

FY 2023 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

Applicant and Proposal Profile

Is this a resubmission due to an invalid/error message from FTA? Yes No

Is this application for:
(If applying to both programs, please check both boxes) Low-No (FTA-2023-002-TPM-LWNO) Buses and Bus Facilities (FTA-2023-003-TPM-BUS)

Note: If applying to both programs, applicants should enter information for both programs on this form but **Must** submit the application package including the Supplemental Form and attachments, to **Each** respective Opportunity ID on Grants.gov for each program. That is, complete one form, but submit it to both programs in Grants.gov.

Section I. Applicant Information (NOFO Section C.1)

Organization Legal Name:

FTA Recipient ID Number:

Organization Chief Executive Officer:
(name and direct phone number)

- Applicant Eligibility: Direct or Designated Recipient
 State
 Local Governmental Authority
 Federally-Recognized Indian Tribe

- Project Location (as of 2010 Census): Large Urbanized Area (200,000+ people)
 Small Urbanized Area (50,000-199,999 people)
 Rural (less than 50,000 people)

Description of Service Provided and Areas Served:

The Maine Department of Transportation (MaineDOT) is coordinating with 7 transit agencies participating in this project, "Bus Electrification: Connecting Maine to a Cleaner Future": Bangor Community Connector, Biddeford Saco Old Orchard Beach Transit (BSOOB), Greater Portland Transit District (GPTD or Metro), Lewiston-Auburn Citylink (Citylink), Regional Transportation Program (RTP), City of South Portland Bus Service (SPBS), and York County Community Action Corporation (YCCAC). Annual ridership for the 7 participating agencies combined in CY 2021 was 1.7 million. This continues to reflect the impacts of the COVID-19 pandemic; in CY 2019, the ridership exceeded 3.5 million boardings. As of March 2023, the combined agency bus fleet consists of 90 diesel, 56 gasoline, 10 compressed natural gas (CNG) and 4 electric vehicles; these vehicles are used to operate 46 year-round routes, five seasonal routes and several demand-response services. See Attachment A for the agencies' Transit Asset Management (TAM) Plans.

The service provided by the participating agencies includes frequent transit in urban downtowns, longer routes connecting city centers with suburban and rural areas, summer-only tourist-focused routes, and paratransit and other demand-response service. Of the 7 participating agencies, RTP and YCCAC place the heaviest focus on demand-response and rural operations, as their service areas include the entirety of Cumberland and York counties. Accordingly, their fleets largely consist of vans and cutaway shuttles. The other agencies

primarily operate larger vehicles on fixed-route or flex-route operations that serve downtown cores and adjacent areas. The Transition Plans in Attachment B detail the assets and services of each individual agency.

This project encompasses transit providers across the State that serve a range of diverse communities. Five of the participating agencies serve Maine’s largest urban area, the Portland-South Portland Metropolitan Statistical Area (MSA), which has a population of over 550,000. Citylink operates in the Lewiston-Auburn MSA, with a population of 110,000, and Bangor Community Connector serves the Bangor MSA, with a population of 150,000. These areas have 8%, 16%, and 16% of people living below the poverty line and 12%, 12%, and 9% identifying as multi-ethnic or as an ethnicity other than white, respectively.

Congressional Districts (Project Location)

Congressional District

- ME-All
- ME-001
- ME-002

Section II. Project Information (NOFO Section C.3 and D.2.6)

About the Project

Project Title: Bus Electrification: Connecting Maine to a Cleaner Future
(descriptive title of this project)

Project Executive Summary:

MaineDOT is supporting 7 agencies (Bangor, BSOOB, Citylink, GPTD, RTP, SPBS, YCCAC) in the procurement of 23 vehicles (12 battery electric buses, 10 electric vans, 1 hybrid electric bus), and associated chargers and workforce training, over the next 3 years. The federal grant request is \$18.1 million (85% of the \$21.3 million project cost) over 3 years. MaineDOT and the 7 agencies commit to matching the remaining \$3.2 million. Local matching funds will be drawn from MaineDOT’s “3-Year Work Plan” and “Statewide Transportation Improvement Program (STIP)” with agencies’ capital improvement budgets and/or reserves.

