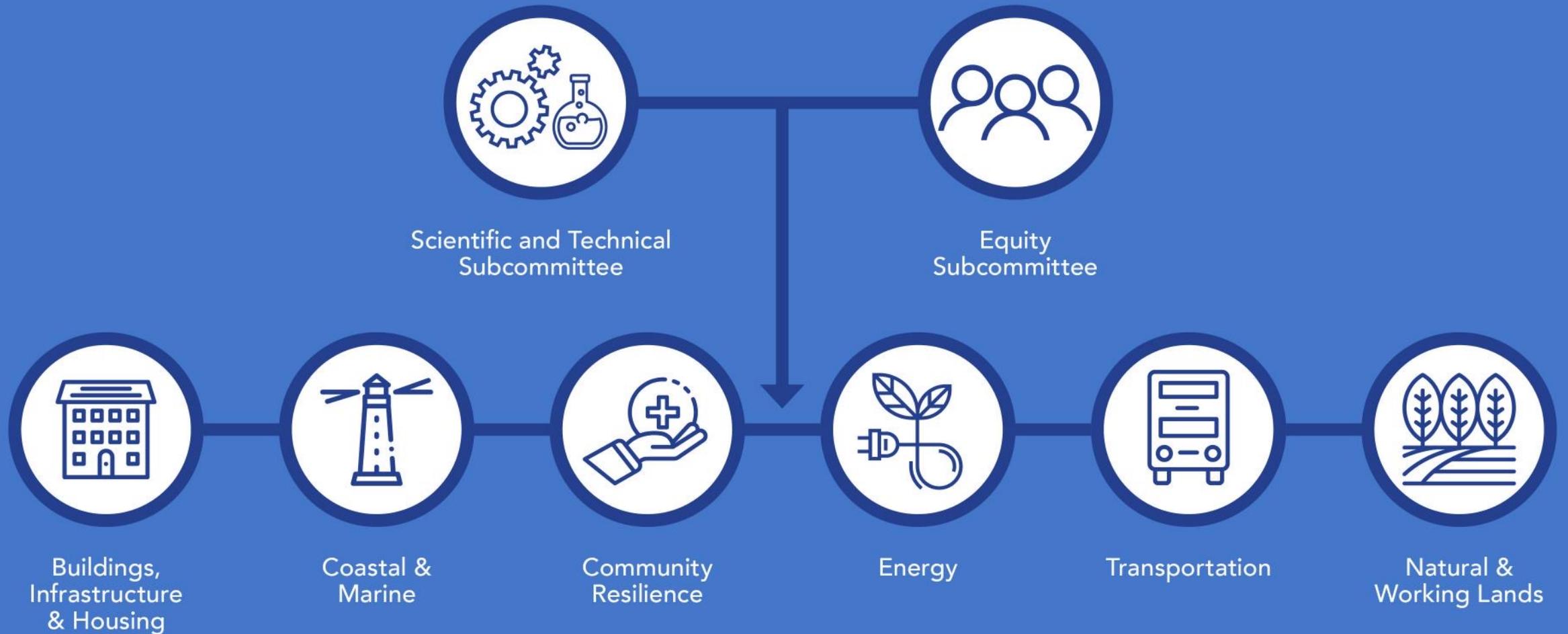


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Maine Climate Council



CLIMATE COUNCIL GOALS



12.01.24

Updated Climate
Action Plan Due



Achieve State
Carbon Neutrality by

2045

Reduce Maine's Greenhouse Gas Emissions
by Targets Outlined in State Law

45%

BELOW 1990
LEVELS BY 2030

80%

BELOW 1990
LEVELS BY 2050



ENSURE MAINE PEOPLE, INDUSTRIES, AND COMMUNITIES ARE
RESILIENT TO THE IMPACTS OF CLIMATE CHANGE.

2024 Plan Timeline



DEC 1, 2020

Maine Won't Wait Climate
Action Plan Delivered to
Legislature



MAY 2023

Governor Announces
New and Returning
Appointments to
Climate Council



SEPT 2023 - JUNE 2024

Working Groups &
Subcommittees Meet to Update
Mitigation and Adaptation
Strategies



SEPT 2024

Climate Council
Meets to Consider and
Adopt Strategies



DEC 1, 2024

Updated Climate
Action Plan Delivered
to Legislature

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The charge of the working groups:

By June 2024, recommend updates to existing strategies or new strategies to address gap areas

Stages in the working group process:

1. **Taking Stock** of progress to date, existing *Maine Won't Wait* strategies, and equity recommendations
2. **Prioritizing** Working Group (WG) effort—where will the WG spend its time?
3. **Updating Strategies** using guided templates for discussion
4. **Reporting** back to the Climate Council a list of updated strategies using similar language and detail to *Maine Won't Wait*

Maine Won't Wait Goals



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Recommendation #1: Accelerate Maine's Transition to Electric Vehicles

