

1 PROJECT READINESS

1.1 PROJECT SCHEDULE

The project is ready for implementation and pre-design is already complete for the infrastructure upgrades. If funding is received according to schedule, all compliance will be complete and funds ready to obligate in advance of the September 30, 2028, FY24 RAISE obligation deadline. The project team will work with an architecture and engineering firm upon fund availability to complete design and infrastructure work prior to delivery of the buses. The timeline below (Table 4) reflects the project schedule based on a July 2024 announcement.

Table 4. Estimated project timeline.

Milestone	Completion Date
Project Kickoff	December 2023
Preliminary Design Report Complete for Chargers	January 2026
NEPA Complete	March 2026
PS&E Submission for Chargers	July 2027
Bus Order Award	July 2027
Advertise for Chargers	August 2027
Begin Construction for Chargers	October 2027
Construction Complete for Chargers	August 2028
Bus Delivered/Enter Service	August 2028

1.2 ENVIRONMENTAL RISK ASSESSMENT

1.2.1 Required Approvals

Environmental Approvals

Environmental approvals are not required for bus procurement. Installation of charging infrastructure may require ground disturbance in already disturbed areas and are expected to be a categorical exclusion under the National Environmental Policy Act. MaineDOT and DTI will complete all other compliance in accordance with state, county, and local regulations.

State and Local Approvals



MaineDOT

Pending award of this discretionary grant, MaineDOT will coordinate including the project in the State Transportation Improvement Program (STIP). MaineDOT will comply with all applicable state, and local permitting requirements.

1.2.2 Assessment of Project Risks and Mitigation Strategies

This project is ready for implementation upon the receipt of project funds. MaineDOT will use innovative procurement and permitting approaches to mitigate project risk, including front-loading the infrastructure and utility work. The project involves minimal environmental risk, as the only activity that could affect the environment is the ground disturbance necessary for the installation of charging infrastructure. Because this activity is minor and limited in scope and duration, it poses no risk to the execution of the project.

1.3 TECHNICAL CAPACITY ASSESSMENT

The project applicants fully meet the technical capacity requirements needed to fulfill this project. MaineDOT is an accomplished, experienced, and responsible recipient of previous successful FASTLANE, TIGER, INFRA, RAISE and BUILD grants and can be relied upon to fully 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. MaineDOT and DTI have extensive experience implementing federally funded transportation projects, including purchasing transit fleets and supervising upgrades to transit facilities. MaineDOT and DTI will meet federal contract and procurement requirements, planning requirements (inclusion in the STIP), and comply with Title VI/Civil Rights requirements.

DTI and private manufacturers tested the feasibility of battery-electric buses in fall 2023 on all major routes in partnership with the National Renewable Energy Laboratory. In 2022, MaineDOT and DTI completed a Bus Electrification and Transition Plan, which includes a predesign for the infrastructure upgrades and initial engagement with the utility.