

## **Climate Pollution Reduction Grants Program: Implementation Grants**

### **Reducing Emissions in Maine's Buildings & Transportation Systems: Accelerating Climate Progress Equitably throughout a Rural State**

#### **LETTERS OF COMMITMENT**

1. Governor Janet Mills
2. Governor's Office of Policy Innovation and the Future, with the Community Resilience Partnership
3. Governor's Energy Office
4. Efficiency Maine Trust
5. Maine Department of Education
6. Maine Department of Transportation
7. Maine Department of Environmental Protection
8. Maine Department of Labor
9. Maine Equal Justice
10. Maine Municipal Association
11. Maine School Superintendent Association/Maine School Board Association
12. Maine Education Association
13. Maine Principal's Association
14. Maine Environmental Education Association
15. A Climate to Thrive
16. Center for Ecology Based Economy
17. Maine Community Action Partnership
18. Associated General Contractors of Maine



Janet T. Mills  
GOVERNOR

STATE OF MAINE  
OFFICE OF THE GOVERNOR  
1 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0001

March 29, 2024

Administrator Michael S. Regan  
Office of the Administrator, 1101A  
Climate Pollution Reduction Grants Program: Implementation Grants General Competition  
Environmental Protection Agency  
1200 Pennsylvania Avenue, N.W.  
Washington, DC 20460

RE: EPA Climate Pollution Reduction Grant

Dear Administrator Regan,

I am writing to you to express my strong support for Maine's state application to the Environmental Protection Agency's Climate Pollution Reduction Grants Program: Implementation Grants General Competition.

My administration has made tackling climate change, advancing clean energy, and improving climate resilience a priority since I took office in 2019. In 2020, I welcomed *Maine Won't Wait*, the state's four-year Climate Action Plan from the Maine Climate Council. *Maine Won't Wait* puts Maine on a trajectory to decrease greenhouse gas emissions by 45% by 2030 and 80% by 2050.

The plan calls for decisive steps including bolstering the electric vehicle market in Maine, expanding the number of heat pumps installed in Maine homes, doubling home weatherization rates, and transitioning to clean power to curb harmful greenhouse gas emissions. *Maine Won't Wait* details climate action steps to create economic opportunities for Maine, such as encouraging the growth of the clean energy economy and creating incentives for consumers, businesses and industries to invest in energy efficiency. The plan highlights the need for a continued focus on equity as we consider new programs and allocation of resources, ensuring that the state's low-income, diverse and rural populations benefit from clean energy and climate investments.

Since the plan was released in December 2020, *Maine Won't Wait* has created historic momentum for climate action. We've seen record installations of high efficiency heat pumps and encouraging growth of electric vehicle (EV) purchases and public EV charging stations -- all of which directly address our state's leading causes of greenhouse gas emissions and start us on a path to achieve the ambitious plan. Maine is also on track to meet our goal of using 80% renewable sources for our electricity by 2030 and my Administration is developing a pathway to reach 100% clean energy by 2040. Maine people, communities, businesses and organizations are taking action to reduce greenhouse gas emissions, transition to clean energy, and prepare for climate change impacts.



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At the same time, there remains significant work ahead given the scale of the challenge presented by climate change and the gap in funding needed to meet our greenhouse gas reduction targets.

Transportation remains the largest source of greenhouse gas emissions in Maine. In the last year, the state has invested in a statewide network of public, high-speed EV chargers, leveraging significant federal funds to do so. This proposed grant will support additional key components of Maine's transportation progress, providing education and incentives, encouraging early-stage medium and heavy-duty truck adoption, and supporting shared transportation options for workers in rural areas.

The second largest source of greenhouse gas emissions in Maine is the buildings sector. Maine remains the most heating-oil dependent state in the country, with 56 percent of homes heated by fuel oil, compared to the national average of 4 percent. This means that Maine is distinctly vulnerable to the increased fossil fuel prices and volatility. Last July, I announced that Maine had – two years ahead of schedule – surpassed our goal of installing 100,000 new high efficiency air source heat pumps by 2025, a milestone that represents significant progress in reducing Maine's reliance on fossil fuels, lowering overall heating costs, and curbing harmful carbon emissions. At the same time, I unveiled a new target: installing an additional 175,000 heat pumps in Maine by 2027, thereby bringing the number of heat pumps installed in Maine homes, businesses, and public buildings during my time in office to 275,000. We are committed to continuing to accelerate momentum in this key sector and have allocated state funds to pilot workforce development programs to grow alongside private business development. Ensuring these benefits reach low-income and priority community members requires additional federal investment.

The measures outlined in this proposal would reduce emissions in these two key sectors. In the transportation sector, Maine is proposing to expand incentives and support for low- and moderate-income households to purchase EVs to ensure an equitable transition and investing in pilot programs for workforce transportation and medium- and heavy-duty vehicles like those used in Maine's economically important natural resource industries. In the buildings sector, the proposed measures would focus building resilient community centers, reducing emissions through energy efficiency, clean energy and electrification measures in public schools and municipal buildings in low-income and disadvantaged communities.

These measures would significantly reduce greenhouse gas emissions while creating lasting benefits in low-income and disadvantaged communities across the state. They will leverage the state's climate leadership and the momentum behind *Maine Won't Wait*, new federal tax incentives and state and private funds, and accelerate Maine's climate and energy action.

I urge you to give Maine's application your full consideration.