Recommendation #2: Increase Fuel Efficiency and Alternative Fuels

Recommendation #3: Reduce Vehicle Miles Traveled

MWW sAr1:
Accelerate Maine's
Transition to Electric
Vehicles

MWW sAr2:
Increase Fuel Efficiency
and Alternative Fuels

MWW sAr3:
Reduce Vehicle
Miles Traveled

EG1: Increase EV ownership among low-to-moderate (LMI) income households, renters, and multifamily renters, and LMI households in rural areas

EG2: Increase EV charging availability among LMI and renter households, rural drivers, and multifamily residents

EG3: Expand access to affordable, efficient, and safe active, shared, and public transportation for LMI people, non-drivers, and other disadvantaged populations, particularly in rural areas

New charges to integrate equity:

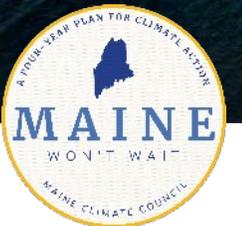
1. Consult with priority populations to make equitable recommendations
2. Review and consider **equity monitoring metrics** to track progress towards equity outcomes
3. Establish numeric goals and targets for priority **equity outcome metrics**

Progress



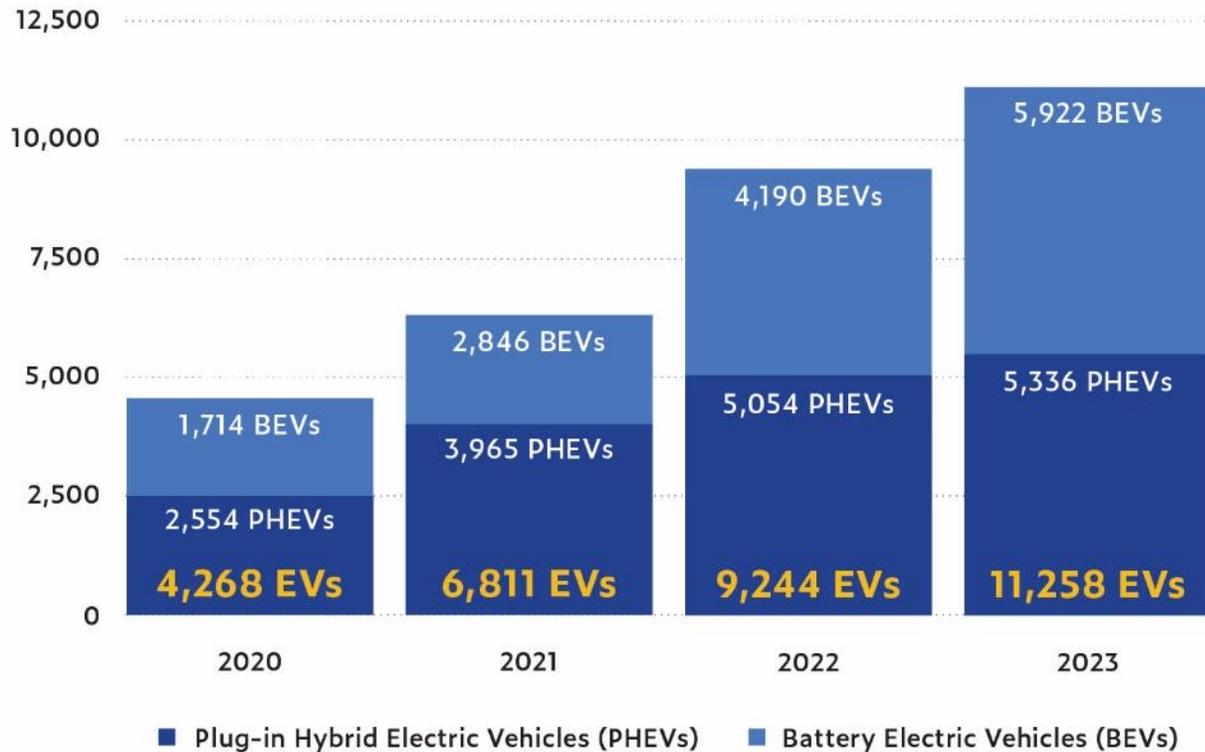
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More EVs on the road

