

**Modernization and Investment in New Equipment (MAINE) Project**  
Maine Department of Transportation

**ATTACHMENT C:**  
**LETTERS OF SUPPORT**

# Congress of the United States

Washington, DC 20515

May 1, 2026

The Honorable Stephen M. Carmel  
Administrator  
U.S. Maritime Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Administrator Carmel:

We write in support of the Maine Department of Transportation's (MaineDOT) application to the FY2026 Port Infrastructure Development Program (PIDP).

Through this application, MaineDOT is seeking \$2.3 million in federal funding to support a \$2.8 million initiative known as the MAINE Project. This project will fund the acquisition of two new reach stackers and two terminal tractors to replace aging, unreliable, and increasingly costly equipment at the Portland International Marine Terminal (IMT) in Portland, Maine.

In 2025, the IMT handled more than 40,500 containers while serving Eimskip, an Icelandic container shipping company. The terminal supports 52 full-time jobs and contributes over \$460 million annually to the state and national economies.

Its current equipment, however, is nearing the end of its useful life. Replacing this equipment is essential to improving reliability, enhancing safety, and increasing operational efficiency in order meet growing demand. Without the funding needed to replace the tractors and maintain capacity to handle containers, the IMT risks losing container traffic to other ports.

Thank you for your consideration of MaineDOT's application, in accordance with all applicable laws, rules, and regulations. Please notify Melissa Landry (Collins) at (207) 784-6969, Adam Lachman (King) at (202) 224-5344, and Jim Cavan (Pingree) at (202) 993-3205, when a decision has been made.

Sincerely,



Susan M. Collins  
United States Senator



Angus S. King, Jr.  
United States Senator



Chellie Pingree  
Member of Congress



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May 26, 2026

The Honorable Stephen M. Carmel, Administrator  
U.S. Maritime Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: Maine Department of Transportation's (MaineDOT) application to fund the *Modernization and Investment in New Equipment (MAINE) Project* under the FY 2026 Port Infrastructure Development Program (PIDP) grant opportunity**

Dear Administrator Carmel,

Please accept this letter of strong support for the Maine Department of Transportation's application for an FY 2026 PIDP Grant. The *MAINE Project* (Project) consists of purchasing two new reach stackers and two new terminal tractors (also commonly known as yard trucks or hustler trucks) to replace aging, unreliable, and costly-to-maintain equipment at the Portland International Marine Terminal (IMT, Terminal) in Portland, Maine.

Replacement equipment is needed to greatly improve the safety, efficiency, and reliability of the IMT, as well as to ensure the Terminal can handle future growth. The IMT is unable to expand geographically to meet oncoming demand because it is surrounded by residential neighborhoods. Therefore, operating the Terminal with more reliable and efficient equipment is the primary way to increase Terminal capacity and productivity.

The IMT handled more than 40,500 containers in 2025, serving Icelandic container shipping company Eimskip. It employs 52 full-time staff and contributes more than \$460 million annually to the Maine and U.S. economies. The Project is located in a Qualified Opportunity Zone and a Census Designated Area of Persistent Poverty. Without grant funding, the purchase of new equipment is unlikely to occur, creating capacity constraints and economic hardship and resulting in additional container traffic being diverted elsewhere. The modest funding request would greatly support the core functions of the IMT and the good-paying jobs that it supports.

Considering these objectives, we respectfully request the Office of the Maritime Administrator give favorable consideration to the *MAINE Project*.

Sincerely,

A handwritten signature in black ink, appearing to read "Chelsea Pettengill".

Chelsea Pettengill  
Executive Director

May 25, 2026

The Honorable Stephen M. Carmel, Administrator  
U.S. Maritime Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: Maine Department of Transportation's (MaineDOT) application to fund the  
*Modernization and Investment in New Equipment (MAINE) Project* under the FY 2026 Port  
Infrastructure Development Program (PIDP) grant opportunity**

Dear Administrator Carmel,

Please accept this letter of strong support for the Maine Department of Transportation's application for an FY 2026 PIDP Grant. The *MAINE Project* (Project) consists of purchasing two new reach stackers and two new terminal tractors (also commonly known as yard trucks or hustler trucks) to replace aging, unreliable, and costly-to-maintain equipment at the Portland International Marine Terminal (IMT, Terminal) in Portland, Maine.

Replacement equipment is needed to greatly improve the safety, efficiency, and reliability of the IMT, as well as to ensure the Terminal can handle future growth. The IMT is unable to expand geographically to meet oncoming demand because it is surrounded by residential neighborhoods. Therefore, operating the Terminal with more reliable and efficient equipment is the primary way to increase Terminal capacity and productivity.