Sincerely,



Janet T. Mills, Governor  
State of Maine



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STATE OF MAINE  
GOVERNOR'S OFFICE OF POLICY INNOVATION AND THE FUTURE  
181 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0181

March 29, 2024

Climate Pollution Reduction Grants Program: Implementation Grants General Competition  
RE: EPA-R-OAR-CPRGI-23-07

Dear CPRGI Reviewers:

The Governor's Office of Policy Innovation and the Future (GOPIF) is the lead applicant to the EPA Climate Pollution Reduction Grant (CPRG) program on behalf of the State of Maine for the state's CPRG implementation application, *Reducing Emissions in Maine's Buildings & Transportation Systems: Accelerating Climate Progress Throughout a Rural State*. GOPIF will coordinate project activities and communication between grant partners. GOPIF will also serve as the project lead for the implementation of grants to communities for energy efficiency, clean energy and decarbonization measures to reduce GHG emissions in measure 1, through the state's Community Resilience Partnership grant program. I designate Sarah Curran, Deputy Director of Climate Planning and Community Partnerships, as the Project Director. The state's proposal will accelerate greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

Governor Janet Mills has made tackling climate change, advancing clean energy, and improving climate resilience a priority for her administration. In December 2020, Governor Mills welcomed the release of *Maine Won't Wait*, the first four-year Climate Action Plan from the Maine Climate Council. *Maine Won't Wait* puts Maine on a trajectory to decrease greenhouse gas emissions 45% below 1990 levels by 2030 and 80% below 1990 levels by 2050, as required by state statute. GOPIF serves as the coordinating entity for both the Maine Climate Council and the Governor's climate planning work.

GOPIF urgently requests EPA's support for our proposed measures. With nearly 500 municipalities and tribal governments, the array of climate impacts and action are numerous and diverse across the state. Many Maine communities lack the capacity to plan for and implement measures that reduce greenhouse gas emissions. The activities proposed in Maine's CPRG Application accelerate greenhouse gas emissions reductions in the two leading sources of emissions in the State, transportation and buildings, leveraging Maine's climate leadership and the momentum behind *Maine Won't Wait*, and accelerating Maine's climate change mitigation investments at the community-level.

As a large, rural state, we are focused on providing more funding to accelerate progress toward the state's goals and to support implementation of key climate actions, especially for disadvantaged communities and among low-income populations. For example, *Maine Won't Wait* sets a target of 219,000 light duty EVs on the road by 2030 and as of 2023, there are 12,369 EVs registered in Maine; additional federal funds are needed to ensure low-income and disadvantaged community members are able to realize the benefits of EV technology.



Since the release of *Maine Won't Wait* on December 1, 2020, we've seen encouraging growth of electric vehicle (EV) purchases and public EV charging stations, and record installations of high efficiency heat pumps - all of which directly address our state's leading causes of greenhouse gas emissions and start us on a path to achieve the ambitious plan. Maine is also on track to meet our goal of using 80% renewable sources for our electricity by 2030 and the Administration is developing a pathway to reach 100% clean energy by 2040.

The Maine Legislature enacted, and Governor Janet Mills signed into law, nearly two dozen pieces of legislation aligned with *Maine Won't Wait*, including bans on harmful hydrofluorocarbons (HFCs), the adoption of sea level rise projections, new appliance energy efficiency standards, and among the first targets for clean energy battery storage in the country. The state has invested in accelerating the pace of weatherization, adaptation programs, and grants for community climate and energy action.

More than 175 Maine communities are participating in the state's Community Resilience Partnership program, managed by GOPIF, which is helping cities, towns, and tribal governments to identify climate and energy efficiency priorities and start or expand local climate planning and actions. Historic federal legislation passed over the last three years and state budget allocations are delivering unprecedented support for climate priorities including installing heat pumps, energy assessments, and vehicle electrification roadmaps. Currently, the Community Resilience Partnership is disbursing federal funds from the Department of Energy that are supporting energy audits and energy efficiency or electrification upgrades. These actions and methods for reducing barriers for community participation will provide a platform for timely and efficient engagement with Maine communities and tribes to enact the greenhouse gas reduction strategies proposed in this CPRG application.

Governor Mills established the Governor's Office of Policy Innovation and the Future (GOPIF) to foster collaboration and innovative solutions to help solve Maine's most important long-term challenges. GOPIF coordinates the work of the Maine Climate Council, working collaboratively with other state agencies and stakeholders, and supporting planning and implementation by providing research, data, and innovative policy solutions. GOPIF also leads coordination on the American Rescue Plan Act Funds, the Bipartisan Infrastructure Law opportunities, and is the state's main point of contact with key municipal and regional coordination entities. The intersection of addressing climate change, building our state agencies capacity to improve Maine's resiliency, and providing robust support to our municipalities and tribes, specifically for low-income and disadvantaged communities, is a key focus area for GOPIF.

The measures defined in Maine's CPRG application are critical to meeting our state statutory emission reduction targets of 45% below 1990 levels by 2030 and 80% below 1990 levels by 2050. The proposed measures ensure benefits will accrue to low-income and disadvantaged communities. With your support, Maine will accelerate transformational action on reducing climate pollution. We thank you for your consideration of this important opportunity for our state.

Sincerely,

A handwritten signature in blue ink, appearing to read 'HP', followed by a long horizontal flourish.

Hannah Pingree

Director, Governor's Office of Policy Innovation and the Future



JANET MILLS  
GOVERNOR

STATE OF MAINE  
OFFICE OF THE GOVERNOR  
1 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0001

DAN BURGESS  
DIRECTOR OF GOVERNOR'S  
ENERGY OFFICE

March 29, 2024

Hannah Pingree  
Director  
Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

The Maine Governor's Energy Office (GEO) strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

The GEO is the designated state energy office tasked with a wide range of activities relating to state energy policies, planning, and development. As the lead energy office for the state, GEO is responsible for providing energy policy leadership and technical assistance and developing energy programs.

As a member of the Maine Climate Council and co-chair of the council's Energy Working Group, I am proud of the work by so many people, communities, and organizations to advance the objectives of *Maine Won't Wait*. Since it was released in December 2020, *Maine Won't Wait* has become synonymous with climate action in Maine, creating historic momentum for reducing emissions, advancing clean energy, and protecting Maine's infrastructure and environment from climate effects.