Electric Vehicles on the Road in Maine

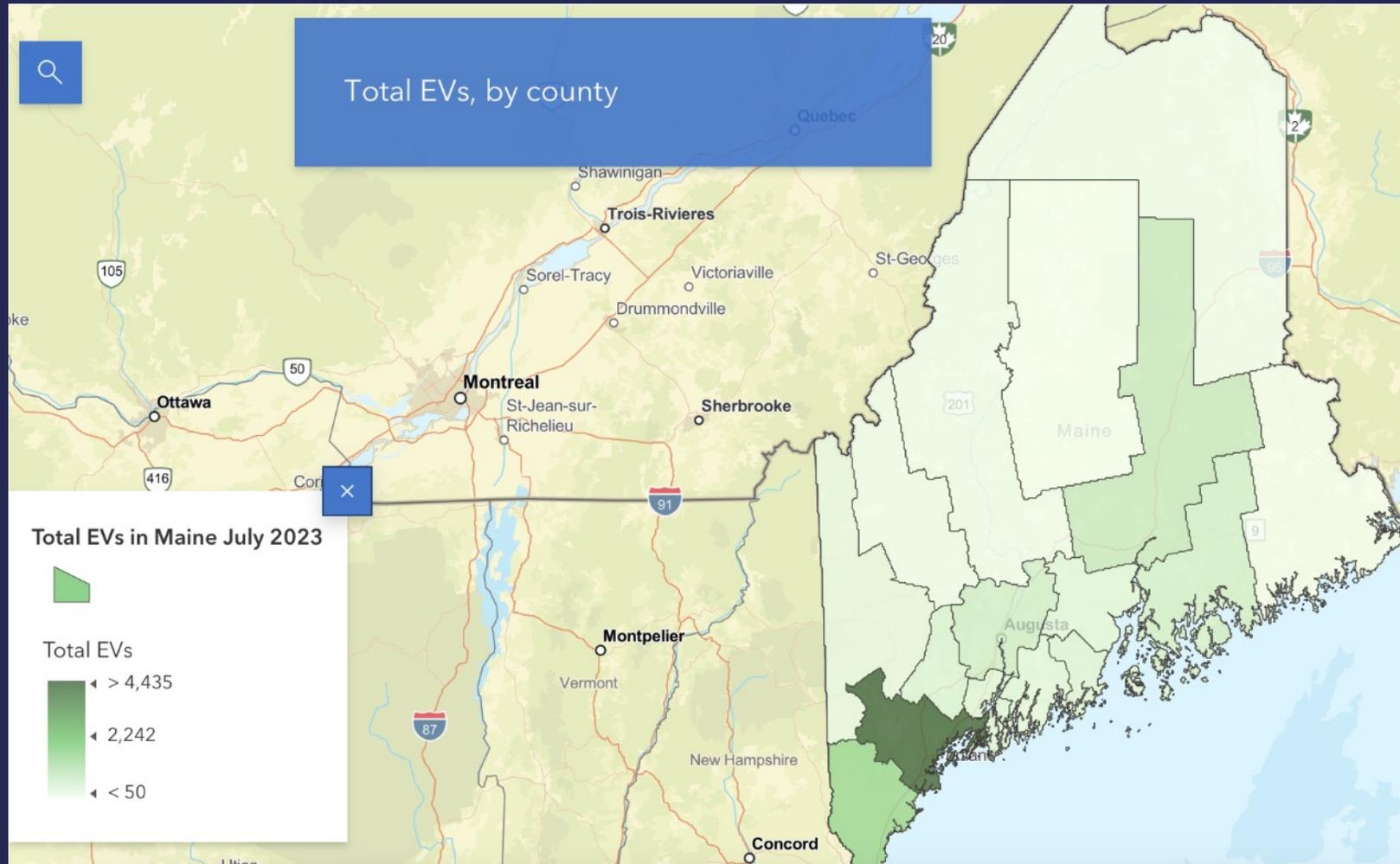


MWW sAr1
Expand electric vehicle use in Maine toward target of having 219,000 on the road by 2030

