

Maine Climate Council

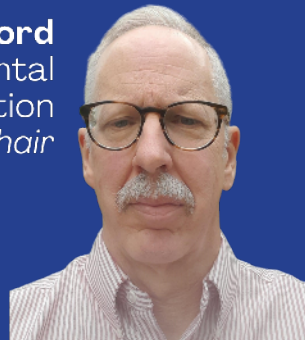
Transportation Working Group Meeting

October 16, 2025, 11am - 12pm



Joyce Taylor
Department of
Transportation
Co-chair

Jeff Crawford
Dept. of Environmental
Protection
Co-chair



Meeting Agenda

1. Welcome (Introductions Via Zoom Chat Feature)
2. Presentations by:
 - * Jeff Crawford, Maine Dept. of Environmental Protection, TWG Co-Chair
 - * Michael Stoddard, Efficiency Maine Trust
 - * Joyce Taylor, Maine Department of Transportation, TWG Co-Chair
3. Discussion
4. Conclusion and Next Steps



Impacts of Federal Policy

Strategy A: Embrace the Future of Transportation in Maine



1

Accelerate Maine's transition to light-duty electric and plug-in hybrid electric vehicles.



Invest in public, active and shared transportation.

2



3

Accelerate Maine's adoption of zero-emission medium-and heavy-duty vehicles.

4

Improve the resilience of Maine's transportation system.

Accelerate Maine's transition to light-duty **electric and plug-in hybrid electric vehicles**



Actions:

- **Targets for EVs**, including dedicated funding for **low- and moderate-income** drivers
- Install **700+** public EV charging ports by 2028, including in **underserved** and **rural** areas
- **EV education** for drivers, dealers, and employers
- Train **first responders** to safely handle **EV battery fires**
- **Support EV adoption** through **policy**



Progress





Efficiency Maine EV and Charger Offerings

October 2025

Electric Vehicle Benefits



- Cost less to fuel
- More fun to drive
- Less service and maintenance

EV and Charger Offerings

- Off-Peak Charging
- Vehicle + Off-Peak Charging - Combo
- Public EV Chargers
- Pilots
- Education & Outreach



Promoting Off-Peak Charging and EVs

Level 2, Off-Peak EV Charger

- Adds up to 50 miles of range per hour of charging (48 Amps)
- \$129 after \$300 Efficiency Maine discount
- Automatically pauses charging during peak hours (5:00 p.m. to 9:00 p.m. weekdays)
- Users can override the default daily
- Mobile app included
- NACS/Tesla or CCS/J1772, hard-wired or NEMA 14-50 plug
- \$170 dynamic load management option avoids need for panel upgrade



EV Rebates with Off-Peak Chargers - Combo

Customer	New Vehicle	Used Vehicle
Low Income	\$7,500	\$3,500
Moderate Income	\$2,000	\$1,500
Business/Nonprofit	\$2,000	\$1,500
Government	\$2,000	\$1,500

- Customer must install off-peak charger at home/business
- All-electric vehicles only (plug-in hybrids not eligible)
- Purchases only (leases not eligible)

Income Eligibility at efficiencymaine.com

- **1** - Home Energy Assistance Program (**HEAP**) - I currently receive fuel-assistance benefits from MaineHousing
- **2** - Supplemental Nutrition Assistance Program (**SNAP**) for food assistance
- **3** - Temporary Assistance for Needy Families (**TANF**) for cash assistance
- **4** - Income-based **MaineCare** for medical insurance coverage
- **5** - Manufactured (Mobile) Home Initiative participants with a **county specific Adjusted Gross Income (AGI)**

Qualified moderate-income households may be eligible for elevated rebates based on federal Adjusted Gross Income (AGI).

Moderate Income Choice

- **6 - AGI up to \$70,000** for an individual filing as single or head of household, or **\$100,000** if married filing jointly, married filing separately (both returns required), or individual filing as a qualifying surviving spouse.