The IMT handled more than 40,500 containers in 2025, serving Icelandic container shipping company Eimskip. It employs 52 full-time staff and contributes more than \$460 million annually to the Maine and U.S. economies. The Project is located in a Qualified Opportunity Zone and a Census Designated Area of Persistent Poverty. Without grant funding, the purchase of new equipment is unlikely to occur, creating capacity constraints and economic hardship and resulting in additional container traffic being diverted elsewhere. The modest funding request would greatly support the core functions of the IMT and the good-paying jobs that it supports.

Considering these objectives, we respectfully request the Office of the Maritime Administrator give favorable consideration to the *MAINE Project*.

Sincerely,



Tryggvi Mar Magnusson  
CFO – Eimskip USA



## Portland Longshoremen's Benevolent Society / ILA Local 861

May 26, 2026

The Honorable Stephen M. Carmel, Administrator  
U.S. Maritime Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: **Maine Department of Transportation's (MaineDOT) application to fund the *Modernization and Investment in New Equipment (MAINE) Project* under the FY 2026 Port Infrastructure Development Program (PIDP) grant opportunity**

Dear Administrator Carmel,

Please accept this letter of strong support for the Maine Department of Transportation's application for an FY 2026 PIDP Grant. The *MAINE Project* (Project) consists of purchasing two new reach stackers and two new terminal tractors (also commonly known as yard trucks or hustler trucks) to replace aging, unreliable, and costly-to-maintain equipment at the Portland International Marine Terminal (IMT, Terminal) in Portland, Maine.

Replacement equipment is needed to greatly improve the safety, efficiency, and reliability of the IMT, as well as to ensure the Terminal can handle future growth. The IMT is unable to expand geographically to meet oncoming demand because it is surrounded by residential neighborhoods. Therefore, operating the Terminal with more reliable and efficient equipment is the primary way to increase Terminal capacity and productivity.

The IMT handled more than 40,500 containers in 2025, serving Icelandic container shipping company Eimskip. It employs 52 full-time staff and contributes more than \$460 million annually to the Maine and U.S. economies. The Project is located in a Qualified Opportunity Zone and a Census Designated Area of Persistent Poverty. Without grant funding, the purchase of new equipment is unlikely to occur, creating capacity constraints and economic hardship and resulting in additional container traffic being diverted elsewhere. The modest funding request would greatly support the core functions of the IMT and the good-paying jobs that it supports.

Considering these objectives, we respectfully request the Office of the Maritime Administrator give favorable consideration to the *MAINE Project*.

Sincerely,

Jeff Storey  
President ILA Local 861

Chad Fox  
Business Agent ILA Local 861

**Mayor and Council Offices**

Mark Dion

Mayor

June 1, 2026



The Honorable Stephen M. Carmel, Administrator  
U.S. Maritime Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: Maine Department of Transportation's (MaineDOT) application to fund the Modernization and Investment in New Equipment (MAINE) Project under the FY 2026 Port Infrastructure Development Program (PIDP) grant opportunity**

Dear Administrator Carmel,

As Mayor of the City of Portland, please accept our support for the Maine Department of Transportation's application for an FY 2026 PIDP Grant. The proposed project will greatly improve the safety, efficiency, and reliability of our Port. Specifically, the MAINE Project (Project), consists of purchasing two new reach stackers and two new terminal tractors, commonly known as yard trucks or hustler trucks, to replace aging, unreliable, and costly-to-maintain equipment at the Portland International Marine Terminal (IMT, Terminal) in Portland, Maine.

Replacing this equipment is needed, and will ensure the Port – the busiest in Maine – can handle future growth. The IMT is limited in its ability to physically expand given its location amid residential neighborhoods and the Casco Bay Bridge – therefore, operating the Terminal with increased reliability and efficiency is the primary way to increase Terminal capacity and productivity.

The IMT handled more than 40,500 containers in 2025, serving Icelandic container shipping company Eimskip. It employs 52 full-time staff and contributes more than \$460 million annually to the Maine and U.S. economies. The Project is located in a Qualified Opportunity Zone and a Census Designated Area of Persistent Poverty. Without grant funding, the purchase of new equipment is unlikely to occur, creating capacity constraints and economic hardship and resulting in additional container traffic being diverted elsewhere, outside of Portland and outside of Maine. The modest funding request would greatly support the core functions of the IMT and the good-paying jobs that it supports.

Considering these objectives, we respectfully request the Office of the Maritime Administrator give favorable consideration to the MAINE Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Dion", written over a blue circular stamp.

Mark Dion, Mayor  
City of Portland, Maine