This project replaces vehicles at the end of their useful lives (improving fleet state of good repair), supports Maine’s climate goals, and benefits communities across the state. Replacing the outdated vehicles with low-or-no emission vehicles rather than fossil fuel vehicles eliminates 652 short tons of GHG emissions and 2,641 barrels of petroleum yearly; see Attachment C.

Propulsion Type (note: for facility projects, please select the predominant propulsion type used at the facility):

- Battery electric*
- CNG
- Diesel
- Diesel-electric hybrid
- Gasoline
- Hydrogen fuel cell*
- Other

If Other, specify:

*Battery electric vehicles, hydrogen fuel cell vehicles, or facility projects for those types of vehicles are considered zero-emission projects; the applicant must address whether it is using 5% of funding for workforce development training in the Project Budget section and include a Zero-Emission Transition Plan.

Project Type: Bus Replacement

Number of buses to be replaced:

Bus Rehabilitation

Number of buses to be rehabilitated:

Bus Facility Replacement

Bus Facility Rehabilitation

Bus Facility Expansion

Battery Electric Chargers

Number of chargers requested:

Bus Equipment

Other

If Other, specify:

Section III. Evaluation Criteria (NOFO Section E)

*** Address each of the evaluation criteria as described in the Notice of Funding Opportunity.***

Demonstration of Need

The project supports Maine’s commitment to reducing emissions from all sectors, including public transportation. “Maine Won’t Wait” (page 2, Attachment D) is Maine’s 4-year action plan to, among other actions, reduce greenhouse gas emissions from the transportation sector (which accounts for 54% of Maine’s total GHG emissions), in part by transitioning to electric vehicles, including in public transportation. Maine’s “Clean Transportation Roadmap” (page 12, Attachment D) also acknowledges the need to move toward a cleaner public transportation vehicle fleet. The “Maine State Transit Plan”, currently being finalized by MaineDOT, notes that Maine’s predominantly rural nature leads to high carbon emissions per capita and includes continued electrification of Maine’s transit fleet as a key strategy. This project keeps Maine’s transit agencies in a state of good repair and moves them towards an environmentally friendly transit vehicle fleet, supporting the recommendations of “Maine Won’t Wait” and the State’s overall transition to electric vehicles.

Through this project, 5 agencies will receive their first hybrid or electric passenger vehicles, and 2 agencies will receive additional electric vehicles as they continue to implement their transition plans. Specifically, this project will provide 12 battery electric buses (BEBs), 10 electric ADA vans, and 1 hybrid electric bus over the next 3 years.

The requests for each agency are summarized below and detailed in Attachment C:

- Bangor Community Connector: 2 electric vans to serve unmet paratransit demand (see Penquis letter of support, page 4, Attachment E (2024)); 1 hybrid bus to replace a life-expired diesel (2025); 2 level two chargers (2024)
- BSOOB: 2 Proterra BEBs to replace life-expired diesels (2024), 2 BEBs to replace life-expired diesels (2026); 2 additional dispensers for existing charging cabinets (2024), 1 new charging cabinet with 2 dispensers (2026)
- Citylink: 2 Proterra BEBs to replace a life-expired diesel (2024); 1 new charging cabinet with 3 dispensers, one 30 kW charger (2024)
- GPTD: 3 New Flyer BEBs to replace life-expired diesels (2024); 4 additional dispensers for existing charging cabinets (2024)
- RTP: 4 electric vans to replace life-expired gas vans (2024); 4 level 2 chargers (2024)
- SPBS: 3 BEBs to replace 2 life-expired diesels (2026); 2 new charging cabinets with 4 dispensers (2026)
- YCCAC: 4 electric vans to replace life-expired gas cutaways (2024); one 80 kW charger, 3 level 2 chargers (2024)