Public EV Chargers

Recharge Maine

- Statewide initiative to expand availability of charging infrastructure for electric vehicles (EVs) along Maine's highways and within communities
- Assembled in 2022
- Includes MaineDOT, Efficiency Maine, GEO, GOPIF, and MaineDEP
- Guided by strategies and priorities outlined in Maine's Plan for EV Infrastructure Deployment



Maine's Plan for EV Infrastructure Deployment



MaineDOT

**Maine's Updated Plan for Electric
Vehicle (EV) Infrastructure Deployment
(Maine's NEVI Plan)**

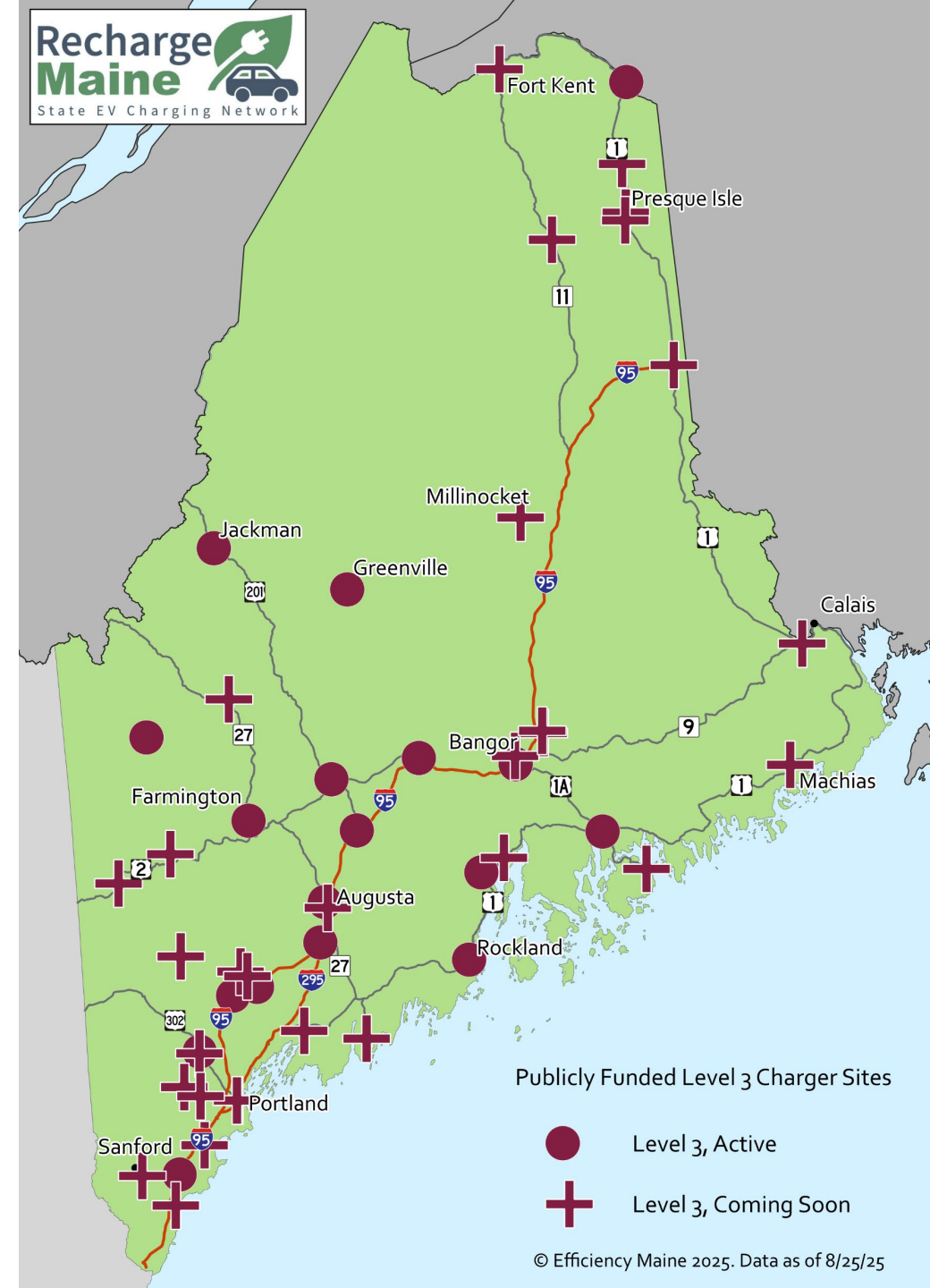
Submitted to Federal Highway
Administration September 2025

- Published in July 2022
- Updated annually
- Strategies for Level 2 and Level 3 charging
- Includes several federal funding sources
 - National Electric Vehicle Infrastructure (NEVI)
 - Charging and Fueling Infrastructure (CFI)
 - Maine Jobs and Recovery Plan (MJRP)