The ambitious measures proposed in the state's CPRG application target the two largest sources of carbon dioxide emissions from fossil fuel combustion in Maine: transportation and buildings. They prioritize low-income and disadvantaged communities through innovative programs that will achieve substantial community benefits.

Maine has among the most ambitious clean energy requirements in the country of 80% renewable energy by 2030 and the GEO is currently developing a plan for achieving the use of 100 percent clean energy in Maine by 2040. The measures proposed in this application are well aligned and key to reducing the state's home heating oil dependence, reducing costs to homeowners and businesses, and growing Maine's economy.

Governor Mills has made tackling climate change, advancing clean energy, and meeting emission reductions targets a priority for her administration. The measures defined in Maine's CPRG proposal are critical to meeting

our state statutory emission reduction targets of 45% below 1990 levels by 2030 and 80% below 1990 levels by 2050. These approaches ensure benefits will accrue to low-income and disadvantaged communities. We are committed to collaborating with our project partners to achieve these goals.

Sincerely,

A handwritten signature in black ink, appearing to read "DL By". The letters are stylized and cursive.

Dan Burgess  
Director  
Governor's Energy Office



March 28, 2024

Hannah Pingree  
Director  
Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

**RE: EPA Climate Pollution Reduction Grant**

Dear Director Pingree:

The Efficiency Maine Trust (Efficiency Maine) strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. Maine's CPRG proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's groundbreaking climate action plan, by significantly advancing several of the top implementation measures identified in the plan. These measures are cost-effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

From my perspective as both a member of the Maine Climate Council and co-chair of the council's Buildings Working Group, I deeply appreciate the dedication that has been shown by so many people, communities, and organizations to advance the objectives of the climate action plan. Since its release, this plan has served as a beacon for the actions and targets that Maine's policymakers, officials, business community and the general public are committing to pursue. Maine's climate action plan calls for a shift, by 2030, of 60-90% of the heating load in non-residential buildings to high-efficiency, electric heat pumps, and for more than 200,000 vehicles (about 1 in 6 registered vehicles) to be electric. These targets have direct implications for our organization, Efficiency Maine, which is privileged to administer programs to facilitate Maine consumers switching to heat pumps and electric vehicles.

The ambitious measures proposed in the state's CPRG application target the two largest sources of carbon dioxide emissions from fossil fuel combustion in Maine: transportation and buildings. The proposal prioritizes low-income and disadvantaged communities through innovative programs that will achieve substantial community benefits.



Efficiency Maine is the independent, quasi-state agency established to plan and implement energy efficiency programs in Maine. Efficiency Maine provides consumer information, marketing support, demonstration pilots, discounts, rebates, loans, and other initiatives to promote high-efficiency equipment and operations that help Maine's homes, businesses, and institutions reduce their energy costs and lower their greenhouse gas emissions. The result is job growth, better grid reliability, improved energy independence, a stronger local economy, and critical progress toward meeting the State's climate change goals.

Efficiency Maine will leverage existing programs and expertise to accelerate Maine's electric vehicle market transformation through expanded EV incentives for low- and moderate-income households to purchase or lease a new or used EV or plug-in hybrid electric vehicle (PHEV), and to administer an education campaign, fleet advisory service for community fleets, and enhanced rebates. Efficiency Maine will also administer the proposed pilot program for financial incentives for medium and heavy duty (MHD) electric vehicles, and also will address needs related to charging infrastructure and fleet advisory services in order to reduce greenhouse gas emissions in this key sector.

If funded, Maine's CPRG proposal would be critically important in allowing Efficiency Maine to expand its nascent EV programs. Although our EV programs have been active for several years now, the funding has been very modest and intermittent. What is needed at this time is a concerted program to help engage certain market segments that feel left out and unserved by EV programs. The state's CPRG proposal to focus EV incentives on low- and moderate-income consumers, as well as local government fleets and small business fleets (especially in Maine's rural communities) is the perfect antidote to the perception that EVs are only for the wealthy in urban and suburban areas. Without progress in these market segments, it will be extremely challenging to transform the market in time to meet the 2030 targets of the State's climate action plan. While the state has a pathway to ensure modest funding for the size rebates needed to attract early adopters, who typically have sufficient discretionary income to afford EVs, we currently have no source of funds that would enable us to reach the more challenging market segments at the appropriate scale. The same basic logic and need extends to the MHD EV initiative described in the state's application, although this market is obviously in an earlier stage of transformation. The technical support for MHDV fleet owners that is proposed in the application, together with funding to incentivize the purchase of EV models from across multiple classes of MHDVs, would provide a critical boost to the shift away from fossil fired vehicles that must happen to transform the market. As with the light duty EV rebates, the state currently has no policy or pathway for funding of MHDVs. Establishing the precedent – and the benefits -- of funding rebates for these customer groups would significantly improve the prospects for adopting such policies and pathways at the state level in the future.

Maine is a national leader in tackling climate change head on and doing so in a way that helps improve the life of Maine citizens and businesses by lowering energy costs, reducing pollution, and improving energy independence and security. A key part Maine's approach to doing this is by developing and delivering robust programs to support market adoption of clean energy and energy efficiency. The

measures defined in Maine's CPRG proposal are critical to meeting our state statutory emission reduction targets of 45% below 1990 levels by 2030 and 80% below 1990 levels by 2050. These approaches contemplated in Maine's CPRG ensure benefits will accrue to low-income and disadvantaged communities. We are committed to collaborating with our project partners to achieve these goals.

Funding from the CPRG would be instrumental in enabling our programs to help meet these goals, and our organization stands ready to help you advocate for and implement the proposal.

