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Testimony of Representative Sophie Warren Presenting
**LD 932, An Act Requiring Climate Impact Notes on Proposed Transportation
Legislation and Agency Rules**
Before the Joint Committee on Transportation

Good afternoon Senator Chipman, Representative Williams and respected colleagues of the Joint Committee on Transportation. My name is Sophie Warren, and I represent House district 124. Thank you for the opportunity to present LD 932, **An Act Requiring Climate Impact Notes on Proposed Transportation Legislation and Agency Rules**.

The concept of this bill is a regulatory tool for this committee which allows you to make more informed choices as to how we transition as a state to renewable energy. The transportation sector is the largest sector by emissions. As a committee, you will be tasked with considering really fundamental issues facing communities in this year's statewide transportation infrastructure and emission transition on climate action, everything from carbon emissions and Electric vehicle goals, to how we receive and distribute energy along our highways, roads and bridges, are all before your committee.

This bill suggests that you deserve to make informed decisions about how EV infrastructure should be installed and managed in coordination with and consideration for equity and emissions considerations. This bill suggests that the big infrastructure choices you make have a key role in affecting electric vehicle demand compared to the available market, the air pollution of one neighborhood or another, even the funding sources and methods of collection as we see less and less returns from the gas tax. The view this bill advocates is a larger one, asking you to make these choices as part of a larger picture, how these bills connect to one another and how they might affect consumer and commuter choices.

The advent of this bill came from the 2020 release of the Maine Climate council transportation subcommittee's recommendation of an EV Roadmap. With the release of the Clean Transportation Roadmap, I think there are clear signals and goals you as a community could use to inform your committee and its work. But to build on that work, and just last month, in March 2023, the Maine Climate Council's Equity Subcommittee released its' Final Recommendations to the public, including in its' recommendations considerations around clean transportation and equity considerations. Between the Clean Energy Roadmap and this report, I am before you today to ask for more time to come up with stronger language through a carry-over.

As I am here before you today asking for your consideration of a carry-over, I am doing so with a clear understanding from the Department of Transportation that the model in this bill today is unworkable and absolutely cost-prohibitive, which I respect and understand.

If relevant work around clean transportation and the fiscal limitations of the bill as-written and joint concerns and interests of this committee, I would ask this committee to consider a carry-over request. If you are interested to consider further amendment with a clear idea of the intent of this bill, please do so with the understanding that if this bill could be considered for carry over to the short session, I would seek to work with Maine DOT as well as a few other relevant stakeholders, including GOPIF and Equity Subcommittee Climate Council members, to bring a sponsor amendment to you that is consistent with the work of DOT and the recommendations around the Clean Transportation Roadmap.

I appreciate your time and consideration of this legislation as proposed, as well as your consideration of my request at this time of public hearing.