Maine Climate Council

October Meeting

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A FOUR-YEAR PLAN FOR CLIMATE ACTION

MAINE
WON'T WAIT

MAINE CLIMATE COUNCIL

GOVERNOR'S OFFICE OF
Policy Innovation
and the Future

MAINE DEPARTMENT OF
Environmental Protection
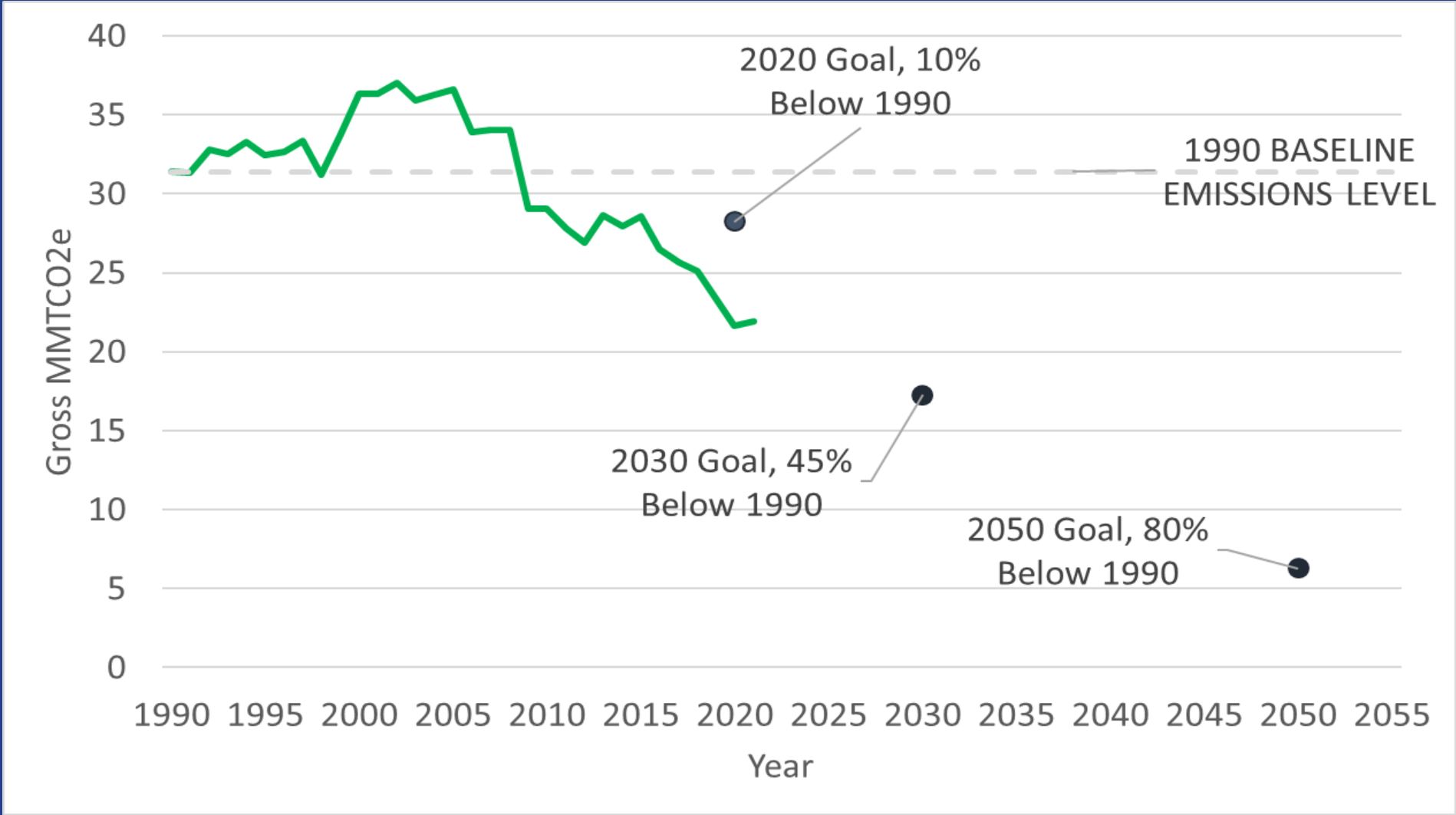
October 23, 2024