Several of the agency fleets include vehicles near or beyond their useful life: BSOOB identified 10 revenue vehicles beyond their useful lives in its 2023 TAM Plan. Citylink was only able to complete 2 of the 3 bus replacements outlined in their recent TAM Plan due to lack of local matching funds. Casualty losses in 2019 and 2022 have forced Citylink to operate 1 vehicle beyond its useful life and 2 vehicles that will be beyond their useful lives before replacements are ready for revenue service. Agencies with smaller vehicles, such as RTP and YCCAC, also operate vehicles past due for replacement because of funding challenges. In total, the participating agencies have approximately 50 vehicles in their fleets that will be at or past retirement age in 2023. This project will replace 19 fossil fuel vehicles that have reached the end of their useful life, lowering long-term costs, improving service reliability, and attracting new riders. In the post-COVID environment, Maine’s transit agencies are challenged to fund both operations and capital improvements. While long-term savings are expected, the transition to low-or-no emissions technologies is anticipated to add additional up-front costs of 37% to 126% for Maine’s transit agencies, making this grant opportunity vital to supporting Maine’s continued transition to cleaner transit vehicle fleets.

Demonstration of Benefits

Note: If applying to both programs, be sure to select "yes" and provide a response to both questions below.

Is this application for the Low-No program? Yes No

Please describe how the proposed project will support the statutory requirements of the Low-No Program (See 49 U.S.C. 5339(c)(5)(A)):

Over the next 3 years, the project will allow MaineDOT to remove 19 gasoline and diesel-powered transit vehicles from daily operation and deploy 12 battery electric buses, 10 electric ADA vans, and 1 hybrid electric bus. The project will create a range of benefits for the population of Maine and for the transit agencies. These will include environmental, energy, maintenance, social, and quality of life benefits.

First, and most importantly, the project will mitigate some of the negative byproducts of transportation by reducing greenhouse gas emissions, local pollution, and noise. Introduction of the new vehicles will reduce GHG emissions within the transit agencies’ service areas by 652 short tons per year. This will help reduce the impact of climate change on Maine and around the world, equivalent to an annual social benefit of approximately \$24,832. In addition to this global impact, the project will improve air quality locally within Maine as well. It is expected to eliminate 1,553 pounds of carbon monoxide emissions and 2,181 pounds of nitrous oxide emissions per year. The project will prevent the release of 10.54 pounds of PM2.5 fine particles and 62.36 pounds of PM10 particles each year. Fine particles have been linked to numerous adverse health effects and environmental damages as well as being the main cause of reduced visibility and haze in the United States. Additionally, the fleet transition will prevent the release of volatile organic compounds, a component of petroleum fuels that may have negative short- and long-term health effects, by 81.52 pounds per year. Finally, in addition to airborne GHGs and pollutants, this project’s proposed fleet electrification will also improve quality of life for Maine residents. The battery electric vehicles will be much quieter than the diesel and gasoline vehicles they will be replacing, reducing ambient noise pollution by as much as 14 dB per vehicle.

The introduction of hybrid and electric vehicles will also have benefits for the transit agencies themselves. Overall energy consumption is expected to decrease due to the increased efficiency of hybrid and battery electric vehicles. Electric transit buses, for instance, travel more than 3 times further on one gallon-equivalent than diesel transit buses do. Hybrid vehicles are similarly expected to consume approximately 20% less energy than diesels. Consequently, the project will reduce petroleum consumption by 2,641 barrels annually. The agencies will also benefit from the reduction in maintenance costs associated with electric vehicles. Because they have fewer moving parts and simpler drivetrains, they are expected to break down less frequently and require less upkeep, improving the agencies’ ability to maintain a state of good repair. Because of this reduced energy consumption and maintenance requirement, agencies are expected to see savings in recurring costs of 6 to 15% after a full transition to electric vehicles.

Additionally, the purchase of electric charging infrastructure included in this project will provide essential infrastructure to transit agencies in the future as they convert more of their fleet from fossil fuels to electric, and potentially for other entities such as municipal fleets who may be able to use this infrastructure.

Details on the emissions estimates are outlined in Attachment C.