Data source: Maine DEP



More EVs on the road

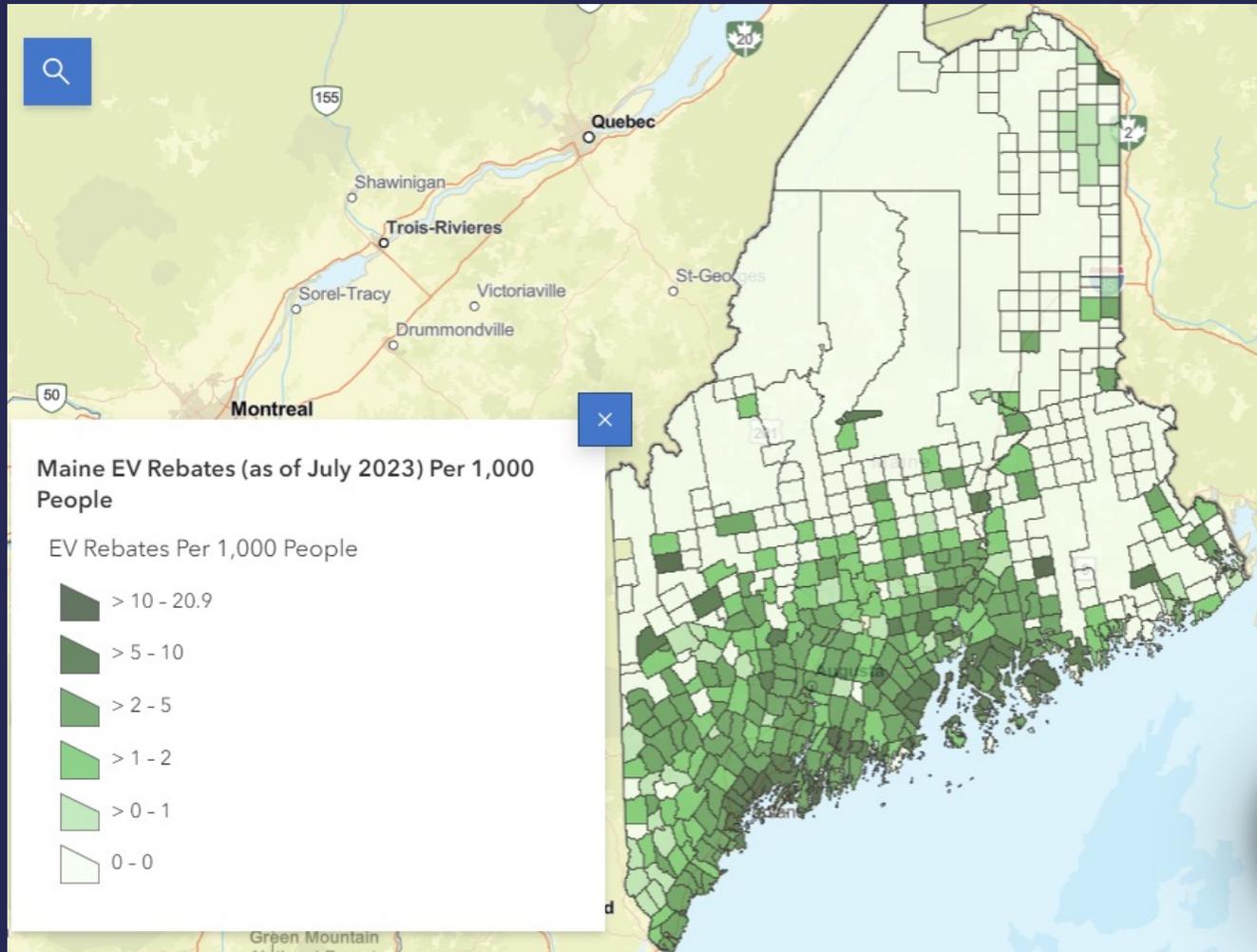


Data source: Maine DEP

MWW sAr1
Expand electric vehicle use in Maine toward target of having 219,000 on the road by 2030



Encouraging EVs with rebates



Data source: Maine DEP and Efficiency Maine

MWW sAr1
Expand electric vehicle use in Maine toward target of having 219,000 on the road by 2030

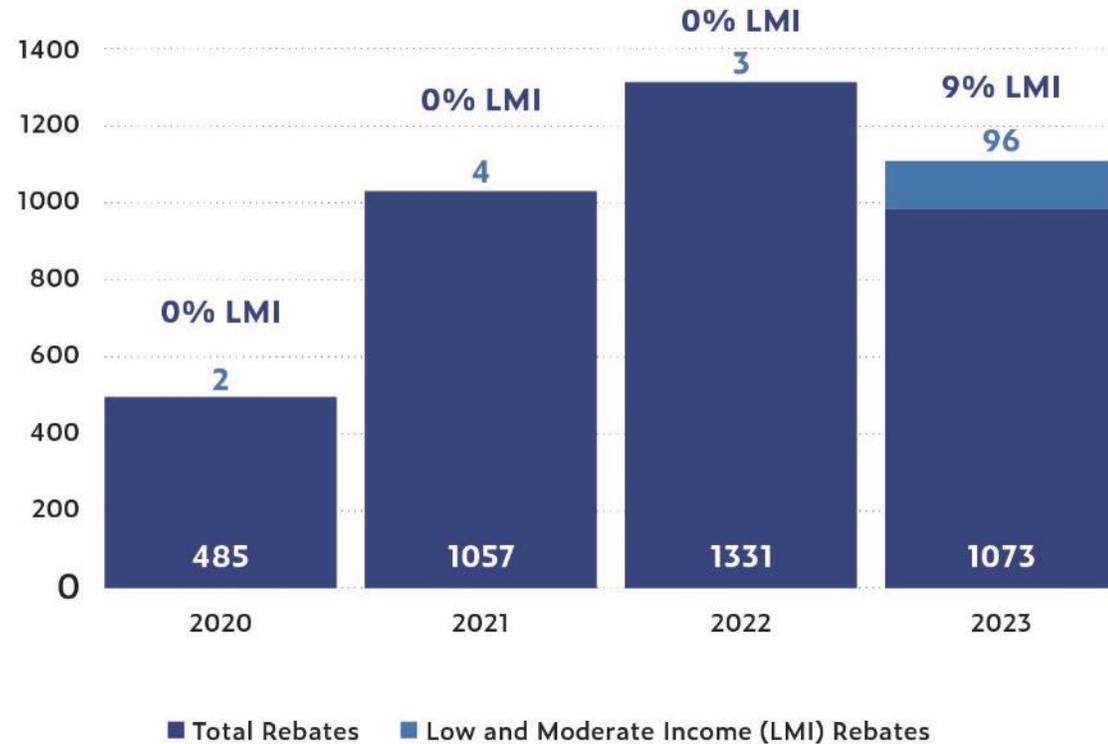
EVs for low-to-moderate income households

