

ATTACHMENT E

PUBLIC ENGAGEMENT COMMENTS

The Partnership has collected feedback from numerous public comment periods, conferences, panels, focus group discussions, webinars, surveys, workshops, and more. Select comments are included below and represent diverse representation, perspectives, and submission type (in-person, online).

Cold Weather Range

- *I drive a PHEV that gets 35 miles per charge in the warmer months and 25 miles in the colder months. I live in Scarborough and spend significant time driving in southern Maine and to the Newry area (20k miles per year). While my range is too limited to cover my commuting to Newry, I should be able to cover everything in southern Maine--but I often cannot. I have a level 2 at home and it takes me 2.5 hours to fully charge. I am fine with using level 2 and simply need them in more places--schools and grocery stores especially. Yet so few have them. I really hope this program makes significant growth in the available units.*
- *Electric Vehicle technology is not developed enough for long distance Maine travel, especially in the winter. (Opposed to proposal)*
- *A higher amount of L3 plugs will result in more flexibility for owners of EVs, especially during winter.*
- *We live in Caribou and cannot leave the county in the winter because there is no DCFC charger in Houlton.*
- *The technology is too new. There is noway a battery will last for as long/far as I need to travel. I don't think the battery will hold up in winter weather - I worry about getting stranded somewhere without a charge in a storm, I don't think they are as safe as other vehicles*
- *We own an EV but can't drive far from home, especially during cold winter days, because of the lack of DC fast chargers. I support the plan to install more DC fast chargers downeast and northern maine. Because we are elderly, we needed to purchase an ICE sedan to make road trips. If there were DC fast chargers we wouldn't need two cars.*

Range (independent of season)

- *As a Nissan Leaf owner, and a small businessman in Waldoboro, I can appreciate how many electric car owners have range anxiety up here in Maine. If we want to keep the tourist industry going, we're going to have to accommodate a large number of electric vehicles at every stop along the main tourist artery. DC Fast Chargers are the most critical investment we can make.*
- *The specifics of where DCFC chargers are placed really matters. It is not enough that they be present, to get wide adoption they should also be convenient and visible. You should not have to hunt to find a charger or have access to a smart phone. To reduce*

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range anxiety and increase comfort, especially in rural areas, it would be ideal to place them visibly at gas stations or other areas where people are already stopping to refuel.

- *Sugarloaf managers hear a good deal of feedback regarding range anxiety coming to the region. Many folks coming from the region are from down south and experience insufficient infrastructure in the region.*
- *By instigating DC fast charging, we can increase EV driver-range confidence, allow for increased community charging in areas without ready access to dedicated charging stations, support environmental justice goals in many of those areas, and ensure that Maine is a welcoming destination for EV-driving tourists.*
- *People want longer range and faster charge times.*
- *While expanding DCFC access along corridors is essential to reducing range anxiety and increasing EV adoption, drivers should have access to DCFC at retail locations, tourist areas, and other destinations which can maximize EV charging utilization.*

Availability of existing chargers

- *Last fall I purchased a Bolt and so far have only driven it locally, partially out of concern regarding availability of chargers. From what I have read, reliability of public chargers seems to be a serious issue, so my hope is that that part of the plan is rigorously adhered to.*
- *I'd particularly be interested in a PHEV because we spend a lot of time in Maine where charging infrastructure may be more limited.*
- *City of Bath has 6 stations, not sure what kind. They work for me, but the ones at the visitor center are always busy.*

