

Maine Climate Council

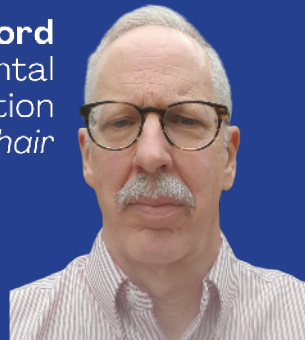
Transportation Working Group Meeting

June 29, 2026, 9am - 10am



Joyce Taylor
Department of
Transportation
Co-chair

Jeff Crawford
Dept. of Environmental
Protection
Co-chair



Meeting Agenda

1. Welcome
2. Updates from TWG Co-Chairs
3. Presentation by Efficiency Maine Trust
4. Brief update on Transportation Climate Research
5. Discussion
6. Conclusion and Next Steps



Updates

Electric Vehicle, Charger, and Demand Management Offerings

Efficiency Maine Introduction

- Runs energy efficiency programs in Maine
- Provides information (education and marketing), incentives, financing, tools, and databases of independent installers and dealerships
- Funded by electric ratepayers, Regional Greenhouse Gas Initiative, federal grants, and other sources
- Board appointed by the governor and confirmed by the legislature



Electric Vehicles

Electric Vehicle Benefits



- Savings
- Convenience
- Safety
- Performance
- Comfort
- Electricity rate suppression

EV Sales Up in March 2026

- According to Atlas Public Policy EV Hub, “sales rebounded in March to the highest level since federal tax credits expired in 2025.”
- 300,000 used EVs coming off leases this year
- EV inventory limited

Electric Vehicle Information



About EVs



About EV Charging



Incentives



Find a Dealer



Find a Vehicle



Find a Charger Installer



Find a Public Charger



Savings Calculator

efficiencymaine.com/electric-vehicles/

EV Shopping Tool

Filters

48 matches

Sort by Distance: Nearest



2019 Nissan Leaf S

Used

Hatchback • South Portland, ME

Mileage58,385 mi

EV Range215 mi

\$114.83 /mo est. ⓘ

\$5,799

⌛

Check Availability



2017 Nissan LEAF SV

Used

Hatchback • South Portland, ME

Mileage70,069 mi

EV Range107 mi

\$147.99 /mo est. ⓘ

\$7,474

⌛

Check Availability





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efficiency
MAINE

Savings Calculator

Gasoline Price Per Gallon (\$/gallon):

\$4.32

**Gasoline Vehicle Miles Per Gallon
(miles/gallon):**

18

Select Electric Vehicle:

Rivian R1T

Electricity Rate (\$/kWh):

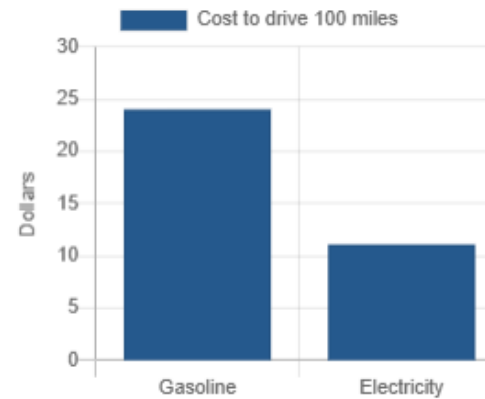
\$0.27

CALCULATE

Cost to drive 100 miles:

Total Gasoline Cost: \$24.02

Total Electricity Cost: \$11.09



Driving a Rivian R1T is like paying **\$2.00** per gallon of gas with a 18-MPG vehicle.

EV Incentives When Combined with Off-Peak Charging

Income	Vehicle	Efficiency Maine Incentive
Low	New	\$8,000
Low	Used	\$4,000
Moderate	New	\$6,000
Moderate	Used	\$3,000

- Must install off-peak charger where EV is regularly parked and recharged
- All-electric vehicles only (plug-in hybrids not eligible)
- Purchases only (leases not eligible)
- Current rebate amounts available through September 30, 2026

Income Eligibility at efficiencymaine.com

Income-Based Eligibility Verification

Efficiency Maine offers **low-cost** energy upgrades and enhanced electric vehicle rebates for eligible low- or moderate-income Mainers. These rebates are higher than the standard incentives, with the highest amounts for those who qualify as low-income. Efficiency Maine also offers **home energy loans** to eligible homeowners.