Sincerely,



Michael D. Stoddard  
Executive Director



JANET T. MILLS  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF EDUCATION  
23 STATE HOUSE STATION  
AUGUSTA, ME 04333-0023

PENDER MAKIN  
COMMISSIONER

March 20, 2024

Hannah Pingree  
Director  
Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

The Department of Education is pleased to collaborate on Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

The Department of Education is committed to supporting clean energy, energy efficiency and decarbonization projects in Maine schools. Energy is an enormous cost for Maine's more than 600 schools, the majority of which are in small rural towns. If awarded, the Department will leverage the new Green Schools Program to provide technical assistance and funding to support priority schools, located in low-income and disadvantaged communities and serving high percentages of low income students, to install solar energy and storage and transition from fossil fuel-based to heat pump/VRF heating and hot water systems that will reduce greenhouse gas emissions, save money, and improve students' learning environment with improved air quality.

The Department of Education is optimistic about the opportunity to further support school decarbonization efforts by establishing and funding this new program. Schools in Maine will benefit considerably from technical guidance and decarbonization projects provided by these funds; given the historical lack of funding and the statutory barriers to providing state funding for these types of projects, investments from the CPRG are critical to building a portfolio of leadership examples for all Maine schools to follow. Additionally, the Department of Education supports a myriad of innovative approaches to educating and preparing students for the future and encourages schools to incorporate transportation and infrastructure decarbonization efforts into educational experiences to help prepare students for clean energy jobs.

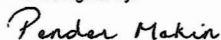
Hannah Pingree

March 20, 2024

Page 2

Governor Mills has made tackling climate change, advancing clean energy, and meeting emission reductions targets a priority for her administration. The measures defined in Maine's CPRG proposal are critical to meeting our state statutory emission reduction targets of 45% below 1990 levels by 2030 and 80% below 1990 levels by 2050. These approaches ensure benefits will accrue to low-income and disadvantaged communities. We are committed to collaborating with our project partners to achieve these goals.

Sincerely,  
DocuSigned by:

Pender Makin

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Pender Makin

Commissioner

Department of Education





STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

March 20, 2024

Hannah Pingree  
Director  
Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

The Maine Department of Transportation (Maine DOT) strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

As a member of the Maine Climate Council and co-chair of the council's Transportation Working Group, I am proud of the work by so many people, communities, and organizations to advance the objectives of *Maine Won't Wait*. Since it was released in December 2020, *Maine Won't Wait* has become synonymous with climate action in Maine, creating historic momentum for reducing emissions, advancing clean energy, and protecting Maine's infrastructure and environment from climate effects.

The ambitious measures proposed in the state's CPRG application target the two largest sources of carbon dioxide emissions from fossil fuel combustion in Maine: transportation and buildings. They prioritize low-income and disadvantaged communities through innovative programs that will achieve substantial community benefits.

The transportation sector is the largest source of CO2 emissions from fossil fuel combustion in Maine (49%), according to the most recent emissions report from the Maine Department of Environmental Protection (DEP). *Maine Won't Wait* includes ambitious strategies to reduce transportation emissions by transitioning to electric vehicles (EV)s. MaineDOT will leverage the state's Workforce Transportation Pilot to expand access to reliable transportation, especially in rural Maine, to connect workers with

employment opportunities and will expand the program to include purchase of hybrid or electric transit vehicles and necessary charging infrastructure.

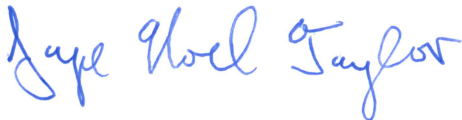
The State of Maine is proposing to invest CPRG funding to continue the state's Workforce Transportation Pilot program, which expands access to reliable transportation, especially in rural areas, to connect workers and potential workers with employment opportunities.

Transit programs reduce greenhouse gas emissions when they reduce the number of miles Mainers drive in single-occupancy vehicles. In recent years, Maine businesses have had to look farther afield to connect with job seekers with the skillsets that match their needs, and Maine people must travel farther to find jobs that match their interests and training. The Workforce Transportation Pilot program administered by MaineDOT addresses workforce transportation challenges through ridesharing, extended transit service, vanpools, the purchase of vehicles, e-bike opportunities, and other innovative options through a competitive grant program.

The proposed funding would support the expansion of the program to specifically include the use of hybrid or electric vehicles and associated charging infrastructure.

Governor Mills has made tackling climate change, advancing clean energy, and meeting emission reductions targets a priority for her administration. The measures defined in Maine's CPRG proposal are critical to meeting our state statutory emission reduction targets of 45% below 1990 levels by 2030 and 80% below 1990 levels by 2050. These approaches ensure benefits will accrue to low-income and disadvantaged communities. We are committed to collaborating with our project partners to achieve these goals.

Sincerely,



Joyce Noel Taylor, P.E.  
Chief Engineer

Maine Department of Transportation  
Co-chair of the Transportation Working Group of the Maine Climate Council



STATE OF MAINE  
DEPARTMENT OF ENVIRONMENTAL PROTECTION



JANET T. MILLS  
GOVERNOR

MELANIE LOYZIM  
COMMISSIONER

March 20, 2024

Hannah Pingree  
Director  
Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

The Maine Department of Environmental Protection (DEP) is pleased to collaborate on Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

As co-chair of the Maine Climate Council, I am proud of the work by so many people, communities, and organizations to advance the objectives of *Maine Won't Wait*. Since it was released in December 2020, *Maine Won't Wait* has become synonymous with climate action in Maine, creating historic momentum for reducing emissions, advancing clean energy, and protecting Maine's infrastructure and environment from climate effects.

The ambitious measures proposed in the state's CPRG application target the two largest sources of carbon dioxide emissions from fossil fuel combustion in Maine: transportation and buildings. They prioritize low-income and disadvantaged communities through innovative programs that will achieve substantial community benefits.