Locations

- *Please prioritize access to fast charging in Aroostook and Washington. Glad to see this in the plan but the charger installation is often delayed. Adding additional reliable stations in Bangor/Augusta would be helpful. The Chargepoint chargers at Irvings across the state are not working well (slow speed if two cars are plugged in). What about maintenance?*
- *I support the direction and goals of this plan. I would like to see more outreach from MaineDOT to municipal officials sharing about how this plan can benefit towns. I have talked with my Select Board about EV charging and they know very little about it and do not understand the benefits of bringing Level 2 and Level 3 charging to our town (Wiscasset), which is a major pass-through town for thousands of drivers each year.*
- *Please add high speed chargers by ski resorts and on way up to Baxter park from southern Maine. Ford is giving free Tesla charging adapters for their EVs so that's nice going forward. Places without many chargers are gouging prices at some places eg Bangor charging at a pretty slow charge station costs 3x the cost of gas and 6x the cost of charging at home which is ridiculous. If there is a way to limit price gouging that would be nice. Thanks! So long as I stay in southern Maine having an EV has been wonderful.*

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- *Thank you for this information - very helpful. I appreciate the multi-faceted approach trying to address heavy traffic areas as well as rural communities. Living in Aroostook County, it will be critical to have DC fast charging stations in Fort Kent, Presque Isle and Houlton to ensure that EVs can travel throughout the extensive county without having to worry about charging opportunities. The DC charger in Midway is also critical for the long stretch between Bangor and Houlton. I currently have 1 EV and would like to expand - but will need to wait until the additional chargers identified for the County are in place. Thank you!*
- *Placing chargers at park&ride lots near the turnpike is a good*
- *My concern is charging opportunities north of Rt 2. If I travel from Rangeley to The Forks or Greenville and back, or to Millinocket via Dover-Foxcroft, there is no infrastructure at this time. I don't see much in the proposed infrastructure plan to improve this. This is the challenge in rural states. I installed a level 2 charger at my home in the Rangeley area. Without it, I could not drive an EV. There are many places I cannot go with it, as it cannot make the round trip without charging infrastructure. DC Fast Chargers are a welcome addition, especially the one near Rockland. In addition, fill in areas with Level 2 chargers, at small businesses like local coffee shops, grocery stores, hotels, restaurants, movie theaters, and places that people would spend 30 minutes or more. Also, any state-owned lot near a big box store should offer Level 2. This will help local businesses, and help people who have no home charging yet. Level 2s are much cheaper and draw less power than level 3s, and can be more easily implemented. As an EV driver living in Midcoast I fully support these efforts. Traveling to the more remote but beautiful parts of Maine is still more practical in a gasoline powered vehicle than an EV and it would be great to see the DC fast charging network expanded. Also thank you for the opportunity to offer my comments.*

Features

- *please make sure public parking stations can accommodate large vehicle like school buses. A lot of the stations so far don't have parking spaces large enough for school buses.*
- *As new or updated EV infrastructure is requested/proposed - why not require solar roof structures to protect drivers and equipment from weather as well as add energy into grid be part of any RFP process? Charging in the shade, out of the rain/snow, adds to a safer experience. A roof constructed 20 feet above does not pose a driving hazard and similar structures being used in other areas of the country and world to enhance the EV experience.*
- *Would like to see signage along the roads and highways for EV charging similar to what is already in place for gas, food and lodging. Phone apps are always nice, but signs would be very helpful! More charging places along Rte 1 would also be beneficial.*

General

- *Bravo. I am Tesla driver who drives long distances for work. The most important thing is to get more DCFC stations for non-Tesla vehicles. This is why I chose a Tesla, because they have a good network, and I'm not distance restricted (Except in Aroostook Co.)*

