

## **Transportation Working Group (TWG)**

Meeting details: 4/10/24 (1:00-4:00 PM), virtual meeting

### **1) Welcome and meeting overview**

*Meeting Goal:* To provide an overview of the Medium- and Heavy-Duty Roadmap (the Roadmap) under development, discuss what the work means to the TWG, and identify recommendations that could be brought forward to the Climate Change Council.

### **2) Presentation on the medium heavy duty vehicle roadmap**

To center the conversation, the consultant team developing the Roadmap gave a PowerPoint presentation that provided an overview of the Roadmap. The main objective of the Roadmap is to chart a path for Maine to decarbonize the trucks and buses moving people and goods within and through the state. This effort commenced at the beginning of 2024 and is being overseen by GOPIF, MaineDOT, and the Governor's Energy Office.

The consultant team reviewed the following:

- Overview of the project team and roadmap overview
- Current MHDV and ZEV landscape
- Total cost of ownership and funding
- Charging and grid impacts
- Policies and incentives to consider

See the accompanying PPT presentation for more information.

### **3) Testing possible actions for an updated *Maine Won't Wait***

The group discussed the following policy areas, which could serve as the basis for policy recommendations for medium- and heavy-duty vehicles brought forward to the Climate Change Council.

- Vehicle and infrastructure incentives
- Utility rate design and make-ready programs (umbrella)
- Clean air/clean vehicle regulations
- Fleet advisory services
- Other public outreach and education

A summary of TWG member feedback is provided below.

#### High-level thoughts

- The Climate Change Council should incorporate recommendations from the Roadmap into the Climate Action Plan, as they become clearer.

- The policy recommendations should be implemented as a suite of programs that move forward together; their success is interdependent.
- Invest in test cases and showcase lead-by-example. Prioritize technology demonstration and pilots which are cost and operationally suitable, especially in early market investments.

### Topical areas to highlight

- Vehicle and infrastructure incentives
  - Separate use cases for charging and focus on tailored approaches. Look for opportunities for dual-use with light-duty (NEVI and other opportunities).
  - Cross reference with grid resilience, planning for power outages (related to Integrated Grid Resource Planning), and include storage as important in supporting resilience.
- Utility regulatory and program actions, including consideration of rate design and make-ready programs
  - Make-ready: idea is to ground the recommendations in Maine reality. Important to consider costs and distributional impacts.
  - Consider the importance of rate design, including time of use and charging times, and how they sync up with different use cases.
  - Include consideration of interconnection, V2G, and terms/conditions for payment for infrastructure investments.
  - There is potential for light-duty utility regulatory actions as well (reference the 2021 Clean Transportation Roadmap)
- Clean air/clean vehicle regulations
  - DEP will continue to look at different policy options, including the best possible/practicable emissions standards for Maine
- Fleet advisory services (and partnership)
  - The variability of use cases for this sector makes this essential.
    - Initial lessons: Important to have multiple locations and redundancy, ideally 450kW charges (transit application).
  - Include the idea of partnerships - private-public-technology providers
- Other public outreach and education
  - Customer education for a variety of use cases
- Equitable actions (to weave into the above)
  - Health benefits associated with MHD ZEVs, especially for workers/drivers
  - Focus on workforce training and reskilling opportunities for drivers and mechanics

- Ensure that smaller fleets, including owner-operator fleets, have access to this transition including planning, financial, and financing support.

#### **4) Update on Construction Materials**

The Buildings Working Group has been exploring construction materials. Right now, the priority is adding products to our approved products list. One area where Maine could be a player is composite beam, which we believe has a lower carbon footprint than steel.

#### **5) Update on light-duty electric vehicle actions**

The updated light-duty EV actions were reviewed. A summary of TWG member feedback is as follows:

- The utility action should be highlighted more.
- There should be more emphasis on transit, specifically funding for new EV buses.
- We need more incentives for volunteer drivers like trading in a gasoline vehicle for an electric vehicle.
- Strengthen policy action.

#### **6) Next Steps**

The next TWG meeting will be held on May 8<sup>th</sup> and will be a hybrid meeting.