EG1

Increasing EV ownership among LMI households

MWW sAr1:
Accelerate
Maine's
Transition to
Electric Vehicles

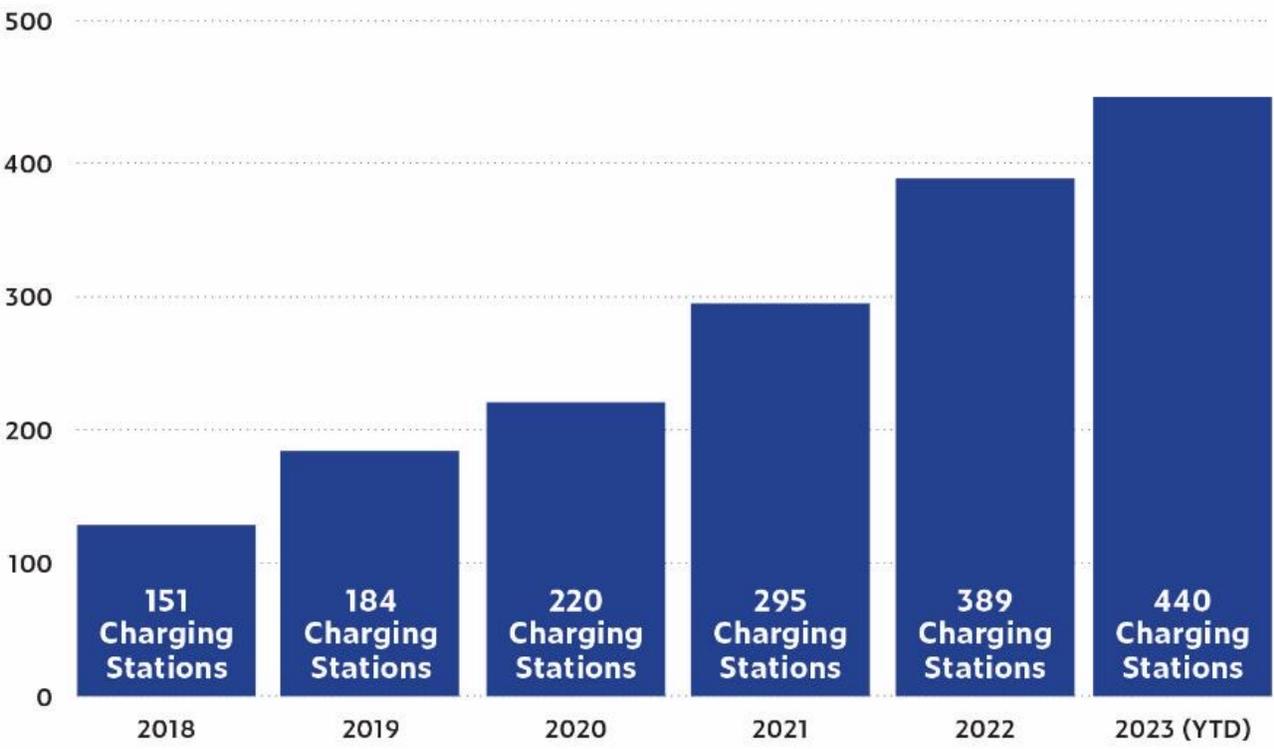
EV Rebates



Source: EfficiencyMaine Trust

Expanding charging networks

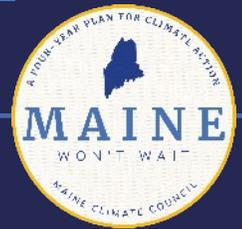
Maine Public EV Charging Stations



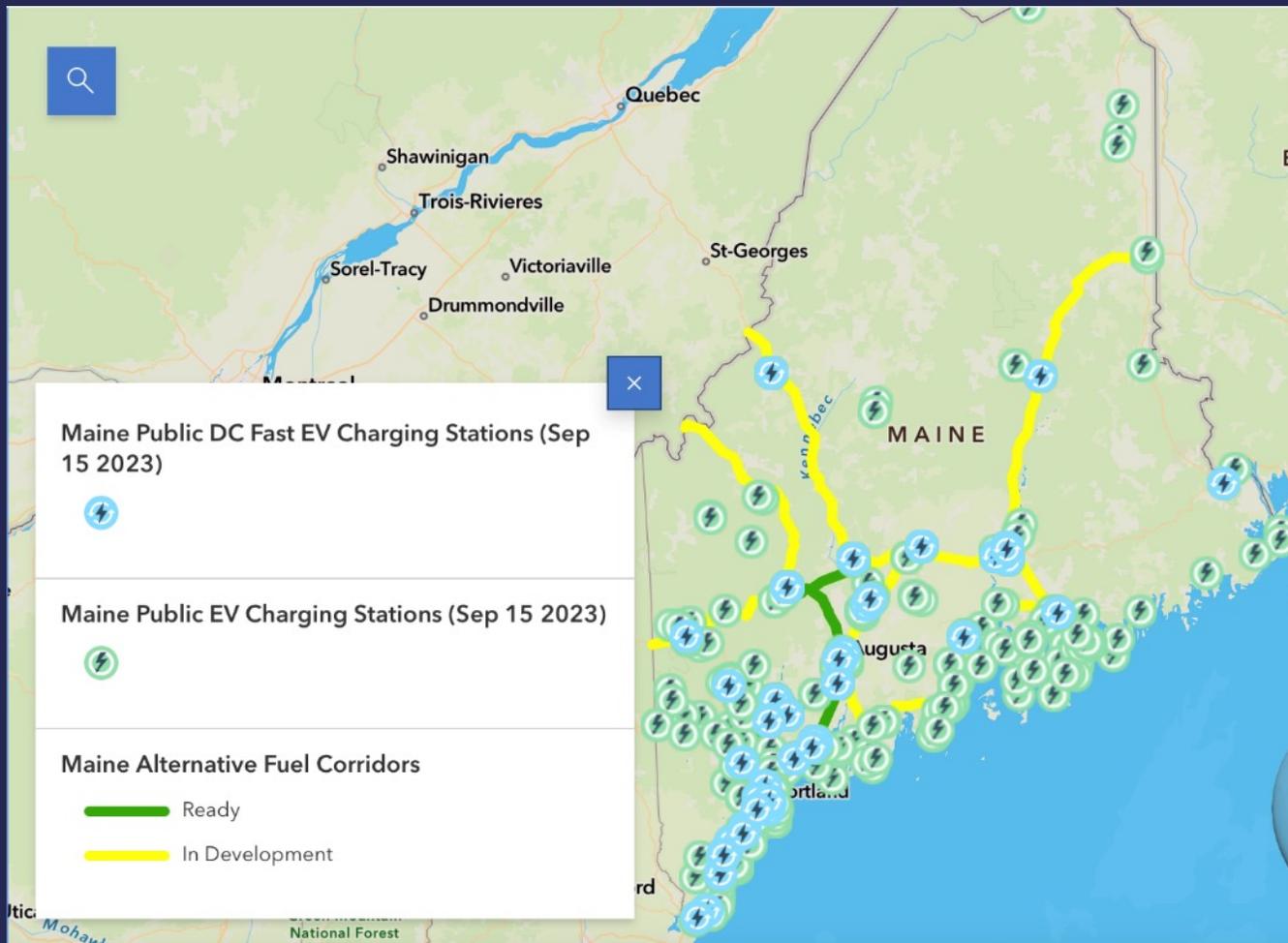
Source: NREL Alternative Fuels Data Center, Alternative Fueling Station Counts by State

EG2
Increase charging availability

MWW sAr1:
Accelerate Maine's Transition to Electric Vehicles



Expanding charging networks



Data source: Maine Won't Wait Climate Action Dashboard

EG2

Increase charging availability

MWW sAr1:
Accelerate
Maine's Transition
to Electric
Vehicles

Expanding charging networks

MWW
sAr1

EG1

Recharge Maine

State initiative to create a convenient, reliable, and accessible EV charging network

Expanding public level 2 and DC fast chargers

[Maine's 2023 NEVI Plan](#) approved by FHWA in September



Funding awards

\$8 million from Maine Jobs and Recovery Plan (MJRP)

\$18 million from FHWA's National Electric Vehicle Infrastructure (NEVI) program

Applied for **\$15 million** from Charging and Fuel Infrastructure (CFI) grant program

CFI grant

Priority locations include:

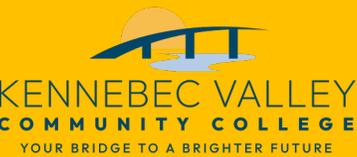
- Rural areas
- Locations in or near disadvantaged communities, as defined by [Justice40](#)
- Communities with a high concentration of multi-unit dwellings
- Communities with a high percentage of low- and moderate-income households

Readying the EV workforce



Education

Southern Maine Community College and Washington County Community College launch EV repair certificate courses



Kennebec Valley Community College (KVCC) offers EV technical training

State collaboration and funding awards

KVCC training program funded through Governor's Energy Office (GEO)'s Clean Energy Partnership

GEO applied for grant to support EV charging and EV workforce development through Maine Department of Energy (DOE)'s Ride + Drive Electric program



Medium/heavy-duty electrification

MWW
sAr1

Transit buses

Maine transit agencies have four electric buses in service and two ordered

Fleet transition planning—
Individual fleet analyses + plan
development for transitioning
transit agencies to electric and/or
hybrid vehicles

- 8 completed
- 4 ongoing

School buses

Maine schools
were awarded 34
electric buses
through U.S. EPA's
Clean School Bus
Program

This is #4 in the
country per capita
for awards!



