

Completed & Ongoing Work to Support MWW VMT Reduction Goal

Note: this is a working document and not comprehensive of all work in Maine to reduce VMT, especially work at the regional and local level. This document is meant to provide information about completed and current initiatives that support the MWW strategy to reduce VMT and to help inform the ongoing MWW update.

VMT Reduction Strategy	Initiative	Initiative Type	Overview/Purpose	Relevant Strategies and Goals	Implementation Status/Results
Multi-Strategy	Clean Transportation Roadmap (Dec. 2021)	State Plan	Developed to achieve the state’s climate plan goal of increasing the number of EVs on the road in Maine by 2030.	<ul style="list-style-type: none"> • Transit Village to encourage transit-oriented development • Bicycle and pedestrian investment 	Implementation ongoing
	MaineDOT Carbon Reduction Strategy (Nov. 2023)	Federal Plan	Serves as a guide for MaineDOT to reduce carbon emissions from Maine’s transportation system; supports and builds upon existing statewide climate initiatives	<p>Strategy 1: Enhance Active Transportation Options</p> <ul style="list-style-type: none"> • Prioritize first- and last-mile infrastructure and support local, non-motorized trips • Fill gaps in active transportation network • Invest in equipment to support demonstration and pilot programs <p>Strategy 2: Reduce VMT Through Improved Transit Options</p> <ul style="list-style-type: none"> • Improve transit service and accessibility through small, cost effective projects (e.g., transit stop enhancements like shelters, safe access, and lighting; updated payment and real-time bus tracking technology; 	Many strategies already being implemented through various statewide and local efforts, some of which are highlighted below.

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	Workforce Transportation Pilot (2022-Present)	Pilot Program	\$5M pilot established through Maine Jobs and Recovery Plan to support statewide workforce transportation initiatives	<p>innovative projects like microtransit may be considered)</p> <p>Focus on connecting workers and potential workers to job opportunities; applicant requirement to describe environmental benefits, such as reduced VMT, since occupancy vehicle trips, traffic congestion, etc.</p>	<p>Sample Pilot Projects:</p> <ul style="list-style-type: none"> • Gagne Food’s e-bike program: e-bike purchase, equipment, storage, training (April 2024 Report) • Refine bus route for recent immigrants to Maine who are located in Lewiston/Auburn area to Gagne Foods; partnering with Western Maine Transportation (completed Sept. 2023) • Aroostook Workforce Connector – transit for multiple manufacturing facilities in Presque Isle, Caribou, and Easton (anticipated program launch Jan. 2024) • BIW Carpool/vanpool expansion and Lewiston regional bus pilot (completed in 2023) • New transit service between Biddeford, Sanford, and Kennebunk • Extension of existing transit service hours in the Lewiston-Auburn region • Sunday River Shuttle Service
Active Transportation	Maine State Active Transportation Plan (March 2023)	State Plan	<p>Enables MaineDOT to enhance safety and accessibility through the state.</p> <p>Assesses the current state of active transportation in Maine, identifies and evaluates state’s goals, and proposes</p>	<p>Goals Include:</p> <ul style="list-style-type: none"> • Make prioritized, cost effective improvements to the on-road AT network • Make prioritized expansions to the off-road AT network, given available resources • Enhance multimodal connections for all Maine people 	Implementation ongoing at the state, regional, and local level.

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			an implementation plan to achieve these goals.	<ul style="list-style-type: none"> • Improve active transportation education and outreach efforts • Identify and pursue new funding opportunities 	
	High Priority Active Transportation Corridors	State Initiative	MaineDOT intends to identify high-priority areas where a higher concentration of bike/ped destinations.	<ul style="list-style-type: none"> • Improve active transportation facilities in areas of highest impact. 	MaineDOT plans to incorporate HPAT corridors into the development of the next Work Plan.
	MaineDOT Bicycle and Pedestrian Program Funding	State Program	This program assists with funding that addresses safety and/or ADA compliance concerns.	Improve transportation and safety for pedestrians and bicyclists	Awards projects annually
	Updated Complete Streets Policy (to be completed in 2024)	State Policy	Guides MaineDOT to carefully consider the needs of all users in the earliest stages of infrastructure project design.	Consider the needs of all users in infrastructure project design	<p>MaineDOT has delivered projects to improve pedestrian and vulnerable user safety which include new sidewalks, as well as the addition of shoulders, bike lanes, transit stops, enhancing opportunities to reduce vehicle miles traveled.</p> <p>Recent projects include: Belgrade, Ogunquit, Thomaston, Yarmouth, Bar Harbor, and Hallowell.</p>
	Village Program & Gateway Treatments (ongoing)	State Program	To reinvest and revitalize Village Centers or Downtowns through transportation improvements	Some funding will be used to install roadway features that signal to drivers when they are entering downtown areas that they need to drive carefully. The goal of these features is to improve safety for pedestrians and access to businesses.	<p>Example projects include:</p> <ul style="list-style-type: none"> • Monson, Norway, Skowhegan • Bangor, Brewer, Orono, Fort Kent • Implementation: <ul style="list-style-type: none"> ○ Sanford ○ Windham