Is this application for the Buses and Bus Facilities program? Yes No

Please describe the benefits of the proposed project:

Planning and Local/Regional Prioritization

This project is consistent with State and local planning and policy priorities. Individuals and groups, from state government to individual agencies and Metropolitan Planning Organizations, have demonstrated understanding of the severity of the climate crisis and the need to shift to low-or-no emission vehicles, which this project fulfills.

In July 2020, Governor Mills signed Maine into the Multi-State Zero Emission Medium- and Heavy-Duty Vehicle Memorandum of Understanding (pg 108, Attachment D). This is a 15-state commitment to phase out fossil fuel usage of medium- and heavy-duty vehicles, including large pickup trucks and vans, delivery trucks, box trucks, school and transit buses and long-haul delivery trucks. Governor Mills also signed Maine into the U.S. Climate Alliance, a multi-state partnership of governors pledging to reduce carbon emissions in line with the Paris Agreement. Each member state commits to “reducing collective net GHG emissions at least 26-28% by 2025, and 50-52% by 2030, below 2005 levels and collectively achieving overall net-zero GHG emissions as soon as practicable and no later than 2050.” (pg 114, Attachment D)

MaineDOT’s “Long-Range Transportation Plan” (LRTP; pg 15, Attachment D) and the “Maine State Transit Plan” (pg 24, Attachment D) identify the transition to electric and other low- and zero-emission vehicles as a critical strategy to reduce the impact of the State’s transportation system on the climate. Past applications for Low-No funding also show MaineDOT’s commitment to climate action through transit. Since 2018, MaineDOT has supported state transit agencies’ transition to sustainable fleets through the Low-No program. As a result, 4 electric buses are currently in service, with 2 more already on order. MaineDOT has continued this effort by developing fleet Transition Plans for agencies across the State. These plans detail processes needed to achieve a 100% low-or-no emissions fleet by 2037. This project enables several agencies to proceed with their transitions as planned, with the acquisition of 12 BEBs, 10 electric vans, 1 hybrid electric bus, and associated charging infrastructure and staff training. These efforts will increase the sustainability of Maine transit agencies, reducing emissions by 652 short tons across the participating agencies per year.

This project also supports local transit-related climate initiatives. For example, Greater Portland Council of Governments (GPCOG) developed “Transit Tomorrow”, a 30-year strategic plan which calls for deploying clean vehicles and expanding regional collaboration (pg 65, Attachment D). This project also aligns with GPCOG’s long-range transportation plan, “Connect 2045”, which outlines a multi-modal approach to regional transportation investments over the next 25 years with a focus on accelerating the transition to electric, hybrid and alternative-fuel vehicles for public transportation (pg 31, Attachment D). Other agency-specific plan and policy alignments include: BSOOB’s participation in FTA’s Sustainable Transit for a Healthy Planet Climate Challenge; GPTD’s board resolution on climate change; and City of Portland and South Portland adoption of a joint climate action plan, “One Climate Future”, which sets goals regarding emissions reductions (pg 75, Attachment D).

State, regional, and local policy and plans reflect inputs from key stakeholders and the public. The LRTP specifies engagement strategies in the form of holding public meetings, circulating public surveys, and hosting multiple rounds of stakeholder meetings with representatives from Tribes and Nations in Maine, MPOs, and RPOs. Policy and planning processes are referenced in Attachment D.

Letters of support by local government officials, public agencies, and non-profit and private sector supporters are included in Attachment E. Congressional letters of support are to be transmitted separately.

Local Financial Commitment

Matching Funds Amount:

Provide information on the source, availability, and supporting documentation:

MaineDOT and the 7 participating agencies are committed to a match amount of \$3,197,943, which is 15% of the total project cost. See Attachment F for local match commitment letters.

MaineDOT's match amount of \$1,737,316 will be included in MaineDOT's 3-Year Work Plan (which allocates a total of \$2.5 million in matching funds for electric buses and infrastructure) and in the Statewide Transportation Improvement Program (STIP); see Attachment G for these documents. The MaineDOT funding is consistent with the department's Long-Range Transportation Plan.