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- I am currently a Tesla owner and drive a lot for work. The reason I chose a Tesla is because they have a great network of DCFC stations. I believe it's important to add more non-Tesla DCFC stations to the state. That way you'll have more people feeling comfortable adopting the technology.*
- Please invest in expanding a hydrogen fuel infrastructure. If you are off grid it can take days to charge your car if needed. Many people would like to become energy independent from the grid due to the extremely expensive rates in Maine. We have so many small businesses selling fuel in Maine. If we switch to just the utility supplying power this would create a larger monopoly. The grid would also need to be upgraded to handle the additional loads further incurring costs to be passed along to rate payers. Investors/businesses have historically built our current fuel infrastructure with the intent of making money. Tax payers should not have to incur the costs whether through federal or state taxes. The byproduct of hydrogen fuel is water and requires less environmental impact than mining for precious metals and minerals.*
- Any supported Level 3 should require Tesla (NAS) connectors. 2. It is my understanding that Tesla SC install cost is both substantially less than most other providers, and they install substantially more chargers. To that end, require normally 8 charging stalls per location, unless a very small station. 3. I did not see reliability and availability discussed. While Tesla SC are known for high 'up' time, they typically have 8 or more chargers, so an issue does not leave drivers stranded. This can not be said about some other providers who YouTube have shown may be all down, all but 1 down, or derated to very low charging rates. I understand that many providers misreport a charger as available when they are not. I understand there is a penalty for failing to don't have sufficient up time with some federal funds. Yet some companies seem to misreport up time. Minimum charging rate should be set to 150KW (or higher) per charger.*
- Nice presentation! From one of the slides, it looks like a large chunk of our CO2 emissions in the state comes from driving so I think building up the infrastructure for electric vehicles now makes a lot of sense. It looks like the state can get some grants and whatnot too so that's good. No real questions, just some minor concerns that I think were touched on a bit with respect to where the charging stations would be placed - if we're thinking ahead, I can definitely imagine some areas on the route I corridor that might be solid now but wouldn't be if climate change impacts the coast a bit. Also, if Maine's grid in areas seems "good enough" in spots to handle those highest level chargers now, I worry that if our upgrades to the grid/supply don't keep up with the increased needs in toastier summers in the future, could that impact those chargers at all? Anyway, I don't really have anything of note to say other than: more chargers is a good idea!*
- There are something like 1400 gas stations in Maine. It may take me 5 minutes to fill up at one of these. When I get my EV, I'm expecting at least 20 minutes to fill up. I really think we need a huge amount of high-speed charging stations to begin to approach the convenience of gas fill ups. Say the average gas station has 4 pumps. Say each can provide 10 fill-ups per hour. That would mean Maine has the capacity for 56,000 fill-ups per hour. I think you're proposing something like 100 fast charging plugs. If we estimate 2 charges per hour, that would give Maine the capacity for 200 EV charges per hour. That*

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would be way less than our gas fill-up capacity, less than 1% of it. Even if we say 90% of EV charging is done at home/work/hotel, that's still only 3.6% of our current fill-up capacity. So I'm thinking that would work if our EV penetration is in the 4% range, but what about when we get to 100% EVs?

- *Too many EV owners do not know the basics about fast charging their cars. My Bolt charges at a max of 55w so there is no point in me using a 350w charger, I leave it for those that can use it and take the slowest charger. Usually charging above 80% is unwise since the speed of charging drops dramatically as the battery reaches capacity. At chargers I often meet very frustrated drivers in rental EV's that do not even know the difference between level 2 and level 3 charging or how to use the Plugshare app to find a charger. On any state website that lists EV charge stations there should be a link to this educational info and make it downloadable. Could the state prepare a 1 page handout that dealers would fill out and give to car buyers so they know how to properly take advantage of DCFC? Having plenty of working L3 chargers is most important so we can safely get around the state (especially in remote areas). L3 chargers should have a SINGLE WAITING LINE for chargers. Some cars charge fast, others are slow. So setting up like a gas stations does not work. If the state contracts with charger companies there should be penalties if the up-time goals are not met. Non working chargers can leave drivers stranded which can be dangerous. We need more fast chargers. Opening of the Tesla network may solve much of the shortage. New hotels, business, schools, apt/condos, etc should be required to have L2 chargers. I would support increased taxes to give them partial funding of costs. The home building code should be amended to require the install of a constant load 220 circuit in the garage to provide for a future L2 charger and no roof penetrations on the most south facing roof for future solar panel installs.*
- *The Maine PEVID plan is essential for Mainers and our visitors. This plan will allow mainers and visitors to utilize EVs for their transportation needs. EV charging is essential for our tourism industry and for locals too! I fully support this endeavor.*