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	BCM E-bike Demo Fleet	Pilot	Expose public to the transportation benefits of e-bikes and teach them about their operation and how they can be used to replace vehicle trips.	BCM is operating a fleet of 10 e-bikes that are available to be scheduled at community events, corporate events, employers, and other events to demonstrate the transportation utility of e-bikes and to spread basic bike safety knowledge.	
	Department of Labor E-bike Partnership	Pilot	Provide transportation to individuals who are enrolled in recovery programs or cannot otherwise drive a motor vehicle.	MaineDOT is partnering with BCM, Department of Labor, and Bangor area service providers to provide 10 e-bikes and training for 10 pilot program participants who are enrolled in recovery programs or otherwise cannot drive a motor vehicle and are experiencing transportation as a barrier.	<ul style="list-style-type: none"> • 2 participants received training and e-bikes in November 2023, 8 additional participants are beginning in March 2024 for a total of 10. • BCM has created a 4-hour classroom and on-bike training to ensure that participants are prepared and able to operate the bikes safely. Locks, lights, and basic safety equipment is provided.
	Library E-bike Loan Program	Pilot	Increase availability of e-bike loans	MaineDOT and BCM are currently seeking interested libraries for a small pilot library loan program. E-bikes will be located at participating libraries for a set period of time over which the bikes will be available to community members to check-out and use after completing a short safety training.	
	Portland E-Bike Program (2022)	Program	Bikeshare program that provides both		

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			conventional and electric bikes. MaineDOT financially contributes to this effort.		
	Efficiency Maine Trust e-bike program	Research/Program	In 2023, Maine Legislature authorized EMT to add e-bikes to their rebate program for low- and moderate-income individuals and entities serving those individuals.		EMT is evaluating options for a pilot.
	Speed Limits Reassessment (under development)	State Policy	Revisiting process for setting speed limits to involve looking at the context of the road.		
Transit	Maine State Transit Plan (March 2023)	State Plan	Enables MaineDOT to enhance safety and accessibility through the state. Assesses the current state of active transportation in Maine, identifies and evaluates state's goals, and proposes an implementation plan to achieve these goals.	Report Recommendations include: <ul style="list-style-type: none"> • Improve coordination among MaineDOT services and other state agencies • Increase transit service as warranted • Provide better information about transit to customers • Remove barriers to riding transit and make transit easier to use 	Implementation ongoing at the state, regional, and local level.

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				<ul style="list-style-type: none"> • Explore, pilot, and implementation programs to address the needs of underserved populations in rural Maine • Improve transit customer facilities statewide • Address driver and labor shortages • Continue transition to electric, hybrid, and other low- and zero-emission vehicles • Procure a statewide asset management platform • Establish coordinated programs for procurement, explore opportunities for a Parts Exchange Program • Pursue Funding to Support the Strategies and Vision for Maine’s Public Transportation System 	
	Relaunch of GO MAINE (April 2022)	Rideshare Program	To help Mainers identify transportation options for all trip types.	Provides ride matching for carpoolers, rewards for people taking green commutes and offers the Emergency Ride Home Benefit.	Metrics from April 2022 through March 1, 2024 <ul style="list-style-type: none"> • VMT reduction (miles): 3,942,564 • CO2 reduction (tons): 1,692 • Trip reduction: 188,090 • Gallons of gas saved: 172,699 Total members as of March 1, 2024: 11,100

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	L/A to Portland Bus Pilot	Pilot	A two-year pilot commuter bus service that will provide public transportation between Portland and Lewiston/Auburn regions.	Provides public transportation service between Portland and Lewiston/Auburn regions with the focus on workforce transportation, as well as other trip purposes.	MaineDOT published a request for proposal (RFP), seeking bidders in January. The RFP closed February 26 th and the goal is to begin the service in the first half of 2024.
	Rural Transit Best Practices (ongoing)	Research	To review models for rural transit relevant for Maine; microtransit, on-demand transit and innovative programs.		

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