The match amount for the 7 agencies combined is \$1,460,628; each agency's matching funding is unrestricted as specified in Attachment F, Commitment Letters, and aligns with the expected commitment dates outlined in this application. Agency dollars are derived from a variety of sources including municipal-owner contributions, locally issued bonds, and advertising revenues. See below and Attachment F Commitment Letters for details:

- Bangor - \$102,248, to be drawn from the city's Capital Reserve Account
- BSOOB - \$396,785 to be drawn from the agency's general unrestricted funding
- Citylink – Approximately \$200,000, to be drawn from Lewiston-Auburn Transit Committee's Capital Improvement Funds Reserve
- GPTD - \$288,900, which is included in the agency's 2023-2027 Capital Improvement Plan
- RTP - \$65,729, to be drawn from the agency's Capital Reserve Account
- SPBS – Approximately \$335,000, to be drawn from the city's Capital Improvement Plan
- YCCAC - \$76,120, to be drawn from the agency's general unrestricted funding

Project Budget

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost
Vehicles	1	14,441,482	2,548,497	0	0	16,989,979

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost
Chargers	1	1,339,418	148,824	0	0	1,488,242

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost
Infrastructure and Utility Upgrades	1	490,003	54,445	0	0	544,448

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost
Workforce Development	1	722,228	180,557	0	0	902,785

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost
Consulting Support (Hatch)	1	1,062,482	265,620	0	0	1,328,102

Total: 18,055,613 3,197,943 0 0 21,253,556

Does the project budget include funding for workforce development activities or training at the National Transit Institute (NTI)? Note: if selecting "yes", please ensure a unique line item is listed in the project budget above for this activity. Yes No

For any zero emission related project (vehicle, facility, or equipment), is 5% of the project budget for workforce development training as outlined in the applicant's Zero-Emission Transition Plan? Note: if including any request for workforce development activities, please ensure a unique line item is listed in the project budget above. Yes No

If no, an explanation must be provided for the project to be eligible.

[Empty text box for explanation]

Project Scalability

Is project scope scalable? Yes No

If Yes, specify minimum Federal Funds necessary: 8,173,310

Provide explanation of scalability with specific references to the budget line items above:

The agency transition plans present a pathway to full vehicle electrification over a multi-year period. The plans include recommendations, procurement schedules, operating plans, and cost considerations, and address charging infrastructure, power supply and grid impacts, electricity pricing, vehicle performance in Maine's environment, and route and schedule planning. The plans identify key stakeholders, such as utility providers and local governments, whose cooperation will be critical to transitioning agency fleets, as nearly all agencies will require utility upgrades to support electric vehicle charging loads or municipal permission to install wayside infrastructure. These transition plans involved a detailed and thorough planning process and lay the foundation for Maine's continuing transition to a low-or-no emission transit vehicle fleet that is supported by this grant.

However, agency requests for this grant opportunity have been adjusted from those envisioned in the transition plans based on changing circumstances, local finances, and vehicle availability. This statewide project continues to support the high-level goal of distributing the benefits of fleet electrification across multiple agencies, regions, and transit riders, and therefore encompasses practical and reasonable requests for multiple agencies. While this grant opportunity is a vital step in the ongoing transition of Maine's transit fleet, the number of vehicles purchased by each agency in this round of funding can be scaled based on funding constraints. A minimum scaled scenario would enable all agencies with vehicles due for replacement this year to participate, and accounts for operational, maintenance, and training limitations associated with small pilot fleets.

For the minimum scaled scenario, the number of electric vans can be reduced from 10 to 6, with Bangor CC, RTP, and YCCAC acquiring 2 each. The number of chargers may decrease from 10 to 6, and YCCAC receives only Level 2 chargers instead of a mix of Level 2 and Direct Current Fast Charger units.