Active and Awarded Level 3 Charger Sites

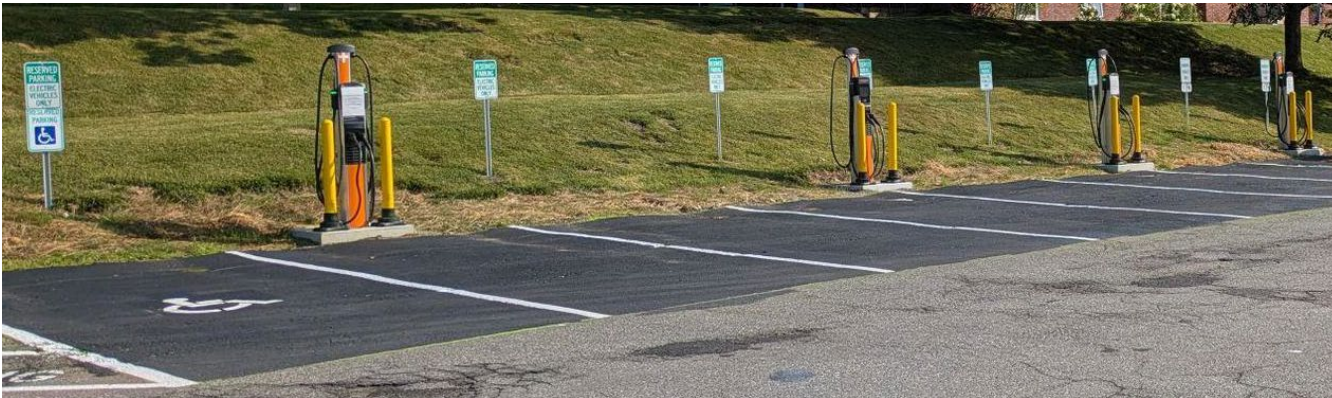
- 46 sites
 - 18 active
 - 28 coming soon