Use the online form below for the fastest eligibility verification.

Choose one eligibility option from the six listed below that best represents your situation.

Qualified low-income households may be eligible for the highest rebates for electric vehicles (EVs), heat pumps, and insulation.

Select the program that at least one member of the household currently participates in.

- ☐ **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.

Level 2, Off-Peak EV Charger

- Adds up to 50 miles of range per hour (48 Amps)
- \$49 after \$200 discount and \$200 installation rebate
- 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
- \$120 dynamic load management option avoids need for panel upgrade



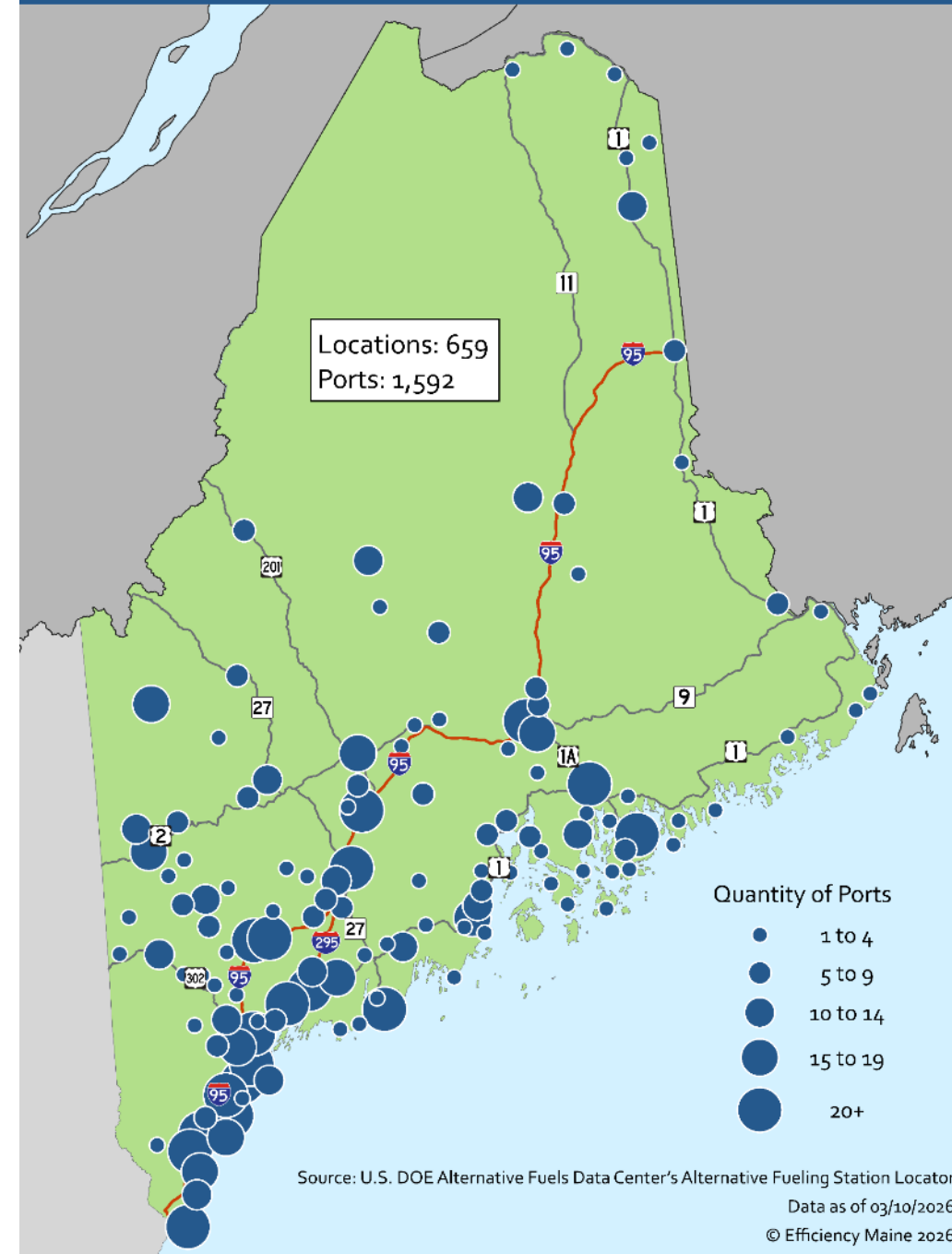


Public Chargers

EV Charger Speeds