For buses in the minimum scaled scenario, GPTD purchases 2 instead of 3 and receives 2 charging dispensers instead of 4. BSOOB's 2024 request remains unchanged, as the agency must replace transit vehicles which are far past the end of their recommended useful life, and Citylink's remains unchanged due to the small size of the proposed electric fleet. All requests for 2025 and 2026 - the hybrid bus for Bangor, 2 additional BEBs for BSOOB, and three BEBs for SPBS - are eliminated in anticipation of future funding opportunities in this scenario. The lowest practical project federal funding request is \$8,173,310 - a 55% reduction over the total funding request presented in Attachment H, or a 24% reduction over the requested amount for the first year.

Limiting the timeline for vehicle purchases to 1 year deprives the agencies of economies of scale and potential for knowledge sharing

throughout the procurement window. Additionally, the scaled scenario reduces electric fleet sizes as low as practical – two vehicles per order. With a one-vehicle electric fleet, the vehicle is frequently on the road, charging, or undergoing maintenance, leaving limited time for hands-on examination and operating experience, particularly during the initial learning phase. Therefore, in the scaled scenario, each agency that requested vehicles for 2024 entry into service receives 2 vehicles.

A scaled-back version of this project would not achieve the full environmental and social benefits of the full scenario. Transit agencies would be deprived of some of the economies of scale benefits in the procurement process anticipated with the requested order size. Agencies would be forced to continue operating more life-expired vehicles, with the associated safety risks, lack of reliability, high maintenance costs, and less pleasant rider experience.

Project Implementation Strategy

Can this project be obligated in a grant within 12 months? Yes No

Please describe the project implementation strategy:

As the primary coordinating agency of the grant, MaineDOT will be responsible for receiving and distributing grant awards to all participating agencies over the 3-year timeline of this project. MaineDOT will manage the funds for the agencies that are not direct recipients of FTA funds (RTP and YCCAC). The 5 FTA direct recipient agencies participating in this study (BSOOB, Bangor Community Connector, GPTD, Citylink and SPBS) will manage their own funding and have demonstrated consistent success in managing grant funds, including GPTD and BSOOB's successful administration of Low-No funds in recent years.

Although the request is separated by agency, agencies will be able to cooperate with each other and with MaineDOT, as appropriate, in areas such as joint procurements and knowledge-sharing, either organized directly by agencies or by MaineDOT. As an example, this project includes 2 joint procurements: Citylink is planning to order electric buses from BSOOB's existing contract with Proterra, and MaineDOT will organize a statewide electric van joint procurement to obtain 10 ADA accessible electric vans for 3 agencies. To further assist the agencies and MaineDOT with implementation and coordination, Hatch Associates Consultants, Inc. (Hatch) will provide technical assistance in a wide range of areas throughout the project lifetime as outlined in its letter of support (Attachment E). Before procurements are awarded, Hatch will assist with specification development, procurement oversight, and proposal review. This technical support will continue throughout the life of the procurement; Hatch will assist with quality assurance during manufacturing, installation coordination for infrastructure, and commissioning and integration. Hatch will additionally assist on supporting tasks, including required civil engineering design, electrical utility coordination (for those agencies that require it), and operational optimization (e.g., charge management to avoid peak demand charges) while agencies will be responsible for permitting, including environmental and safety review and overall coordination activities.

As stated in their letters of support, Proterra and New Flyer will be responsible for delivering and commissioning the vehicles and chargers ordered from them by BSOOB, Citylink, and GPTD. MaineDOT and Hatch will also ensure that the other vehicles and chargers not being provided by Proterra and New Flyer will be ordered in time for delivery and commissioning within the project's 3-year timeline. Price quotes are provided in Attachment I.

Training and workforce development services will be provided by vehicle manufacturers. Proterra and New Flyer both have robust training programs to ensure that operators, maintenance workers, and other agency personnel understand best practices associated with electric and hybrid vehicle operations. Additionally, individual agencies will provide appropriate workforce development and/or apprenticeship programs. For example, SPBS plans to coordinate with the Maine Community College System, including the Southern Maine Community College in Portland, which recently introduced a certification program for EV repair. MaineDOT and Hatch will verify that other vehicle and charger procurements not being provided by Proterra and New Flyer will also include workforce development components.