Rangeley
Hideaway

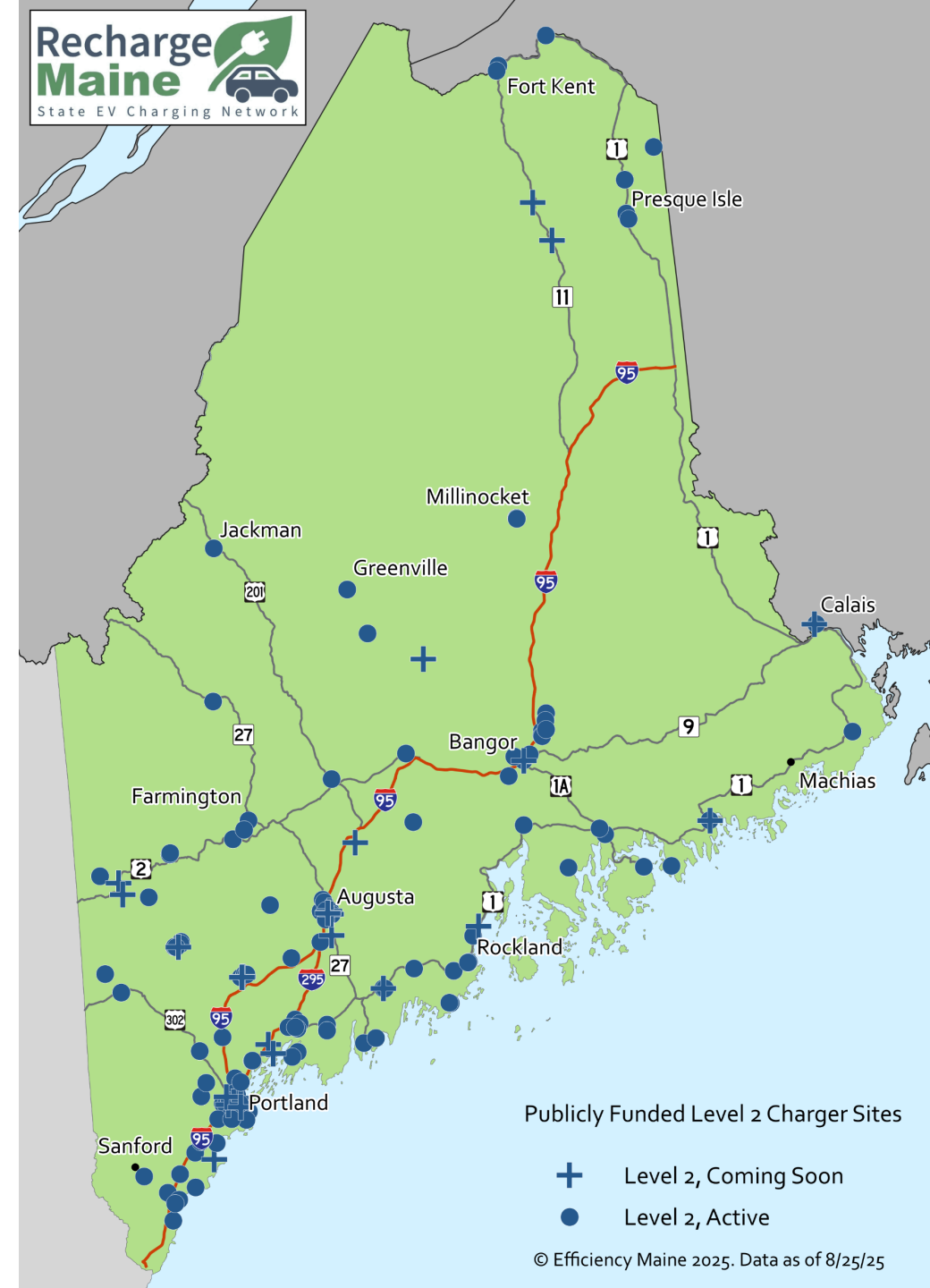


Active and Awarded Level 2 Charger Sites

- 156 sites
 - 128 active
 - 28 coming soon

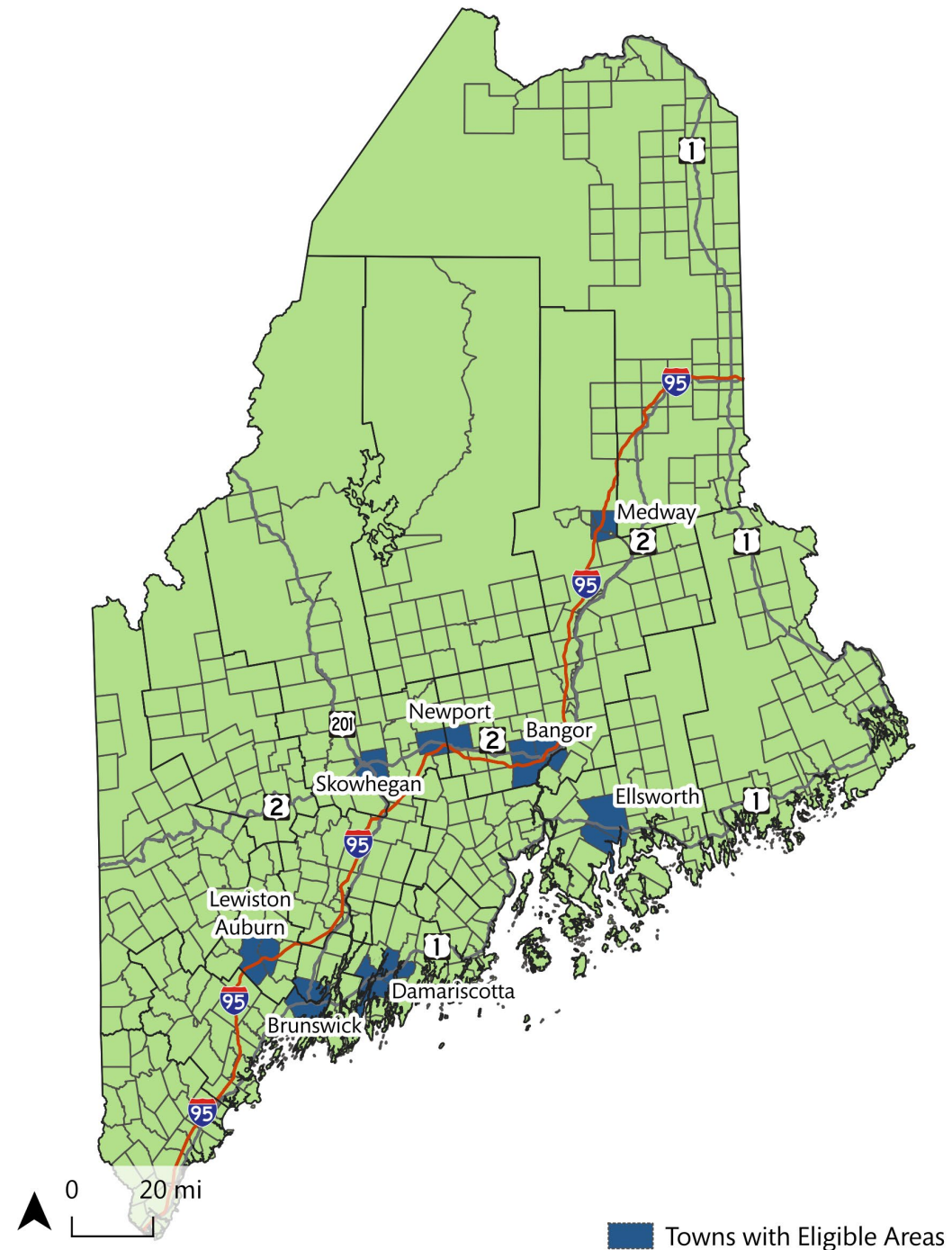


City of Ellsworth



What's Next

- In August 2025, Efficiency Maine issued a [Request for Proposals \(RFP\) for Public DC Fast Chargers: Phase 10](#).
- Seeks proposals to install and operate public Level 3/DC fast chargers within one mile of select exits or routes.
- Proposals are due January 20, 2026.



Pilots

Medium- and Heavy-Duty Battery Electric Vehicle Demonstration Project

- Moody Mountain Solar - 1 BrightDrop van
- Logix (formerly Solarlogix) - 2 BrightDrop vans
- Comfort365 - 1 BrightDrop van
- Lakeside Concrete Cutting and Asbestos Abatement - 1 Bollinger B4 box truck
- Sundog Solar - 2 Workhorse W4 box trucks

Total grant funds invested: \$302,000



Electric Bike Pilot

- 23 bikes
 - Lewiston Housing Authority – residents
 - Portland Housing Authority – employees
 - South Portland Housing Authority – residents
- Total grant funds committed: \$55,000





Education & Outreach

Learn more at efficiencymaine.com

Electric Vehicles



About EVs



About EV Charging



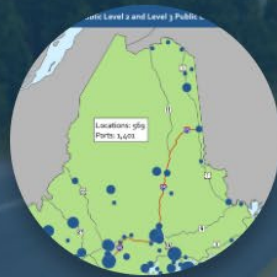
Incentives



Find a Dealer



Find a Charger Installer



Find a Public Charger



FAQs