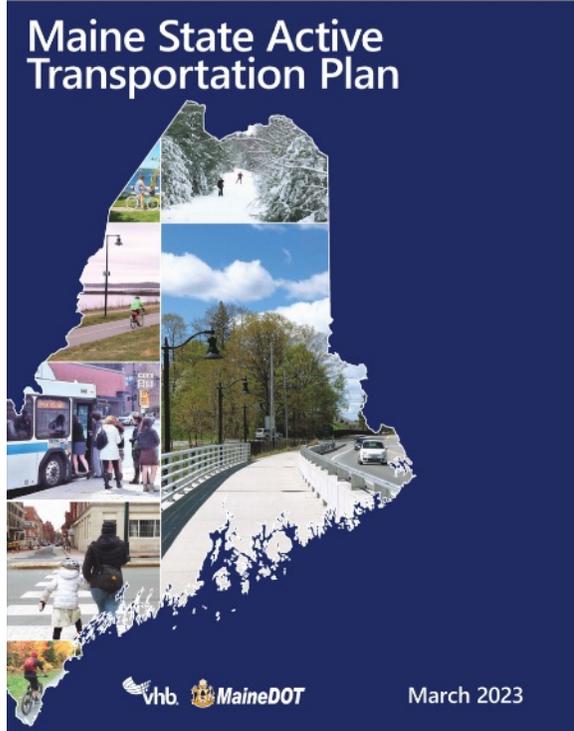
(Above) Mountain Desert Island High School electric bus, Maine's first!



Reducing vehicle miles traveled (VMT)

MWW
sAr3

EG3



Maine's first active transportation plan



Historic investments in broadband infrastructure

Supports telecommuting, remote education, telehealth, and access to online services



Relaunched statewide commuter/travel resource program

Two million VMT eliminated since 2022!



Promoting active transportation through MaineDOT program updates:

- Reassessed speed setting process
- Village Program and Gateway Treatments
- Complete Streets update to encourage safe and accessible streets and highways
- E-Bike pilots

Workforce Transportation Pilots:
Working with employers to identify innovative options

Transportation Equity in Maine



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Transportation equity in Maine

Increase access to affordable, efficient, clean transportation for all Maine people

Reduce transportation emissions in a way that equitably distributes the benefits of cleaner transportation

To that end...

the ESC's final report created three equity goals that align with the Transportation Working Group's recommendations in *Maine Won't Wait*



Goal #1: Increase EV ownership among low-to-moderate (LMI) income households, renters, and multifamily renters, and LMI households in rural areas

Monitoring Metrics:

- Geographic distribution of EV rebates
- Geographic distribution of dealers participating in rebate program

Equity Outcome Metric:

- Total number and percent of EVs owned or leased by LMI households (proxy: rebates to LMI households)

Goal #2: Increase EV charging availability among LMI and renter households, rural drivers, and multifamily residents

Monitoring Metrics:

- Geographic distribution of MUD, non-residential, and public charging stations, and funding (including proximity to affordable housing)

Equity Outcome Metric:

- Total number and percent of EVs owned or leased by LMI households (proxy: rebates to LMI households)

Goal #3: Expand access to affordable, efficient, and safe active, shared, and public transportation for LMI people, non-drivers, and other disadvantaged populations, particularly in rural areas

Monitoring Metrics:

- Use of shared transit or active transportation, by location and rider characteristic

