

**SNRE BILL: VERMONTERS ENHANCED ENERGY SAVINGS ACT**

to be developed by SNRE committee (ver 12 FEB 2021)

Q: relationship to GWSA Climate Council? [2 year delay]

Q: OEO and Caps are designed to do just this, are we getting in their way? [52 year waiting list; ask OEO (state) look at mission and incorporate the reduction of GHGs (because reducing E and reducing C are crossing)].

**GOAL**

**Reduce GHG emissions in thermal and transportation sectors. [80%]  
[reflect E and carbon]**

**MEANS**

**Deliver an energy service program that saves Vermonters money on heating their homes and meets their transportation needs while also reducing GHG emissions.**

**PROGRAM DESIGN**

Using the existing pool of entities delivering energy saving measures to Vermonters, currently delivered primarily through EEU's, CAAs, and private contractors, create an **enhanced** program to

- weatherize 120,000 homes in the next decade and
- \_\_\_\_ [define our transportation goals]
- [see Statewide Transportation Plan; consult w Transportation Center at UVM]
- [see EAN Getting to PARIS chart shows levels of need]
- [clarify fundamental differences between homes and transportation; such as, homes are Wx'd forever from that point on (and must be done well); Trans, every year you don't tackle Transportation you create a problematic 12-year-pool of inefficient vehicles]

Develop and support an integrated system of counseling and service delivery that targets low-income and moderate income Vermonters, treating participants with dignity and empowering them.

**CURRENT SITUATION**

1. 2000 homes/year weatherized (x low-income, WAP; y market-based)
2. GHG reduction through installation of cleaner heat measures (eg CCHPs; biofuels) [how do they put us on the pathway to meeting statutory goals?]
3. registration of y EVs and z PHEVs/year
4. x vehicle MPG upgrades (higher mileage ICE), such as MILEAGE SMART

5. [92% of all vehicles are ICE]
6. [average VT car is 9.7 years old—see UVM VT E Transportation Profile; VTRANS]

## 2030 TARGETS

1. ~~XX~~120,000 homes/year weatherized (x low-income, WAP; y market-based)
2. XX MMT CO<sub>2</sub>e reduction through installation of cleaner heat measures (CCHPs; biofuels)
3. registration of XX EVs and XX PHEVs/year
4. XX vehicle MPG upgrades (higher mileage ICE), such as MILEAGE SMART

## PROGRAM ELEMENTS

**Funding:** long-term, sustainable, and scalable to meet TARGETS

**Funding:** multi-streamed, to support grants, loans, and program operations

**Funding:** money management, including allocations, and performance evaluation to meet fiduciary responsibilities and statutory goals

**Workforce Development:** develop a workforce sufficient to support work to meet the targets; workforce development has at least three aspects: training for traditional fuel dealer personnel moving into this work; new workers from related trades (such as carpenters, electricians, plumbers); new workforce entrants (such as from technical education centers); other? [military; new Americans; women in the workforce; hospitality workers; “green collar jobs” in the clean energy economy]

### Obstacle elimination:

- comprehensive services, aka counseling, at the level and in the manner required to help the client succeed;
- [attitudes; human interaction required to share information—showing alternatives that then want to select, eg saving money]
- [Q incentives tied to more economical vehicles?]
- support ~~building~~ existing building energy codes [RBES; CBES]
- [consider health, air quality, rot in existing E codes; current adequate? do they need to be enhanced?]
- support registering builders and include ongoing education/certification
- support building energy labeling to inform consumers

## THINGS TO BE DEFINED

- define timelines for action—on Wx and Transportation
- [bring money to the issue and carry the whole package]
- does Wx lead transportation, or can we advance both in this bill?

[organize to keep them separate—but start with the two as they are the foundation of 80% of emissions]

problem 1, solution 1;

problem 2, solution 2

-should we establish a work group to address the entwined Funding/Funding Management needs?

-create a flow chart with steps and actors; identify current strengths, weaknesses, and gaps in that flow

-funding: what are the differences between “on-bill financing” versus “to-the-meter financing”? [clarify the differences; who is putting the money in to pay for the work at the home—e.g. utility? a green capital fund? USDA? ]

-what statutory changes are needed to support the program.

### **THINGS TO LEARN MORE ABOUT**

Funding: bonding and leverage; federal funds to support program/program elements  
[private activity bonds, such as VHCB, VSAC]

Funding: connection to health care monies (VT spends \$6B/yr on health care)

LIHEAP: as this program grows, how is LEHEAP affected?

[of interest to colleagues is reducing the need for it]

Vehicle Pipeline: can we improve the mix of NEW cars being sold — incentives for higher milage vehicles? [Yes, you can! Is there an interest and support in the LEG?]

### **TO THE COMMITTEE—our standing questions:**

What questions do you want answered?

From whom do you do you want to hear?

[Climate Council check-in; progress report and stay in synch; shared kitchen]

[Transportation Energy Plan, every six years; look at p 57 of report, viz. baseline 2015 5.5% of all T energy came from RE; going to 10% by 2025 — what does that mean in terms of actions taken? Plan is being updated for publication next year.]