Maine Climate Council
Transportation Working Group Co-chairs Joyce Taylor and Sarah Cushman
Transportation Working Group Members

Co-chairs: Joyce Taylor, Maine Department of Transportation; Sarah Cushman, Cushman Transportation Consulting, LLC

Senator Brad Farrin, Maine State Legislature
Representative Bettyann Sheats, Maine State Legislature
Senator Brownie Carson, Maine State Legislature
Kendra Amaral, Town of Kittery
Mackenzie Bowe, VHB
Tom Brennan/Nathan Sinclair, Poland Spring Bottling Co. / Nestle Waters North America Inc.
Director Dan Burgess, Governor's Energy Office
Benedict Cracolici, Sappi North America
Nell Donaldson, City of Portland
Kristina Egan, Greater Portland Council of Governments
Maria Fuentes, Maine Better Transportation Association
Judy Gates, HNTB
Emily Green, Conservation Law Foundation
Jay Kamm, Northern Maine Development Commission
Ben Lake, VEIC
Matt Marks, Associated General Contractors of Maine
Jess Maurer, Maine Council on Aging
Peter Merfeld, Maine Turnpike Authority
Lori Parham, AARP Maine
Brian Parke, Maine Motor Transport Association
Patricia Quinn, Northern New England Passenger Rail Authority
Jonathan Rubin, University of Maine Margaret Chase Smith Policy Center
Tim Seymour, Darling’s Auto Group
Beckett Slayton, Bowdoin College, Youth Representative
Jim Tassé, Bicycle and Pedestrian Coalition of Maine
Mike Williams, BlueGreen Alliance
Rob Wood, The Nature Conservancy in Maine
Working Group Process

1. Robust participation and engagement by Working Group members
2. Strong public engagement at monthly working group
3. Intermittent sub-group meetings
4. Frequent public comments submitted to working group (approximately 100)
5. Marine, Rural and Urban/Suburban virtual stakeholder meetings were held
TRANSPORTATION WORKING GROUP FOCUS

SUBGROUPS

URBAN/SUBURBAN
- Responsible for 35% of Maine light-duty vehicle miles

RURAL
- Responsible for 65% of Maine light-duty vehicle miles

MEDIUM- AND HEAVY-DUTY TRUCKING
- Responsible for 26% of Maine Transportation Emissions from fossil fuels

AVERAGE MAINE LDV TRAVELS 12,000 MILES/YEAR
IN 2018, MAINE HOSTED 37 MILLION TOURISTS

ADAPTATION
- Sea Level Rise
- Flooding
- Extreme Weather
- Increased Temperature
- Increased Precipitation
PRELIMINARY TRANSPORTATION MODELING

VEHICLE MILES TRAVELED

ELECTRIFICATION

FUEL EFFICIENCY

MANAGED EV CHARGING

LOW CARBON FUELS
COMMUNITY AND ECONOMIC RESILIENCE

CLIMATE CHANGE OPPORTUNITIES OFFER SYNERGISTIC BENEFITS TO THE COMMUNITY AND ECONOMY

TRANSPORTATION QUICK WINS
Complete Streets/Bike-Pedestrian
Broadband
Maine-based biodiesel
GO MAINE services
Culvert design guidance

ECONOMIC SYNERGY
Cost savings on fuel & maintenance
Infrastructure jobs created
Increased system efficiencies & savings – such as with senior & medical travel
Increased access to jobs
Increased safety
Improved health
Expanded teleservices
Climate Strategy Recommendations

1. Expand Electrification of Transportation
2. Reduce Emissions of Maine’s Internal Combustion Engines
3. Reduce Vehicle Miles Traveled
4. Adapt Maine’s Infrastructure Critical to the State
5. Explore Mechanisms to Fund Transportation Needs and Facilitate Emissions Reductions
STRATEGY #1 Expand Electrification of Transportation

INCREASE ELECTRIC VEHICLE (EV) ADOPTION TO ACHIEVE ELECTRIFICATION AND EMISSION REDUCTION GOALS

- Design comprehensive and consistent approach to monitoring and overseeing electrification efforts and expanding EV charging infrastructure (EV Roadmap)
  - Invest in electric vehicle supply equipment
  - Comprehensive EV Expansion Study
- Provide equitable incentives and grants that encourage voluntary consumer conversion from gasoline vehicles to electric vehicles and electric bikes (e-bikes)
  - Incentives directed at low income and rural drivers

"Electric models will account for 58% of new passenger car sales globally by 2040."

– Bloomberg Net Energy Finance (May 2020)
STRATEGY #2 Reduce Emissions of Maine’s Internal Combustion Engines

INCREASE EFFICIENCY OF INTERNAL COMBUSTION ENGINES

- Encourage voluntary participation in US EPA's SmartWay program (program to improve freight efficiency)
  - Loans/grants/incentives
  - Publish list of partners and excellence awards
  - Education and outreach
- Expand alternative fuels
  - Biofuels
  - Hydrogen

Sustainably-produced biofuels increase economic opportunities for Maine
STRATEGY #3 Reduce Vehicle Miles Traveled

ENABLE RESIDENTS AND TOURISTS TO DRIVE LESS

- Support development in areas where people can walk, bike, use transit and share rides
- Expand teleservices
  - Enable telework, telehealth, online education
  - Broadband expansion
- Expand public transit
  - Funding, capacity, frequency
  - Climate-friendly all-purpose community transit

As a result of this pandemic, our eyes have been opened to what might be possible with teleservices.
STRATEGY #4 Adapt Maine’s Infrastructure Critical to the State

ADAPT TO INCREASE RESILIENCY TO HAZARDS ASSOCIATED WITH CLIMATE CHANGE

- Conduct state-wide infrastructure vulnerability assessment
- Asset specific adaptation strategies
- Consider improvements or resilient and green infrastructure replacement
- Create plan to address vulnerabilities
STRATEGY #5 Explore Mechanisms to Fund Transportation Needs and Facilitate Emissions Reductions

- Maine's transportation system has been chronically underfunded & traditional funding is not enough to fund strategies
- The TWG agrees that funding for transportation is needed and there are a variety of options, but no single funding mechanism solidified
- Future funding discussions should include the consideration of emission reductions
- The TWG has agreed to continue working on this and is available to continue discussions around funding with the MCC