	Level 2	Level 3 (DC Fast Chargers)
Voltage	240 V	400V-1,000 V
Charging speed (miles of range added per hour of charging)	25-80	200-1,000+
Typical use	Charging at home, work, hotels, or parking garages	High-speed, mid-trip highway charging
Amperage / Wattage	16-80 amps / 4-19 kW	100-400 amps / 40-400 kW
Commercial Cost (per port)	\$10,000 – \$20,000	\$40,000 to \$250,000

Distribution of All Public Level 2 and DC/Level 3 Charging in Maine



Recharge Maine Introduction

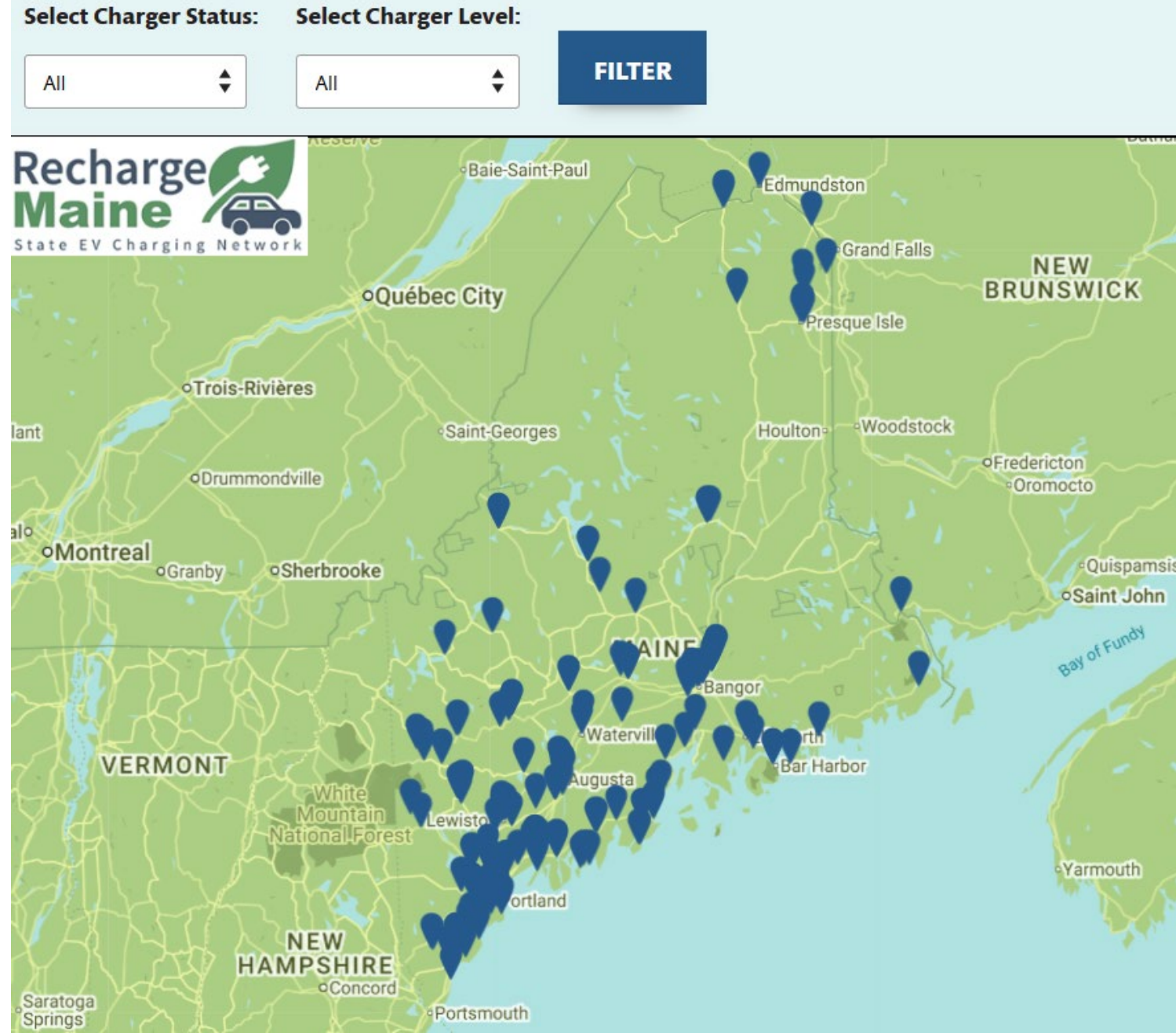
- Statewide initiative to expand availability of charging infrastructure for EVs on Maine's highways and within communities
- Assembled in 2022
- Includes MaineDOT, Efficiency Maine, GOPIF, GEO, and MaineDEP
- Guided by strategies and priorities outlined in Maine's Plan for EV Infrastructure Deployment