Agenda

1. Welcome

2. Overview of targets and modeling

3. Document revisions: An overview

4. Discussion part 1: Identify and address pending issues

5. **Break**

6. Discussion part 2: Resolve pending issues

7. **Break – grab lunch**

8. Resolve pending issues (cont.)

9. Next steps

Targets for emissions reduction

Maine DEP Tenth Biennial GHG Report – Key Takeaways

Key targets modeled in Maine Won't Wait (2020)

- Electric vehicles (EVs) on the road

- Reduction in vehicle miles traveled (VMT) per vehicle

- Households with partial-home heat pump systems

- Households with whole-home heat pump systems

- Weatherized households

Targets Across Scenarios - 2030

Description	Revised Maine Won't Wait 2020	Slower EV Adoption	Maine Won't Wait 2024
Number of Light-duty EVs on the Road	219,000	66,000	135,000
EV/PHEV Share of New Light-duty Vehicle Sales in 2030	70.5%	15%	53%
Reduction in Light-duty VMT per Vehicle	20%	20%	20%
ZEV Share of New Medium and Heavy-duty Vehicle Sales	33.5%	2.5%	17.5%
Number of Medium and Heavy-Duty EVs on the road	5,000	2500	3000
Reduction in Heavy-duty VMT per Vehicle	4%	4%	4%
Number of Households with Retrofit Heat Pumps (installed after 2018) and Legacy Fossil Systems	130,000	130,000	130,000
Number of Households with Whole-Home Heat-Pump Systems	116,000	116,000	116,000
Commercial building management service demand reductions	0%	0%	10%
Newly Weatherized Households (after 2019)	35,000	35,000	35,000
Industrial Energy Demand (% Renewable)	35%	41%	37%
Hydrogen-derived Fuel (percent of Maine's energy demand)	0.5%	3.2%	0-1.3%

Targets Across Scenarios - 2050

Description	Revised Maine Won't Wait 2020	Slower EV Adoption	Maine Won't Wait 2024
Number of Light-duty EVs on the Road	1,420,000	1,330,000	1,420,000
EV/PHEV Share of New Light-duty Vehicle Sales in 2050	100%	99%	100%
Reduction in Light-duty VMT per Vehicle	20%	20%	20%
ZEV Share of New Medium and Heavy-duty Vehicle Sales	100%	23%	100%
Number of Medium and Heavy-Duty EVs on the road	83,000	16,000	81,000
Reduction in Heavy-duty VMT per Vehicle	4%	4%	4%
Number of Households with Retrofit Heat Pumps (installed after 2018) and Legacy Fossil Systems	46,000	46,000	46,000
Number of Households with Whole-Home Heat-Pump Systems	481,000	481,000	481,000
Newly Weatherized Households (after 2019)	105,000	105,000	105,000
Industrial Energy Demand (% Renewable)	78%	79%	78%
Hydrogen-derived Fuel (percent of Maine's energy demand)	20%	31%	20%
Hydrogen Electrolyzers	1.3GW	1.7GW	1.4GW

Additional proposed targets for 2024

Target	2020 MWW Target	Proposed 2024 Target	Benchmark
Heat pump rebates to low-income households	15,000 by 2025	40,000-50,000 by 2030	29% of households below 60% AMI
Low-income homes weatherized	1,000 per year	10,000 by 2030 (29% of total rebates)	29% of households below 60% AMI
New or renovated clean and energy efficient affordable housing units	None	1,500 per year	~750 new affordable units per year in MaineHousing pipeline ~2,000 units renovated using Home Energy Rebates
Percent of EV rebates to low- and moderate-income (LMI) households	None	50% by 2030	16% in 2024
Percent of climate infrastructure and resilience investments in disadvantaged communities	None	40%	35% of census tracts are considered "disadvantaged" based on CEJST tool (29% of Maine's population)
LMI Households with rooftop solar and/or enrolled in community solar projects	None	15,000 by 2030	29% of households below 60% AMI

