

**Maine Climate Council Equity Subcommittee
Draft Recommendations - for Deliberative Purposes
Clean Transportation
Version 8-26-2021**

Please note:

This document contains draft recommendations for deliberation by the equity subcommittee members. Edits and revisions will be discussed during upcoming working sessions of the subcommittee, the schedules of which will be posted on the [subcommittee website](#) in early September.

Public comment on these draft recommendations will be accepted during upcoming subcommittee meetings on September 23 and October 21, or anytime through this [online form](#).

All upcoming meetings and meeting materials can be found [here](#).

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MCC Equity Subcommittee

DRAFT Transportation Sector Recommendations

Original Source of Proposed Recommendation (Direct Comments/Notes from Equity Subcommittee Minutes)¹	<i>Proposed recommendation</i>
Can personal vehicle rebates be accessed for other types of transportation credit, such as transit or shared rides?	<p>DOT, EMT, and other state agencies should evaluate ways to incentivize the use of shared transportation, such as transit and shared rides.</p> <p>DOT, EMT, and other state agencies should consider developing a targeted e-bike pilot for vulnerable Mainers.</p>
Maine should consider a loan loss reserve program for transportation	The state, in collaboration with its partners, should conduct a study to assess the feasibility of a loan loss reserve program pilot for qualified-low income customers buying high efficiency vehicles or ZEV/PHEVs.
<p>Maine should consider limited funding to replace/scrap the lowest efficiency vehicles for the poorest Mainers and replace with new more efficient ICE vehicles</p> <ul style="list-style-type: none"> ● Including education about the value of higher MPG vehicles 	The state should, in collaboration with its partners, consider opportunities to pilot an incentive program for qualified low-income households to scrap the lowest efficiency vehicles and replace those vehicles with newer, high efficiency vehicles or ZEV/PHEVs.
Electrification of school buses.	Maine DOT, in partnership with the Department of Education and local school districts, should study and recommend clean vehicle alternatives for the school bus fleet in the state.
Are there opportunities to increasing tree canopy to help reduce/reclaim CO2 and create safe buffers for active transportation?	<i>see recommendation in NWL and Waters section</i>
<p>There are costs to vehicle ownership beyond capital, including maintenance, insurance, registration – how are we helping folks overcome those barriers?</p> <ul style="list-style-type: none"> ● Can we design registration fees to be progressive, not regressive? 	<p>Maine BMV should study the feasibility of providing a rebate for, or reduction of, the excise tax levied on new and used electric and plug-in vehicles for qualified low-income vehicle owners.</p> <p>Ex. This has been done successfully, most notably in Norway/other European countries, where tax incentives make up all or most of the incentives</p>

¹ Text in this column is from Equity Subcommittee meeting minutes.

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	available for EVs. https://nextcity.org/daily/entry/how-norway-convinced-drivers-to-switch-to-electric-cars
Incentivize a switch to active transportation (walking/biking); potential to co-fund through health sources <ul style="list-style-type: none">• Lighting, lack of sidewalks and safety also impact access to other forms of transportation	Maine DOT will update the Maine Complete Streets policy to further incentivize a switch to active transportation and transit, while addressing existing safety concerns associated with the use of non-car transportation.
Increase income eligibility criteria beyond LIHEAP for EMT low income rebates	EMT, in partnership with GOPIF and DHHS , should consider expanding the definition of low-income across all clean transportation incentive programs to any household or individual participating in any state or federal means-tested program.
Develop a specific program to allow continued access to chargers for renters, target landlords?	EMT, in partnership with the state, should consider offering a targeted grant program to increase EV charging opportunities in or adjacent to tenant-occupied spaces.
Idling emissions are concentrated geographically, recommendation to implement idle restrictions or port electrification	Maine DOT should encourage idling restrictions and promulgate model municipal policy in densely populated urban and village areas, and in other areas determined to experience disproportionate exposure to and harm from transportation emissions (schools, hospitals, etc). Maine DOT should also study opportunities for increased enforcement and education related to existing initiatives.
Prioritize pilots for innovative transit for the most marginalized populations – non-drivers, disabled, older Mainers.	Maine DOT, in partnership with DHHS, DOL, DECD and others, should pilot innovative clean transit programs in the most disadvantaged communities (non-drivers, disabled, older Mainers).
Streamline ability to access licensing services for undocumented Mainers	BMV should study the potential to increase access to licensing services for undocumented and underdocumented Mainers.

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<p>All lending programs should be accompanied by financial literacy offerings.</p>	<p>The state should develop an optional financial literacy program to offer to individuals and small businesses who receive state grants and rebates.</p>
<p>Where are multifamily homes allowed to be in relation to where large industrial/manufacturing facilities can be located; this could allow us to prioritize areas for monitoring local air quality.</p>	<p>The MECDC should develop guidance for evaluating multi-pollutant cumulative impact in mixed-use zones.</p>
<p>Can we subsidize the provision of low-cost maintenance services, paired with job training, in disadvantaged communities?</p>	<p>GOPIF should consider opportunities to increase job training opportunities for auto mechanics in disadvantaged communities, prioritizing programs with EV readiness training.</p>
<p>How do we address continued perception of health risks when using shared/public transportation, and also of other safety risks (particularly for women, people of color, and other marginalized populations)?</p> <ul style="list-style-type: none"> ● Requirement of continued mask usage? ● Publicized shared behavior rules of ridership? 	<p>Maine DOT should establish public educational content about public health, shared rides, and transit to address rider hesitancy.</p>
<p>Transit, shared transportation, access</p> <p>Can we make subsidies available for carpooling in more rural areas; are there ways to use school buses or existing transportation, shared use agreements, to provide additional transportation services?</p>	<p>Through its process to update Maine’s Strategic Vision of Transit, Maine DOT will study opportunities for shared vehicle/rides using existing state operated transportation infrastructure.</p> <p>Through its strategic planning process, Maine DOT will also investigate additional types of trips that Mainers would like to be able to take using transit, as well as the barriers and challenges facing non drivers, including health considerations for those who aren’t driving.</p>
<ul style="list-style-type: none"> ● Remote working can eliminate the need for commute, encourage employers to maintain remote access (focusing on broadband) ● Don’t assume that everyone has the space and infrastructure necessary to work from home; provide funding or access to space/materials 	<p>The state should encourage employers to maintain remote access capabilities, and should provide associated funding to those low-income Mainers who have the ability to work remotely but not the necessary technology, infrastructure, or space; this may include piloting public shared working spaces.</p>

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Summary of data needs and future research

In addition to the above recommendations, the Equity subcommittee recommends that the state study the following areas for future consideration by the Equity subcommittee and the Maine Climate Council:

- How far do Mainers travel to recreate? Are there opportunities to invest in local recreational opportunities (e.g., local rec centers), particularly in rural communities, which would increase economic vitality and reduce driving?
- EMT should study barriers for low income and disadvantaged Mainers to access clean vehicle rebates.
- Maine DOT should study the total cost of operations for electric ferries, and its impact on future customer prices.
- The Maine DOH should conduct a study on the health impacts of climate change on Mainers, especially disadvantaged Mainers – including opportunities for health improvements driven by lower exposure to emissions from heating and transportation. In addition, DOH should study the opportunity for hospitals to use community health needs assessments to inform community benefit spending on issues related to climate and equity.
- How do we account for systems of reciprocity in total cost of ownership analysis?