Publicly Funded EV Chargers in Maine

Interactive Map

- efficiencymaine.com
- Charger Status
 - Active
 - Coming Soon
- Charger Level
 - Level 2
 - Level 3/DC



Public Level 2 EV Charger Sites

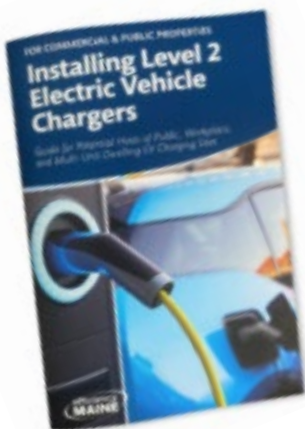
- In March 2026, Efficiency Maine issued a [Request for Proposals \(EM-008-2026\) for Public Level 2 EV Chargers](#).
- Seeks qualified bidders to install and operate public Level 2 EV chargers at multifamily, business, and public properties





EV Awareness/Outreach

Examples



OFF-PEAK EV CHARGERS

Off-peak chargers are ideal for homes and businesses that want to charge quickly and save money. They operate normally during off-peak hours and automatically pause charging during peak hours (5:00 to 9:00 p.m. weekdays). If you need to charge during peak hours, you can override the default for the day. The following day, the charger will return to its off-peak schedule. The default cannot be permanently turned off.

BENEFITS

1. Wake up to a charged battery every day with this high-speed Level 2 charger.*
2. Save \$400 on the purchase and installation: \$200 with an instant discount plus an additional \$200 Set-Up Completion Bonus once set-up is complete.
3. Save thousands on installation with a \$170 smart panel option that lets you add a charger without upgrading your panel. It directs spare panel capacity to the charger when your water heater, dryer, stove, oven, or well pump shut off.
4. Save by charging off-peak when electricity is cheapest.**

* Adds up to 50 miles of range per hour of charging at 48 Amps, 240V output depending on the car.

** Ask your utility if time-of-use rates are right for you.

SCAN HERE TO ORDER YOUR OFF-PEAK CHARGER



efficiencymaine.com/off-peak-charger-discount

FINANCIAL EXAMPLE

With our current rebates for moderate-income individuals, both new and used EVs can cost less than a comparable gasoline vehicle. See comparison below.

Note: Situations may differ. See footnotes for assumptions.