The participating agencies, in coordination with MaineDOT and Hatch, will be responsible for finalizing the timing of orders over the 3-year grant application timeframe. A summary of the intended timeline is presented below; a complete schedule is shown in Attachment J.

Project Timeline (Please be as specific as possible)

Timeline Item Description	Timeline Item Date
FTA Award	6/27/2023
Project Closeout	12/31/2026
Letter of Award - Proterra	7/6/2023
Letter of Award - New Flyer	7/6/2023
Proterra Entry into Service	8/1/2024
New Flyer Entry into Service	8/1/2024
Van Contract Awarded	7/17/2023
Van Entry into Service	5/15/2024
Hybrid Bus Contract Awarded	3/31/2024
Hybrid Bus Entry into Service	5/1/2025
BEB Contract Awarded	9/15/2024
BEB Entry into Service	4/12/2026
Charger Installation, Commissioning, Training (Bangor)	12/31/2023
Charger Installation, Commissioning, Training (BSOOB, 2024)	7/31/2024
Charger Installation, Commissioning, Training (BSOOB, 2026)	3/30/2026
Charger Installation, Commissioning, Training (Citylink)	7/31/2024
Charger Installation, Commissioning, Training (Metro)	6/30/2024
Charger Installation, Commissioning, Training (RTP)	10/30/2023
Charger Installation, Commissioning, Training (SPBS)	1/31/2026

Charger Installation, Commissioning, Training (YCCAC)

4/30/2024

Partnership Provision

Note: the partnership provision is only applicable to low or no emission projects that are applying to the Low-No Program or both the Low-No and Bus Program. Projects applying only to the Bus program are not eligible to use the partnership provision. See NOFO Section C(1).

Is this application a partnership between an eligible applicant and one or more partners? Yes No

If yes, please list project partners

Project Partners

Proterra

New Flyer

Hatch Associates Consultants, Inc. (Hatch)

Bangor Community Connector (Bangor)

Biddeford Saco Old Orchard Beach Transit (BSOOB)

Lewiston-Auburn Citylink (Citylink)

Greater Portland Transit District (GPTD, also known as Metro)

Regional Transportation Program (RTP)

South Portland City Bus Service (SPBS)

York County Community Action Corporation (YCCAC)

Provide a description of the partner(s) qualifications:

MaineDOT is partnering with 7 participating agencies who have the local knowledge and expertise for project implementation. MaineDOT is also partnering with Proterra, a leader in the design and manufacture of zero-emission electric transit vehicles and EV technology solutions for commercial applications. For this project, Proterra will provide buses, charging equipment and workforce development services. Proterra has sold more than 1,300 BEBs to 135 communities across 43 U.S. states and Canadian provinces, including 6 BEBs that have been sold to BSOOB and GPTD. Since 2004, Proterra’s technology has been proven through more than 17 million service miles in zero-emission heavy-duty transit applications. To provide operators with a comprehensive set of products to deploy and scale their EV fleets, Proterra also offers a turn-key approach to delivering the complete energy ecosystem for their BEBs. In addition to high-power charging systems, Proterra Energy fleet solutions include charging infrastructure design, build, financing, operations, maintenance, and energy optimization.

MaineDOT will also partner with New Flyer, one of the world’s largest bus and coach manufacturers. For this project, New Flyer will provide BEBs and workforce development for GPTD. New Flyer actively supports over 35,000 heavy-duty transit buses currently in

service, of which 8,600 are powered by electric motors and battery propulsion and 1,900 are zero-emission. New Flyer through NFI Infrastructure Solutions provides transit agencies with safe, sustainable, and reliable charging infrastructure and comprehensive mobility solutions. New Flyer will support mobility projects from start to finish and focus on energy management optimization as well as infrastructure planning and development, providing a cohesive transition of bus fleets to zero-emission bus technology. New Flyer has sold 26 buses to GPTD, and thousands of buses across the U.S. and Canada, in the last five years.