EV and Charging Videos

Accelerate Maine's adoption of **zero-emission medium- and heavy-duty vehicles**



Actions:

- Pilot projects for **electric** and **hybrid buses, school buses, and ferries**
- Launch **fleet advisory services** to help medium- and heavy-duty fleets adopt clean vehicles
- Develop an incentive program for **electric vans, trucks, and buses**
- Support **zero-emission medium- and heavy-duty vehicles** through **policy** and **regulatory** options



Progress



Zero-Emission Medium- and Heavy-Duty Vehicles

MaineDOT was selected to receive a \$1 million Climate and Air Quality Planning Grant

- Explore feasibility of cruise and cargo vessel shore power deployment and port equipment electrification at ports within the state

In 2024, Efficiency Maine Trust established a pilot program for medium-duty and heavy-duty EVs

- Awarded grants to five businesses to fund the purchase of four Class 3 GM Brightdrop Zevo 600 cargo vans and
- Two Class 4 Bollinger B4 chassis cabs

Plans that have been developed to support medium- and heavy-duty vehicle adoption:

- Maine's Clean Transportation Roadmap for Medium- and Heavy-Duty Vehicles
- The Northeast Freight Corridor Charging Plan

Maine State Ferry Service and the **Casco Bay Lines** will each be replacing an existing diesel ferry with a hybrid-assist ferry

