



## Memorandum

June 26, 2024

To: Board of Trustees  
From: Michael Stoddard, Executive Director  
Peter Eglinton, Deputy Director  
Re: Accept Federal Funding for Various Programs

---

### Proposed Motion

Move to find that the receipt of certain federal funds, as described in this memorandum, is consistent with the purposes of the Efficiency Maine Trust Act and to authorize the Executive Director to accept grant amounts as awarded.

### Background and Recommendations

Since the passage of recent federal legislation, including the Bipartisan Infrastructure Law and the Inflation Reduction Act, Efficiency Maine Trust (EMT) has been, or may be in the future, awarded a role implementing grants from these federal funds. The grants may be received by EMT directly from the federal government or as a sub-recipient of funds to be passed through to EMT from another party or agency. Staff now seeks to ensure that it has formally requested and received authorization to receive and implement funds for each of the following grants<sup>1</sup> that have previously been announced and/or that have been proposed (and are pending a decision from the granting agency):

1. National Electric Vehicle Infrastructure (NEVI) Program, awarded to the Maine Department of Transportation, \$19 million;
2. Charging and Fuel Infrastructure (CFI) Discretionary Grant Program, awarded to the Maine Department of Transportation, \$15 million;
3. Greenhouse Gas Reduction Fund (GGRF) to capitalize the Efficiency Maine Green Bank, awarded to the Coalition for Green Capital, at least \$15 million;
4. Energy Efficiency Revolving Loan Fund Capitalization Grant Program (EERLF), awarded to the Maine Governor's Energy Office (GEO), \$0.86 million;
5. Climate Pollution Reduction Grants (CPRG) Program, proposed by the State of Connecticut/Northeast Energy Efficiency Partnerships (NEEP), awards and amounts are yet to be determined;
6. Climate Pollution Reduction Grants (CPRG) Program, proposed by the Maine Governor's Office of Policy Innovation and the Future (GOPIF), awards and amounts are yet to be determined.

As discussed during prior Board meetings and referenced in Executive Director Reports, the Trust is administering or plans to administer federal grants for each of these programs. A short summary of each one follows:

1. National Electric Vehicle Infrastructure (NEVI) Program, up to \$19 million. This grant is made by the

---

<sup>1</sup> At recent meetings of the Board, Staff requested and received approval to administer funds from the U.S. Department of Energy for the Home Energy Rebates Program and for the Whole-Home Heat Pump Solutions for Mobile/Manufactured Homes Project.

Federal Highway Administration to the Maine Department of Transportation (MaineDOT). EMT is a sub-recipient of MaineDOT. In November 2021, the U.S. Congress enacted the Bipartisan Infrastructure Law (BIL), one element of which provides \$7.5 billion to build a network of electric vehicle (EV) chargers through the National Electric Vehicle Infrastructure (NEVI) program. Maine's \$19 million allotment of funds through the NEVI Formula Program Funds. The Trust is implementing the state's NEVI funds pursuant to a memorandum of agreement (MOA) with the MaineDOT and GEO.

2. Charging and Fuel Infrastructure (CFI) Discretionary Grant Program – Round 1, for \$15 million, is a grant awarded by the FHWA to the Maine Department of Transportation using funds from the BIL. Similar to the NEVI funds described above, the Trust will administer the state's CFI Discretionary Grant Program pursuant to an MOA with MaineDOT and GEO. The Trust will make its first CFI-funded project awards in FY2025 to expand Maine's publicly accessible EV charging to complement the NEVI initiative, focusing on community-based charging, disadvantaged communities and rural service centers.
3. Greenhouse Gas Reduction Fund's (GGRF) National Clean Investment Fund, entails a sub-grant from the Coalition for Green Capital (CGC), using funds from the Inflation Reduction Act (IRA), in an amount not less than \$15 million. A provision of the IRA authorized the U.S. Environmental Protection Agency (EPA) to invest \$27 billion to capitalize green banks and facilitate development of energy efficiency and clean energy projects. The Trust aligned with CGC, which is serving as the lead applicant in a bid for NCIF funds. CGC's bid was awarded. CGC has agreed to provide not less than \$15 million to support the Efficiency Maine Green Bank. The Trust anticipates receiving these funds as early as July 2024.
4. Energy Efficiency Revolving Loan Fund Capitalization Grant Program (EERLF), with Maine Governor's Energy Office, \$0.86 million. In 2021, the BIL established the Energy Efficiency Revolving Loan Fund Capitalization Grant Program (EERLF) within the U.S. Department of Energy's (DOE's) State Energy Program. This opportunity was designed to provide capitalization grants to States to establish a revolving loan fund to provide loans and grants for energy efficiency audits and retrofits to increase energy efficiency of buildings. Maine's formula share of the funds totaled \$863,110. Working with GEO, the Trust designed a targeted initiative to facilitate beneficial electrification projects in congregate living facilities (i.e., supervised group living facilities, such as long-term care, group home, and supportive housing facilities) with fossil-fuel fired HVAC systems. Upon application approval (estimated summer 2024), GEO will pass the funds through to the Trust to administer through the Efficiency Maine Green Bank.
5. Climate Pollution Reduction Grants (CPRG) Program, through State of Connecticut/Northeast Energy Efficiency Partnerships (NEEP), award and amount to be determined (TBD). The U.S. EPA's Climate Pollution Reduction Grants (CPRG) program provides \$5 billion in grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. The Trust collaborated with the Northeast Energy Efficiency Partnerships (NEEP) and other state agencies across New England on a regional proposal for a competitive grant in which Connecticut would be the fiscal agent. The proposal is to deliver more financial incentives for home electrification through installation of heat pumps and heat pump water heaters. The proposal was submitted on April 1, 2024. If the proposal is successful, the portion of the grant that will go to incentivize eligible projects in Maine would be administered by the Trust.
6. Climate Pollution Reduction Grants (CPRG) Program, through Maine Governor's Office of Policy Innovation and the Future (GOPIF), award and amount to be determined. The Trust worked with the Maine's Governor's Office of Policy Innovation and the Future (GOPIF) to develop a second CPRG proposal that would include funding for (a) rebates for light duty EVs for low- and moderate-income customers and community fleets; (b) rebates for medium and heavy duty EVs; and (c) technical assistance and public outreach for EVs. The Trust would play a role in administering a portion of these funds if the proposal is successful. The proposal also will seek funding for incentives to install heat pumps in schools and municipal buildings, and also workforce training associated with EVs, but the Trust is not expected to play a role in administering those initiatives.

State statute allows for the Trust to receive funds “from any entity ... if the board determines that receipt of those funds is consistent with the purposes of [the Efficiency Maine Trust Act].”<sup>2</sup> The objectives and activities described involve investing in measures to save energy and/or reduce carbon consistent with the purposes of the Trust (see, 35-A MRS §10103) and the statutory authority provided for various programs (see, e.g., Id., §10109, §10110, and §10121). Accessing these funds through the grants described above would assist the Trust in fulfilling the statutory purposes laid out in the Efficiency Maine Trust Act and advancing various targets contained in the Trust’s Triennial Plan(s) and in the State’s climate action plan.

---

<sup>2</sup> 35-A MRS §10103(4).