MaineDOT additionally will partner with Hatch as a technical consultant. Hatch will oversee the procurement of charging systems, vehicles, and related infrastructure. Hatch will review proposals from suppliers, assist MaineDOT and the participating transit agencies in selecting qualified candidates, and assist in the development of infrastructure designs for each charging location. Furthermore, Hatch will provide oversight of infrastructure installations and validate the performance of delivered vehicles and charging infrastructure against modeling and specification values.

Hatch is an industry leader in deploying sustainable transportation initiatives, having worked with over 30 transit agencies and government entities with zero-emissions implementation, including work across the Northeast U.S. Hatch has worked with MaineDOT to complete fleet Transition Plans for 8 agencies, including the 7 participating in this project, and is beginning preparations for work with 4 additional agencies, and is closely familiar with the operating practices, infrastructure constraints, and other key factors that will affect the transition to electric vehicles. Hatch will leverage this experience to provide expert support to MaineDOT and the participating transit agencies as the State continues its transit electrification program.

Technical, Legal, and Financial Capacity

MaineDOT and the participating agencies have a history of sustainable and fiscally responsible management of their transit fleets and infrastructure which makes the project team well-suited to spearhead the State's transition to low-emissions and battery electric buses.

MaineDOT and participating agencies comply with FTA regulations on funding for formula and discretionary grants, as evidenced by past reviews. Staff have combined decades of experience in meeting and successfully dealing with such requirements. MaineDOT has no outstanding findings from its 2021 State Management Review and is current with all required FTA filings including annual certifications and assurances. Each transit agency has, either directly or through MaineDOT, submitted to the FTA asset management, equity, and sustainability plans on a regular basis. The three partners for this project, Proterra, New Flyer, and Hatch, have successfully completed projects for MaineDOT over the last five years.

MaineDOT disburses more than \$600 million per year in federal, state, and local funds, and participating agencies are experienced in robust financial management. In 2018, GPTD's Board of Directors adopted a Financial Reserve Policy which maintains an unrestricted funding net position of no less than 16.66%, or two months, of the subsequent year's operating budget expenditures. The Cities of Portland and South Portland (the governing entity of SPBS) have been recognized for over 10 years by the Government Finance Officers Association for their Comprehensive Annual Financial Reports.

MaineDOT and participating agencies also have a history of successful grant administration. MaineDOT is administering a nearly \$20M grant from FTA formula funds for a new hybrid ferry for the Maine State Ferry Service. MaineDOT is also managing a Rural Discretionary Bus and Bus Facility Competitive Grant awarded in FY2019. In 2022, BSOOB managed a \$2 million grant award to purchase electric buses, and in 2021 GPTD managed \$1.8 million in grant funds to replace buses.

MaineDOT and the transit agencies, with the support of Hatch and previous project partners, have the necessary technical expertise for this project. GPTD and BSOOB have been operating BEBs for approximately one year, and have experience in procuring, commissioning, and operating EVs and chargers to minimize vehicle downtime and cost. BSOOB also has two additional BEBs and two pantograph chargers on order, demonstrating its commitment to zero-emissions vehicles and its organizational ability to manage similar procurements. In March 2023, BSOOB was awarded \$350,000 through the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. BSOOB will assess the feasibility for renewable energy generation at the depot, and develop a demonstration plan to leverage Smart Grid technology, on-site energy storage, and high-capacity bus charging equipment to reduce emissions, enhance reliability, and mitigate the increased energy demand requirements on the utility grid. These efforts will advance the BSOOB's ability to expand the deployment of electric transit buses, and provide a cleaner, lower-emission public service to the community. Bangor operates an electric staff vehicle; the City of South Portland (which operates SPBS) has 10 electric vehicles and runs 5 solar energy projects generating more than 7.3 million kWh of net energy billing credits annually; and RTP included

additional conduit in its new maintenance facility to ease future installation of EV chargers.

With this background, MaineDOT and participating agencies can be relied upon to fund and commence the project well in advance of the obligation date, and to complete the project well in advance of the completion date requirement without risk.