Target	2020 MWW Target	Proposed 2024 Target
Public EV charging	None	680 additional EV charging ports statewide
Clean energy	80% renewable energy by 2030	100% clean energy by 2040
Clean energy jobs created	30,000 by 2030	30,000 by 2030
New Registered Apprentices	None	7,000 by 2030

Document revisions since 9/25

- **Strategy A: Transportation** – Added specific actions to reduce vehicle miles traveled through public and active transportation, added first responder training for battery safety, added section on transportation resilience

- **Strategy B: Buildings** – Added detail to housing recommendation

- **Strategy C: Clean Energy** – Added grid resilience as an action

- **Strategy D: Jobs** – Added full details to chapter, incl. target for new Registered Apprentices

- **Strategy E: Natural and Working Lands and Waters** – Strengthened references to increasing resilience, including nature-based solutions

- **Strategy F: Resilience** – Consolidated Land Use recommendations into one, strengthened language around working waterfronts

- **Strategy G: Engage with Maine People** – Added full details including navigator programs and outreach for businesses

- **All** – added recommendations from last plan that were not addressed by the working gro

Recent Major Federal Funding Laws

2021: American Rescue Plan Act (ARPA)

$1.9 trillion

~$1b for the Maine Jobs & Recovery Plan (MJRP)

Workforce Development, Business Supports, Infrastructure Upgrades

2021: Bipartisan Infrastructure Law (BIL)

$1.2 trillion

~$2.5b available to ME

Transportation, Environment & Resiliency, Energy, Broadband

Many initiatives targeting community infrastructure

2022: Inflation Reduction Act (IRA)

$394 billion

Clean Energy

Much in form of incentives for individuals and private firms (tax credits, loans, grants)

2022: CHIPS & Science Act (CHIPS)

$280 billion

Semiconductors manufacturing & Science R&D

Incentives for semiconductor manufacturers, plus significant funding for research and workforce institutions

MCC Discussion Part 1:

Identify and address pending issues

Break until 10:55

MCC Discussion Part 2:
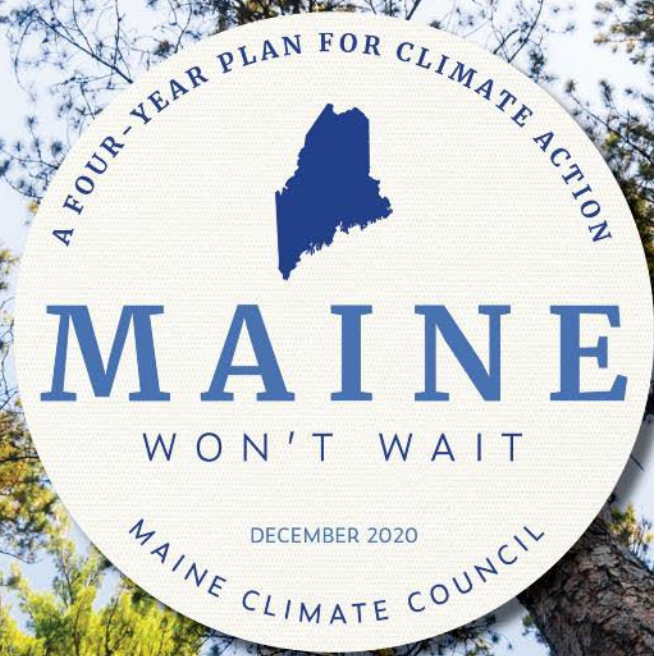
Resolve pending issues

Break until 12:15

Next steps:

- MCC meeting October 31 from 9-11 am on Zoom
- MCC meeting November 21 – TBD, in person

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WON'T WAIT

DECEMBER 2020

MAINE CLIMATE COUNCIL