	Used EV	Used Gasoline	New EV	New Gasoline
	2023 Hyundai Kona Electric	2023 Hyundai Kona	2026 Nissan Leaf	2026 Nissan Kicks
EPA Range (miles)	258	~400	301	~400
Price	\$18,169 ¹	\$19,996 ¹	\$29,990 ²	\$22,430 ²
Efficiency Maine Rebate (moderate income)	\$3,000	N/A	\$6,000	N/A
Net Price	\$15,169	\$19,996	\$23,990	\$22,430
Monthly Payment ³	\$258	\$340	\$409	\$382
Net Monthly Cost	\$470/mo	\$603/mo	\$621/mo	\$648/mo
Net Annual Cost ⁴	\$5,650/yr	\$7,237/yr	\$7,456/yr	\$7,780/yr

¹ Average price as of 3/4/2026, [Cargurus](https://cargurus.com)

² nissanusa.com as of 3/4/2026

³ \$0 down, 7% APR, 72 month loan term

⁴ After fuel and service. Assuming 15,000 miles/year. Assuming a 2022 Hyundai Kona EV (28kWh/100-mile) using \$0.26/kWh electricity; a 2022 Hyundai Kona (32-mpg) using \$3.00/gallon gasoline; a 2026 Nissan Leaf (28kWh/100-mile) using \$0.26/kWh electricity; and a 2026 Nissan Kicks (31-mpg) using \$3.00/gallon gasoline.

Assuming average maintenance costs for compact SUVs, [AAA](https://www.aaa.com) as of September 2025.

Electric Vehicle and Charger Incentives Up To \$14,400



Examples

Electric Vehicle CUSTOMER TESTIMONIALS



Thousands of Mainers drive electric vehicles (EVs) and more are making the switch every year. EVs provide a smooth and quiet drive, fuel-cost savings, reduced vehicle maintenance, and fewer emissions.

HERE'S WHAT MAINERS WHO DRIVE EVs HAVE TO SAY ABOUT THEIR EXPERIENCES.

"I have owned my EV for three years. I love it! I have taken trips to Vermont, Connecticut, and New York. Locating charging stations has not been an issue. There are apps to help you locate stations along your route.

"I always have to stop on long trips anyway. Now, I just plan my stops to coincide with charging. Most of my local charging happens at home.

"I am so pleased that I made the choice to drive an EV and I appreciate Efficiency Maine supporting that choice with the rebates they offer. There is no better time to make the transition!"

— Brenda M., Norway



"I love our Ford F-150 Lightning. It's probably the best vehicle for winter driving that I've ever had. And that's saying a lot because I grew up in northern Aroostook County. I also love that it's emissions-free, which is helping my child and future generations enjoy planetary health.

"I charge at night, which helps me take advantage of the F-150's larger battery for extended range. When I'm on a road trip with my family, we see tremendous savings — close to half the price of gasoline."

— Samantha P., Fort Kent

"I love that I was able to access a piece of technology that aligns with my values. It's a bonus that my Hyundai Ioniq 5 is very sleek!

"I've been driving fully electric for seven years now. My 2019 Hyundai Ioniq had just 130 miles of range but I was still able to drive it from Maine to Alaska. Now my Ioniq 5 has a battery twice the size, so I feel quite spoiled.

"I'm grateful for Efficiency Maine. It's because of this rebate program that I even entertained purchasing an EV in the first place. Not buying gasoline is great and the electricity cost is much friendlier on my budget."

— Jessica H., Freeport

For more information, visit efficiencymaine.com.

Commercial EV CUSTOMER TESTIMONIALS



Hundreds of Maine businesses and governmental entities use electric vehicles (EVs). EVs can cost less to operate and maintain, and require less downtime for service than internal combustion engine vehicles.

HERE'S WHAT SOME OF THOSE BUSINESSES HAVE TO SAY ABOUT THEIR EXPERIENCES.

"We have three EVs. Each one is used for a different aspect of our operations.

"The Ford F-150 Lightning is a daily work truck, which we use to tow trailers on the Golden Road. The traction is incredible, great for hilly roads in the winter. The Tesla Model Y is for long-distance trips. It charges super-fast and seamlessly. I can take it to Augusta with just a quick coffee stop in Bangor to charge. We use the Ford E-Transit to transport cleaning supplies and equipment from camp to camp. It's perfect because the heat and AC can run constantly without any noise or exhaust.

"All three vehicles need little service and save us money on fuel. I love the quiet driving experience. It's much easier to have a conversation in an EV!"

— Matthew Polstein of New England
Outdoor Center, Millinocket



"We bought our first EV truck in 2021, and today our fleet has grown to 25 electric vehicles.