Invest in public, active, and shared transportation



Actions

- Boost transit ridership **5% annually** to pre-COVID levels by **2029**
- **Improve public transit** access, funding, and services with partners
- **Launch transit pilots** for MaineCare and workforce
- Transition transit **fleets** to **electric and hybrid** vehicles
- **Expand awareness** of public and active transportation options
- **Expand bike and pedestrian infrastructure**, paving **75 miles** of shoulders and building **10 miles** of trails by 2029
- **Fund local active transportation projects** through a new initiative by 2025
- Map priority **walking and biking routes** by 2025
- **Promote e-bikes** for commuting and workforce programs.
- **Invest in low-carbon transportation projects** to offset emissions
- Support research on **emissions impacts of transportation projects**
- Encourage **universal access to broadband**



Progress



Public and Shared Transportation



Maine Turnpike Authority and MaineDOT are in the process of hiring a consultant to conduct a study on greenhouse gas emission impacts and mitigation measures for proposed capacity expansion projects in the state

The LAP (Lewiston-Auburn-Portland) Commuter Bus Pilot

- Launched in July 2024
- Operating with six stops and extended service hours
- Two-year pilot
- Monthly ridership has been approximately 2,000

In December 2024, MaineDOT awarded \$2 million in state funds to improve service, upgrade vehicle tracking, address barriers to transportation in rural and underserved areas, and increase use of hybrid and electric vehicles. Funds were awarded to 10 transit agencies

MaineDOT hired consultants to **assess** existing circumstances and current and future needs of **transit operators for the General Transit Feed Specification**



Workforce Transportation Pilots:

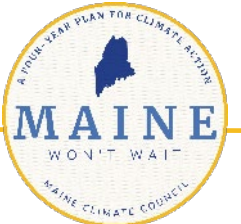
- Working with employers to identify innovative options



Provides ride-matching services for commuters and rewards for those participating

Recent and ongoing efforts include:

- Enhanced outreach effort targeting state employees and other key stakeholders



Active Transportation

Maine voters approved a \$30 million bond to support:

- The design, development, and maintenance of the state's motorized, nonmotorized, and multiuse trails

MaineDOT Active Transportation Projects in the 2025 Workplan (including CY 2025, 2026, 2027):

- Design and construction of 10 miles of off-road trail on the Mountain Division Rail Line from Fryeburg to Hiram
- Construction of a phase of the Union Branch Pathway in Portland from Park Avenue to Forest Avenue
- Construction of multi-use path in Damariscotta to connect commercial areas and a school

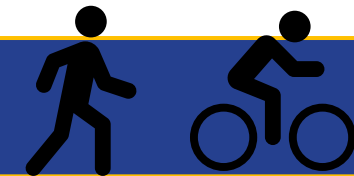


MaineDOT established the Active Transportation Partnership Initiative (ATPI)

- Program to access funding to enhance infrastructure and safety for vulnerable road users
- \$1 million in state funds per year to match local funds

Promoting active transportation through MaineDOT program updates:

- Reassessed speed setting process
- Village Program and Gateway Treatments
- Complete Streets update to encourage safe and accessible streets and highways
- E-bike pilots



Improve the **resilience** of Maine's **transportation** **system**



Actions:

- **Strengthen and protect transportation infrastructure** and plan to **redesign** or **relocate** infrastructure where necessary
- Use **modeling tools** to **identify and address vulnerable areas**



Progress



Maine Infrastructure Adaptation Fund

- Provides direct funding to public entities to upgrade their critical infrastructure to reduce vulnerability to extreme weather, sea level rise, inland and coastal flooding, and other impacts

MaineDOT has held **three** rounds of funding:

- In **2022**, **\$20 million** in grant funds went to **12 communities**
- In the beginning of **2024**, **\$1.3 million** in grant funds went to **19 communities**
- In **August 2024**, **\$25.2 million** in grant funds went to **39 communities**

MaineDOT was awarded a **\$1 million grant** from the U.S. Department of Commerce to develop a **Maine Coastal Flood Risk Model**



Municipal Stream Crossing Program

- Funds the replacement of stream crossings to improve fish and wildlife habitat and community safety

MaineDOT held **one** round of funding:

- In **2024**, **\$4 million** in grants went to **18 communities**

Working Waterfront Resiliency Grant Program

- Support recovery and rebuilding from damage caused by severe storms in late 2023 and early 2024
- MaineDOT awarded **\$21.2 million** in awards



DISCUSSION



Next Steps and Adjournment