The Maine DEP is authorized to conduct a biennial greenhouse gas inventory, and also has statutory authority to implement the Regional Greenhouse Gas Initiative in Maine, efficiency standards for appliances, restrictions on high global warming potential hydrofluorocarbons, and to adopt other rules necessary to meet Maine's greenhouse gas emission reduction targets. We are committed to participating in the measures proposed in the state's proposal, including tracking greenhouse gas emissions impacts and community benefits.

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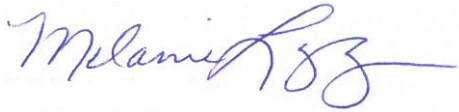
PORTLAND  
312 CANCO ROAD  
PORTLAND, MAINE 04103  
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE  
1235 CENTRAL DRIVE, SKYWAY PARK  
PRESQUE ISLE, MAINE 04769  
(207) 764-0477 FAX: (207) 760-3143

The measures proposed in the state's CPRG application will also protect Maine's water quality and reduce emissions of other pollutants that adversely affect public health. Many Maine schools rely on storing large volumes of oil to heat their buildings, some in locations that are highly vulnerable to flooding and storm damage. Releases from oil heating systems at schools and other municipal buildings have caused contamination of both public and private drinking water supplies in Maine. Additionally, large boilers in Maine schools, municipal buildings and other community centers produce air pollutants that put our most vulnerable populations at risk. Reducing the use of petroleum products in our transportation and building sectors not only reduces GHG emissions, but contributes to other air and water quality goals of the Maine DEP.

Governor Mills has made tackling climate change, advancing clean energy, and meeting emission reductions targets a priority for her administration. The measures defined in Maine's CPRG proposal are critical to meeting our state statutory emission reduction targets of 45% below 1990 levels by 2030 and 80% below 1990 levels by 2050. These approaches ensure benefits will accrue to Maine's low-income and disadvantaged communities. We are committed to collaborating with our project partners to achieve these goals.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Melanie Loyzim', with a stylized flourish at the end.

Melanie Loyzim  
Commissioner  
Maine Department of Environmental Protection





STATE OF MAINE  
DEPARTMENT OF LABOR  
54 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0054

JANET T. MILLS  
GOVERNOR

LAURA A. FORTMAN  
COMMISSIONER

March 29, 2024

Hannah Pingree  
Director  
Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

The Maine Department of Labor strongly support Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

As a member of the Maine Climate Council, I am proud of the work by so many people, communities, and organizations to advance the objectives of *Maine Won't Wait*. Since it was released in December 2020, *Maine Won't Wait* has become synonymous with climate action in Maine, creating historic momentum for reducing emissions, advancing clean energy, and protecting Maine's infrastructure and environment from climate effects.

The Maine Department of Labor is committed to advancing high-quality job opportunities for Maine workers and businesses by helping employers recruit and train a talented workforce, supporting people with disabilities to reach career goals, providing workers with the skills they need to be competitive in the economy through models such as registered apprenticeship, and ensuring safe and fair workplaces for people on the job.

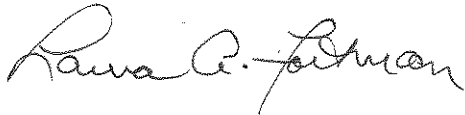
Transportation can be a barrier to workers seeking employment and to employers seeking skilled workers. The Department of Labor supports this proposal to expand access to reliable transportation, especially in rural Maine, to connect workers with employment opportunities. The proposed measure will meet the needs of workers and employers, while reducing greenhouse emissions first by reducing vehicle miles driven through shared rides, and further by supporting the purchase of hybrid or electric transit vehicles and necessary charging infrastructure.

The Maine Department of Labor (MDOL) will support this work in four primary ways:

- Leverage the convening power of the State Workforce Board to gather stakeholder input from workers, jobseekers, employers, labor unions, and education providers to ensure equitable access is core to the design of the rural workforce transportation pilot.
- Connect jobseekers facing transportation barriers to rural transportation innovations to support employment goals through our 12 CareerCenters, local workforce partners, and key programs such as the Maine Apprenticeship Program—with a focus on priority communities including individuals with disabilities, veterans, people of color, and the re-entry and recovery communities.
- Maximize equitable access to EV incentives among low-income communities via partnerships with regional CareerCenters, workforce partners, and community-based organizations.
- Connect employers engaged in energy efficiency and HVAC improvement efforts to education on labor standards, compliance with which is a component in high-quality jobs.

The Maine Department of Labor appreciates EPA's leadership in deploying the CPRG program, and looks forward to the transformative impact these funds will have for low-income and disadvantaged communities in Maine. We are committed to collaborating with our project partners to advancing Maine's climate action and economic development goals in a way that expands access to high-quality jobs.

Sincerely,

A handwritten signature in black ink, reading "Laura A. Fortman". The signature is fluid and cursive, with the first name "Laura" being more prominent and the last name "Fortman" written in a more compact, connected style.

Laura Fortman  
Commissioner  
Department of Labor



March 25, 2024

126 Sewall Street  
Augusta, Maine 04330  
207-626-7058  
rmerrill@mejp.org

Hannah Pingree  
Director, Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

Maine Equal Justice (MEJ) strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

MEJ recognizes the critical role that reliable transportation plays in the lives of individuals and families facing economic challenges. For many low-income residents, access to transportation is not just a matter of convenience; it is a lifeline to essential services such as employment, education, healthcare, and more. As Maine and the nation transition towards clean energy and electric vehicles, it is imperative that we ensure equitable access to these advancements, particularly for those facing financial hardship.

The proposed transportation funding program addresses the unique needs of Maine as a rural, heavily heating oil-dependent state by prioritizing initiatives that improve access to affordable and sustainable transportation options in underserved areas. By investing in infrastructure that supports electric vehicles and alternative modes of transportation, such as public transit and bike lanes, the program aims to alleviate transportation barriers faced by low-income communities across the state. MEJ firmly believes that funding initiatives like these will not only enhance mobility for vulnerable populations but also contribute to economic empowerment and environmental sustainability.