"Our employees drive their EV trucks every day — commuting to work and traveling to job sites across our 1.5-hour service radius around Brunswick. Most of our team can charge at home and at work.

"We track the electricity used for charging and reimburse them, making the process simple and fair. The cost savings have been undeniable.

"In 2021, we spent \$110,000 on gasoline for 10 gas-powered trucks. Now that our fleet is almost entirely electric, we spent only \$62,500 in 2025 to charge all 25 vehicles. This does not include the cost we offset with our solar arrays. Maintenance costs have also dropped dramatically.

"EVs have also proven to be safer and more capable for our work. I'd choose an EV over a gas truck in the snow any day. They're heavier, more powerful, and give us better control when towing trailers, especially when merging onto the highway. And we've eliminated the daily inconvenience of finding a gas station.

"Efficiency Maine's rebate program has been seamless and has made these trucks significantly more affordable. For our business, the numbers work — and the transition has been a clear win."

— Ryan Keith of Northeast Heat
Pumps, Brunswick



For more information, visit efficiencymaine.com.

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Examples



Go the Distance in an EV

Legendary Maine humorist, Tim Sample, helps Maine drivers understand how EVs work.

► Watch Now



HOW TO FIND EV CHARGERS

How to Find EV Chargers

There are more than 700 public charging plugs in Maine. Learn how to find them with the help of an app.

► Watch Now



HOW TO USE PUBLIC EV CHARGERS

How to Use Public EV Chargers

Learn how to use a public EV charger while on the go.

► Watch Now



HOME CHARGING: INSTALLATION TIPS

Home Charging

This video will show you some handy tips for installing your own home EV charger.

► Watch Now



PUBLIC CHARGING REASONS TO INSTALL A PUBLIC EV CHARGER

Reasons to Install a Public EV Charger

EV chargers attract customers and visitors, add value to rental housing, and improve employee satisfaction. See why more businesses, workplaces, schools, and multi-unit dwellings are offering EV charging.

► Watch Now



PUBLIC CHARGING WHAT MAKES A GOOD EV CHARGING SITE?

What Makes a Good EV Charging Site?

Discover some things you might want to consider when installing a Level 2 charger.

► Watch Now



PUBLIC CHARGING ELECTRICAL PANEL CONSIDERATIONS

Electrical Panel Requirements

Learn what to consider when installing an EV charger electrical panel for one or more Level 2 electric vehicle chargers.

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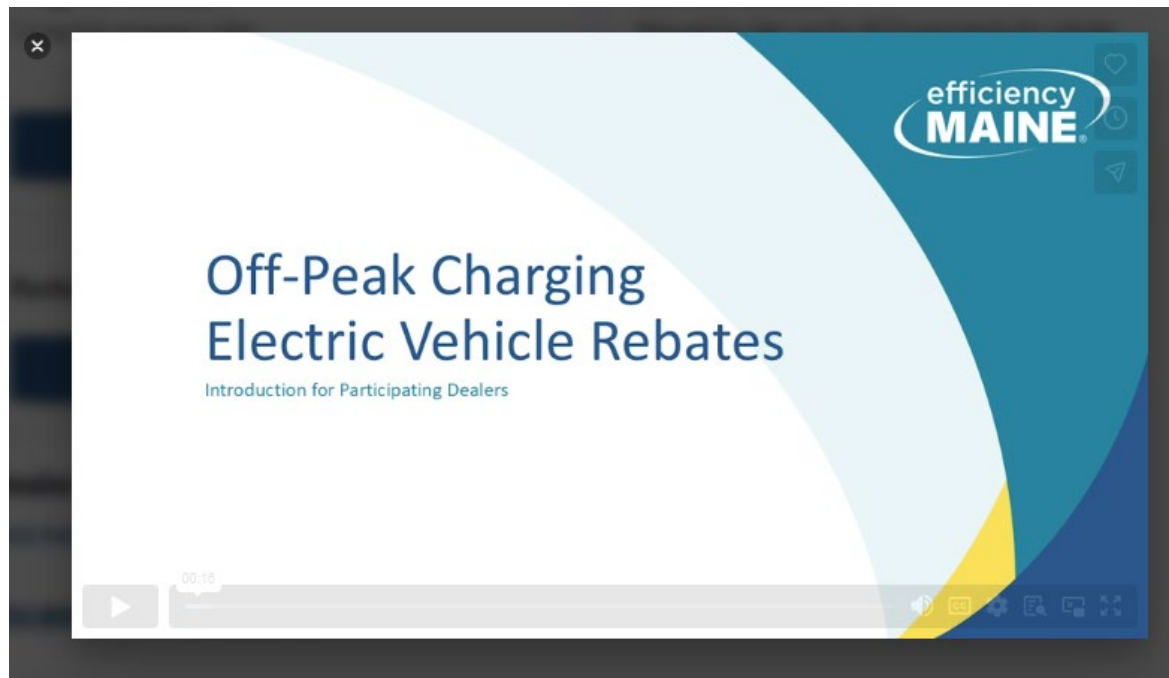
PUBLIC CHARGING FINDING THE RIGHT EQUIPMENT AND INSTALLERS