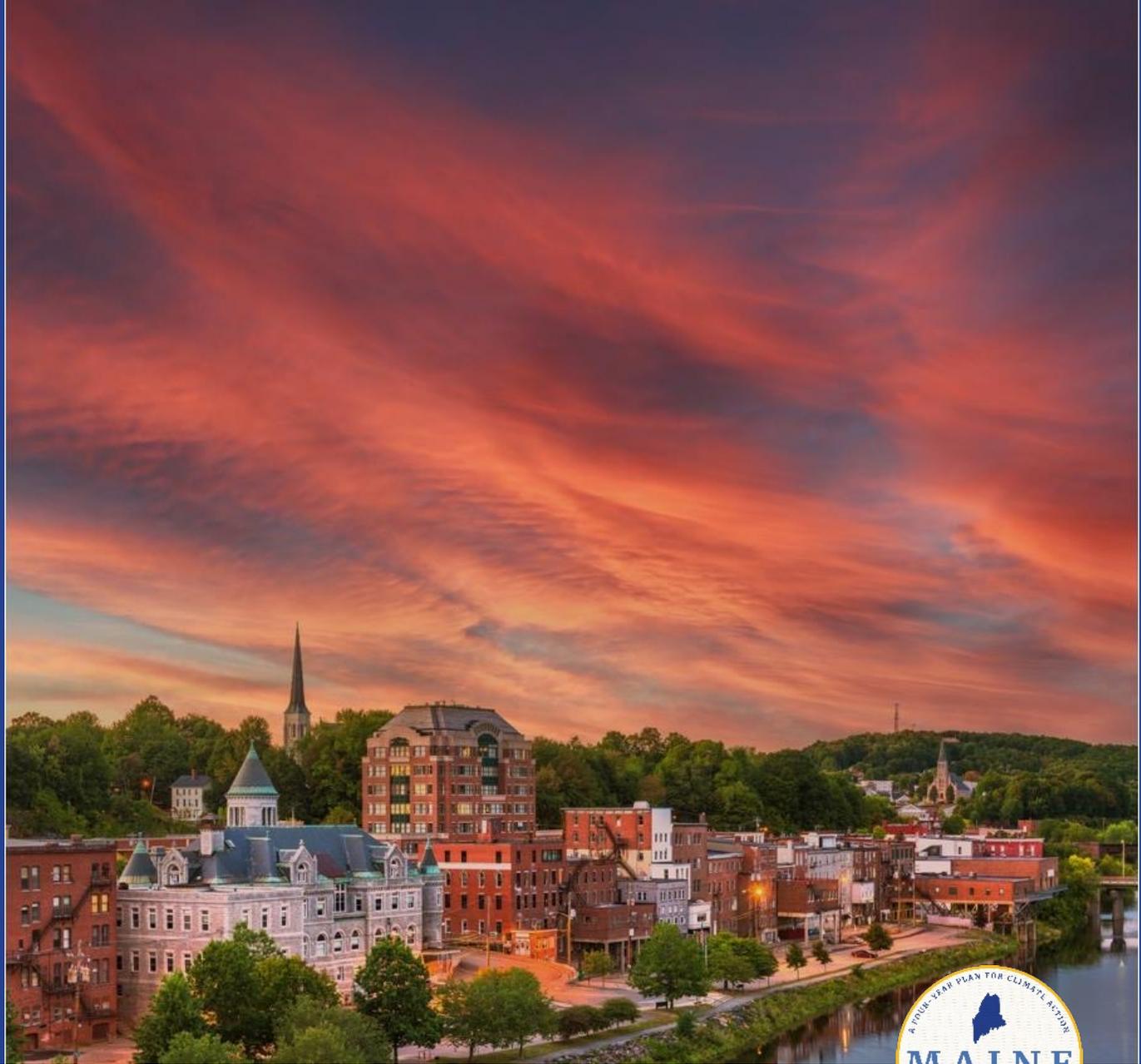
Equity Outcome Metric:

- Distribution of clean transit projects and spending by priority population and geography

New and continued opportunities

1. Continue to support EV adoption
 - Increasing support for low-to-moderate income Mainers
 - New DEP petition rule-making (ACT, ACC2) – ACC2's role in Maine's emissions modeling
 - Expanding charging infrastructure statewide
2. Encourage electrification of medium- and heavy-duty vehicles (MHD roadmap)
3. Continue to support policies that reduce vehicle miles traveled (VMT)
4. Investigate marine and aviation alternative fuel opportunities

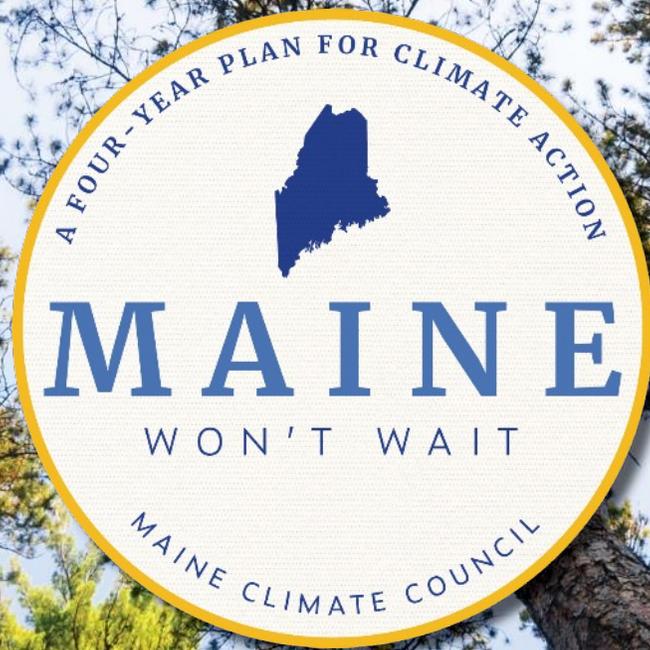
Next Steps and Adjournment



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