If this project is funded, our organization and the communities we serve stand to benefit significantly. By expanding access to clean transportation options, we can help individuals overcome transportation barriers, access employment opportunities, and improve their overall quality of life. Moreover, this initiative aligns with our ongoing efforts to advocate for economic justice and environmental equity. Building on our experience in advocating for policies that prioritize the needs of low-income Mainers,

we are poised to leverage this funding to amplify our impact and advance our mission of creating a more just and sustainable society.

Beyond mitigating climate change, investing in clean transportation infrastructure offers co-benefits such as improved air quality, reduced reliance on fossil fuels, and enhanced public health outcomes for all Mainers. However, if Maine fails to secure this funding, the consequences could be dire. Without adequate investment in transportation infrastructure that prioritizes equity and sustainability, low-income families will continue to face disproportionate barriers to mobility and opportunity, exacerbating economic disparities and hindering progress towards a cleaner, more inclusive future. Therefore, we strongly urge support for this vital funding initiative to ensure that all Mainers have access to reliable, affordable, and environmentally sustainable transportation options.

We strongly support the state's application.

Sincerely,

A handwritten signature in purple ink that reads "Robyn Merrill". The signature is written in a cursive, flowing style.

Robyn Merrill  
Executive Director  
Maine Equal Justice





60 Community Drive | Augusta, ME 04330-9486  
1-800-452-8786 (in state) | (t) 207-623-8428  
(f) 207-624-0129

March 25, 2024

Hannah Pingree

Director of the Governor's Office of Policy Innovation and the Future

181 State House Station

Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

The Maine Municipal Association (MMA) strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program, which will help to accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*. This award-winning four-year climate action plan seeks to implement the measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

MMA, founded in 1936, is a voluntary, non-partisan, member-service organization with a mission to provide advocacy, education, and information; professional legal and personnel advisory services; and self-funded group insurance programs to municipal officials across the state. The Association's core beliefs focus on the provision of essential services that promote the safety, health and wellbeing of residents and communities, implemented by municipal officials who are entrusted to develop cohesiveness and build strong future-driven communities, and to the extent possible, are delivered in collaboration with public organizations and private entities.

As a result, the Association routinely supports initiatives that directly rely on local government ingenuity to advance Maine's policy goals, rather than on the mandatory implementation of "one size fits all" initiatives.

The Community Resilience Partnership is such an initiative, as the program is designed to provide grants and direct support to advance community-based climate resiliency measures. This program would support that partnership by providing important opportunities for local municipalities to invest in energy and energy efficiency initiatives that reduce greenhouse gas emissions and save taxpayer dollars. Of significant, the partnership program is very responsive to community needs, and consistently adapts program design to meet communities where they are, whether a town is just recently exploring the climate adaptation options available or implementing more advance resiliency-based changes.

For all these reasons, MMA supports the state's application and will be pleased to promote program offerings through our network of Maine municipalities.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Conlow", with a large, sweeping flourish at the end.

Cathy Conlow

Executive Director

Maine Municipal Association

March 28, 2024

Hannah Pingree, Director  
Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

Both the Maine School Superintendents Association and the Maine School Boards Association strongly support Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

As school districts explore ways to become more energy efficient and less dependent upon fossil fuels, a large detractor is the cost to local taxpayers to make these transitions. When new construction or revisions are made, a switch to a more energy efficient means of heating or cooling is naturally considered. When they can, schools are considering the use of solar panels, heat pumps, and geo-thermal heating and cooling. This CPRG grant, and the ability to apply for funds to assist with these projects, would be monumental in helping the state reduce our reliance on fossil fuels, and thus reduce greenhouse gas emissions. Means of measurement that can be tracked can be the reduction in volume of fuel; and percent of building transitions from fossil fuels to alternate, efficient, clean energy sources.

This is an important grant initiative. We strongly support the state's application.

Sincerely,



Steven W. Bailey, Executive Director  
Maine School Boards Association



Eileen E. King, Executive Director  
Maine School Superintendents Association



## Maine Education Association

Grace Leavitt **President** | Jesse Hargrove **Vice President** | Beth French **Treasurer**  
Rebecca Cole **NEA Director** | Rachelle Bristol **Executive Director**

March 27, 2024

Hannah Pingree  
Director, Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

The Maine Education Association is in strong support of Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. We understand that the state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine. All of this is important to communities across our state, and most importantly to our students and the educators who work with them.

Any and all help in reducing the costs to school districts for heating during our cold months, which of course is most of the academic year, will be a great benefit. Having a means to provide cleaner energy as well is important not only now but it is critical to our students' future and the world they will live in. For districts in disadvantaged areas to have assistance with this is especially important and will help provide much-needed improvements to the quality of students' learning environments and educators' working conditions.

We strongly support the state's application and urge you to approve it. Both the educators we represent and the students they teach and work with will appreciate the benefits this grant will bring not only to their schools but also to their communities.