Finding the Right Equipment and Installers

Decisions. Decisions. It can be tough choosing the type of electric vehicle charging equipment and finding a qualified installer. Check out our video for some tips.

► Watch Now

Examples



Winter Tips for Electric Vehicle Owners



As drivers in Maine and around the globe make the switch to electric vehicles (EVs), many people have questions about how these vehicles perform in cold weather. Today's blog offers some tips on how to get the most out of an EV this winter.

BROUGHT TO YOU BY

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MAINE**



Thousands of Mainers drive electric vehicles.

They're popular because they can cost less to drive and maintain, have various safety benefits, and provide both comfort and high performance.

Benefits

SAVINGS	CONVENIENCE	SAFETY	PERFORMANCE	COMFORT
 Charging at home is like paying \$1.95/gallon for gasoline.* Gasoline cars have thousands more parts to maintain than EVs.	 Charge at home or work. Never visit a gas station again. Fewer service appointments. No oil changes.	 Less rollover risk No gasoline & no tires Better traction in rain, snow, and ice Safely merge into traffic with confidence	 Stable cornering Accelerate without hesitation	 Quiet ride Cabin warms up quickly

*A 2026 Tesla Model Y (27kWh/100-miles) using \$.24/kwh electricity would cost the same per mile as a 2025 Toyota RAV4 (30-mpg) using \$1.95/gallon gasoline.

SPONSORED CONTENT

Charge at home for less than gas.

[LEARN MORE](#)