Sincerely,

Grace Leavitt  
President, Maine Education Association

35 Community Drive, Augusta, ME 04330 | 1349 Broadway, Bangor, ME 04401  
7 Hatch Drive, Suite 220, Box 310, Caribou, ME 04736 | 29 Christopher Toppi Drive, South Portland ME 04106

207-622-5866 | 207-888-2070 fax | [www.maineaa.org](http://www.maineaa.org)

**MAINE  
PRINCIPALS'  
ASSOCIATION**



50 Industrial Drive  
Augusta, Maine 04330  
(207) 622-0217

Fax: (207) 622-1513  
Email: [mpa@mpa.cc](mailto:mpa@mpa.cc)

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**Mary Nadeau**  
Nokomis Regional High  
School  
President

**Kimberly Liscomb**  
Cony Middle/High  
School  
President-elect

**Michael R. Burnham**  
Executive Director  
Interscholastic Division

**Holly D. Blair**  
Executive Director  
Professional Division

**Michael G. Bisson**  
Assistant Director

MPA is an Equal  
Opportunity Organization

Maine Principals' Association  
50 Industrial Drive  
Augusta, ME 04330

March 28, 2024

Hannah Pingree  
Director, Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

The Maine Principals' Association strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

Public schools and municipal buildings in low-income and disadvantaged communities in Maine will be able to apply for funding for energy efficiency, clean energy and electrification measures to reduce greenhouse gas emissions. This support will make this possible for all Maine schools, especially those in disadvantaged communities.

We strongly support the state's application.

Sincerely,

Holly Blair, Executive Director – Professional Division  
Maine Principals' Association





PO Box 413, Brunswick, ME 04011  
207.232.6964 www.meeassociation.org

March 26, 2024

Hannah Pingree  
Director  
Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

The Maine Environmental Education Association (MEEA) strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost-effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

MEEA is a nonprofit statewide professional network representing over 2,000 Maine classroom and community educators. For forty years, we have aimed to build environmental awareness, accountability, and action by centering equity and advancing systemic change. We envision a Maine where interconnectedness with the natural world is the root of the environmental and social responsibility of all individuals, institutions, and communities, and we primarily work in school communities to realize this change.

The state's CPRG proposal includes a measure to provide grants and support to Maine schools to invest in cost-effective decarbonization, efficiency, and clean energy projects, supporting them to accomplish projects that prevent greenhouse gas emissions, reduce operating costs, and improve students' learning environment.

As Maine and the nation pursue policies to decarbonize our society, investing in our school communities offers unique opportunities to combine community savings and education. Many Maine school districts have felt the burden of increased energy costs because they require significant amounts of energy for heating, cooling, lighting, and other essential facilities. This burden especially falls on districts located in low-income and disadvantaged communities. CPRG support will ensure that schools reap the cost-savings of sustainable infrastructure, which can be invested into curriculum and other projects supporting learners. Moreover, implementing these projects on-site represents an opportunity for students to learn about the green workforce and sustainable action, which may inspire them to contribute to these initiatives in the future. We strongly support the state's application.

Sincerely,

A handwritten signature in blue ink that reads "Olivia L. Griset".

Olivia L. Griset  
Executive Director  
Maine Environmental Education Association



March 20, 2024

Hannah Pingree  
Director  
Governor's Office of Policy, Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181



RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

A Climate to Thrive strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

Born from a community's vision developed over potluck dinners, A Climate to Thrive works to transition Mount Desert Island off fossil fuels, rapidly reducing greenhouse gas emissions through a combination of locally sited and owned clean energy generation, energy efficiency, and electrification. We are focused on building a "just transition" model rooted in a community-driven approach that prioritizes distributed ownership, empowerment, and leadership. We also support community-driven climate action initiatives throughout the state through a program known as "Local Leads the Way".

The Community Resilience Partnership provides grants and direct support to municipal and tribal governments and unorganized territories to assist communities to reduce carbon emissions, transition to clean energy, and become more resilient to climate change effects. This proposal would provide important opportunities for local municipalities in Maine to invest in energy and energy efficiency, supporting them to accomplish projects that reduce greenhouse gas emissions and save taxpayer dollars. ACTT has seen the direct impact of the Community Resilience Partnership within the communities we serve, as the program vastly accelerates local climate action and resilience work.

We enthusiastically support the strategies within Maine's application to the CPRG program. Maine communities face high energy burdens, exacerbated by the oldest housing stock in the nation. Pairing grants to increase energy efficiency while also supporting HVAC and clean energy solutions in municipal buildings with a highly successful program like the Community Resilience Partnership will be a win-win, lowering energy costs for vulnerable communities while addressing what we know to be one of the top contributors to greenhouse gas emissions in the state. This, like the other three strategies within the State's proposal, is a clear, impactful, and practical pathway for extensive, near-term emissions reduction.

We enthusiastically support the state's application.

Sincerely,

Johannah Blackman  
Executive Director  
A Climate to Thrive

**Executive Director**

Scott Vlaun

**Associate Director**

Richy Ainsworth

**Ed. & Programming**

Seal Rossignol

**Communications**

Renee Igo

**Climate Resiliency**

Claire McGlinchey

**Municipal Resiliency**

Tony Giambro

**Bioregional Coordinator**

Roberta Hill

**Board of Directors**

Thea Hart

Michael Newsom

Michael Dunn

Azalea Cormier

Willow Adler

Emlyn Crocker

Gem Haviland

Craig Reynolds

Zack Short

March 26, 2024

Hannah Pingree

Director

Governor's Office of Policy Innovation and the Future

181 State House Station

Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

I am writing today to express the Center for an Ecology-Based Economy's deep support for Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's exemplary four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine, including many of the communities that CEBE works with through Maine's Community Resilience Partnership (CRP) and other programs.

The Center for an Ecology-Based Economy (CEBE) has been working towards a just transition to a post-carbon economy in rural western Maine for the last 11 years. Our mission is to engage the community in addressing the climate emergency. We organize, educate, take direct action, and implement practical, ecological solutions for a just transition to a thriving, regenerative economy. Our vision has always been "Resilient Communities Restoring the Earth."

The CRP, through grants and direct support to municipal and tribal governments and unorganized territories, assists communities like ours to reduce carbon emissions, transition to clean energy, increase resilience to increasingly devastating climate change effects, and conserve scarce financial resources. This proposal would provide important opportunities for our municipalities to invest in clean energy and energy efficiency projects, and innovative transportation initiatives that will reduce greenhouse gas emissions and save taxpayer dollars.

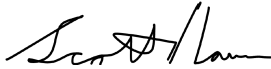
After more than a decade of work in our rural under-resourced communities, CRP funding has allowed CEBE to make meaningful and concrete climate resiliency initiatives come to life in our region. This critical funding will allow us to build on that momentum and continue with important GHG emissions reductions, while building on

*Resilient Communities Restoring the Earth*Center for an Ecology-Based Economy | 447 Main Street, Norway, ME 04268 | 207-739-2101 | [ecologybasedeconomy.org](http://ecologybasedeconomy.org)

the nascent resilience efforts already underway. This funding won't come a minute too soon as we see our municipalities and local economies suffer repeated setbacks from climate-fueled weather events, which have caused severe flooding, protracted droughts, and extended power outages across the region. We, and other CRP service providers throughout the state have built the necessary networks of elected officials, volunteers and contractors to efficiently leverage these funds into short- and long-term positive impacts for our communities.

CEBE strongly supports the state's application and looks forward to working together to provide the maximum possible benefit to our communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Vlaun".

Scott Vlaun  
Executive Director  
Center for an Ecology-Based Economy



Megan Hannan, Executive Director  
Maine Community Action Partnership  
176 Washington St.  
Bath ME 04530  
207-831-9893

Jason Parent, CEO/Executive Director  
Aroostook County Action Program, Inc.  
771 Main St.  
Presque Isle, ME 04769  
207-764-3721

James Martin, CEO  
Community Concepts, Inc.  
240 Bates Street  
Lewiston, ME 04240  
207-739-6553

Rebecca Palmer, Executive Director  
Downeast Community Partners  
248 Bucksport Road  
Ellsworth, ME 04605  
207-610-5904

Suzanne Walsh, CEO  
Kennebec Valley Community Action Program  
97 Water Street  
Waterville, ME 04901  
207-859-1579

Claire Berkowitz, President & CEO  
Midcoast Maine Community Action  
34 Wing Farm Parkway  
Bath, ME 04530  
207-442-7963

Joe Everett, President & CEO  
Opportunity Alliance  
50 Lydia Lane  
South Portland, ME 04106  
207-523-5055

Kara Hay, President & CEO  
Penquis  
262 Harlow St.  
Bangor, ME 04402  
207-973-3500

Donna Kelley, President & CEO  
Waldo Community Action Partners  
9 Field St.  
Belfast, ME 04915  
207-338-6809

Jim Trundy, Executive Director  
Western Maine Community Action, Inc.  
1A Church St.  
East Wilton, ME 04234  
207-743-7763

Carter Friend, Executive Director  
York County Community Action Corporation  
6 Spruce St.  
Sanford, ME 04073  
207-324-5762

March 26, 2024

Hannah Pingree  
Director, Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

Maine Community Action Partnership strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in Maine Won't Wait, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

Maine's ten Community Action Agencies are committed to action on climate change and are working with our local communities to address climate change effects on low-income households through weatherization programs, a workforce development climate corps, and by converting oil and gas heating units to electric heat pumps, to name a few interventions. We are also working with Efficiency Maine to promote electric vehicles for lower income households, and strongly support the rural workforce commuting pilot project using electric vehicles, which will introduce more Mainers to the idea of using electric vehicles in the future.

The "Resilient Community Centers" project is also so important, especially in lower income communities, where old buildings loose heat, cooling and can be filled with mold or other contagions due to poor ventilation. In schools, especially, children are exposed to these and it affects their health and wellbeing, thus their families' economic stability.

Maine is moving in the right direction, and this CPRG funding will help us to move forward even more quickly. We fully support the state's application.

Sincerely,

Megan Hannan  
Executive Director  
Maine Community Action Partnership



March 26, 2024

Hannah Pingree  
Director, Governor's Office of Policy Innovation and the Future  
181 State House Station  
Augusta, Maine 04333-0181

RE: EPA Climate Pollution Reduction Grant

Dear Director Pingree,

AGC Maine strongly supports Maine's application to the EPA Climate Pollution Reduction Grant (CPRG) program. The state's proposal will accelerate the greenhouse gas emission reduction strategies outlined in *Maine Won't Wait*, Maine's award-winning four-year climate action plan, through measures identified in the Priority Climate Action Plan that are cost-effective, innovative, and create lasting benefits in low-income and disadvantaged communities throughout Maine.

AGC Maine is a statewide commercial construction trade association, established in 1951, and a charter of AGC America. For the past decade, our association has been active in policy and practice in the reduction of greenhouse gas emissions. We've been engaged with Maine's Climate Council and its subcommittees with a focus on building infrastructure that facilitates long-term solutions for addressing climate impacts and reducing our footprint.

The construction industry has two distinct pathways for our role in climate policy. The use of innovative materials in construction increases the energy efficiency of structures and the carbon footprint of material sources. AGC Maine has been a participating member of the Statewide Building Code working group to advance those efforts. More directly, we've continued our exploration and efforts in the use of zero-emission or low-emission vehicles to build infrastructure, including market rate and affordable housing. AGC Maine continues to install solar and electric vehicle-ready equipment at affordable housing developments, offsetting the cost is critical to ensuring homes can remain affordable.

Obtaining additional funding will assist our efforts with our government partners to integrate new technology and practices into commercial construction. We must leverage grant resources to test new equipment in the field and provide feedback to regulators and manufacturers. With new technology, risk increases and without financial support and proven results adoption of technology will be slow.



**AGC MAINE**  
THE CONSTRUCTION ASSOCIATION

We strongly support the state's application, they've been thorough with their process of collecting feedback from stakeholders, and the public and have developed a comprehensive plan to ensure that provides both economic and environmental benefits.

Sincerely,

Kelly Flagg, Executive Director  
AGC Maine