Demand Management

Efficiency Maine's Demand Management Program

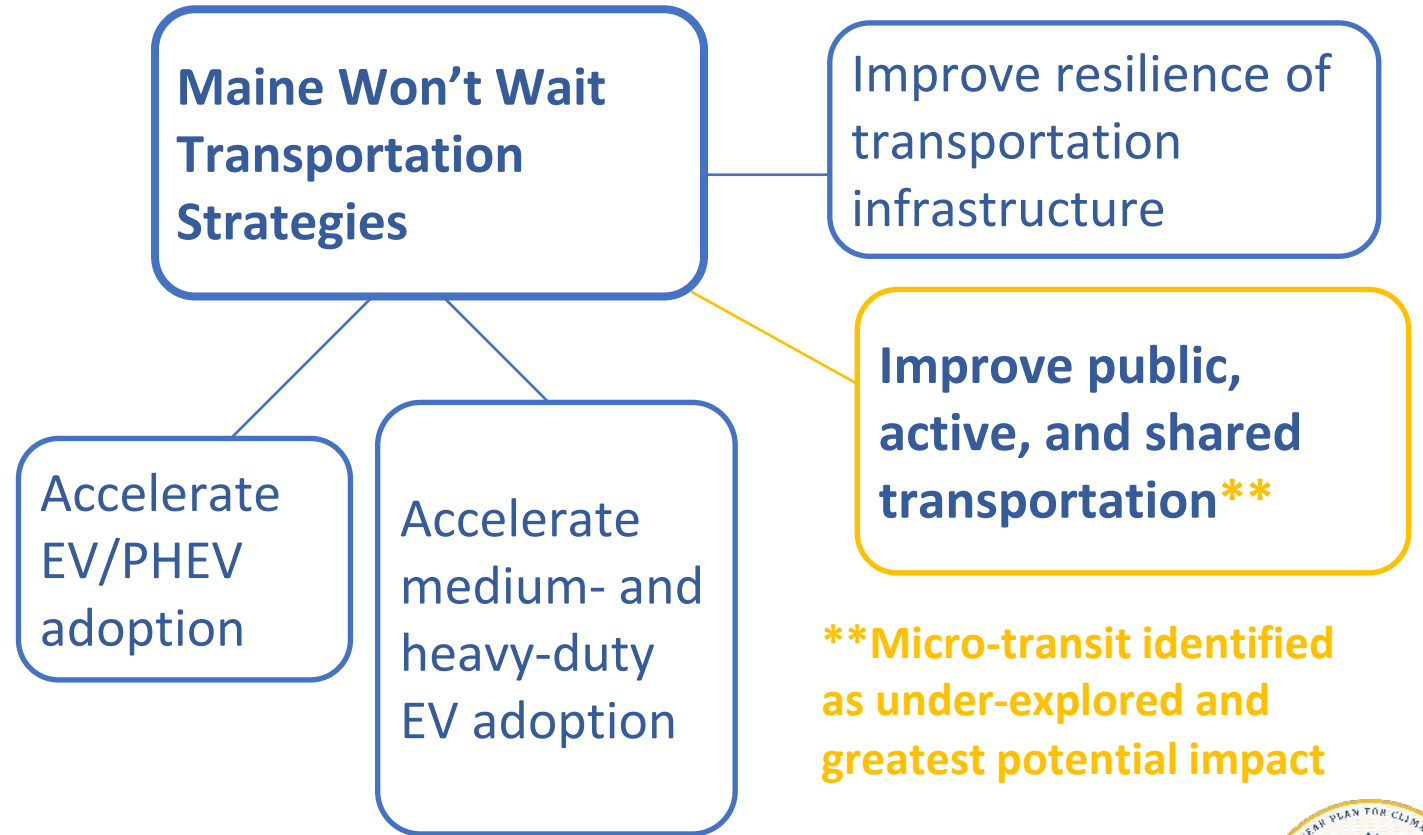
- Purpose: Lower electric rates and improve reliability for all Mainers by verifiably and cost-effectively increasing grid flexibility.
- Initiatives:
 1. **Time-of-Use EV Campaign** – educates consumers with private EV chargers how to save with TOU rates
 2. **Off-Peak EV Chargers** – discounted chargers automatically pause charging 5pm-9pm M-F
 3. **C&I Demand Response** – pays C&I customers to curtail load on 3+ peak days / summer
 4. **Large Battery** – pays C&I customers to use non-exporting batteries for 15 X / summer
 5. **Small Battery** – pays homeowners & small businesses to contribute stored electricity to the grid 24-60 events /year

Get Started
efficiencymaine.com
866-376-2463
info@efficiencymaine.com

Rural Transportation and Climate Research: Phase I

Goals:

1. Understand gaps in existing transportation strategies
2. Identify areas of potential movement to:
 - Accelerate emission reduction progress
 - Improve transportation options for rural Mainers



Deep-dive into Micro-transit for Maine

Research to include:

- Existing micro-transit
- Public and/or restricted access
- Destination-oriented (i.e. employer, hospital, community)
- Best practices and lessons learned



**BATH IRON WORKS HELPS ITS WORKFORCE
COMMUTE EASIER AND GREENER**

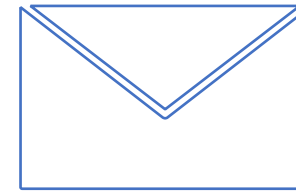
Maine Won't Wait, 2024



Rural Transportation and Climate Research: Phase II

Goals:

1. Conduct deep-dive into Micro-transit
2. Literature review and interviews
3. Understand reasons for success and lessons learned
4. Summarize in white paper



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DISCUSSION



Next Steps and Adjournment

