

SNRE BILL: VERMONTERS ENHANCED ENERGY SAVINGS ACT

to be developed by SNRE committee (ver 18 FEB 2021)

COLOR KEY: purple is 12 FEB text; red is text added/edited 18 FEB.

Q: relationship to GWSA Climate Council? ie why not wait for them?: ANS: 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%]

[note nexus of energy 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.

RW: carbon emissions and economics travel together, specially for low-income Vermonters; for example, OEO focuses on family assistance but they don't also have a goal of reducing carbon usage (and associated emissions); ie revise OEOs and

CAAs w carbon reduction goals, make emissions explicit and open the door to more transportation work.

MM: citing Cowart, Wx only takes into account 1/3d of GHG reduction goals; other 2/3d is based on fuel used; make fuels dealers are collaborators, e.g. biofuels.

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]
7. [RW: Approps conversation: 56% Trans GHG, 34% Thermal— but funding proposals are following established programming, thus favoring Wx]

2030 TARGETS

1. 120,000 homes/year weatherized (x low-income, WAP; y market-based)
2. XX MMT CO₂e 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

REQUEST PUC open an INVESTIGATION into the design of a THERMAL EEC and a TRANSPORTATION EEC, to be delivered next Dec/Jan 22; [committee needs to provide guidance/guardrails for that work—engage PUC now in better understanding the need for guidance]; also design the THERMAL EEC in a manner that can respond to the potential development of a clean heat standard that supports the potential use of renewable, non-electric, fuels.

Take testimony now and build into this bill language to allow DUs to engage in to-the-meter tariffs.

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); **BIPOC communities**; other? [military; new Americans; women in the workforce; hospitality workers; “green collar jobs” in the clean energy economy; [ensure PROFESSIONAL TRAINING for weatherization and energy work—to avoid unintended consequences—especially moisture damage; e.g. SEON testimony; Jim BRADLEY testimony — past problems need to be acknowledged, remediated, and future problems avoided — otherwise the program will be tainted and new customers will not sign up]

The program must understand the customer well enough to get people to sign up. look into moving forward on Community SOLAR: modeled on VEC

Obstacle elimination:

- comprehensive services, aka counseling, at the level and in the manner required to help the client succeed; [YES, REGARDLESS OF INCOME LEVEL]
- [attitudes; human interaction required to share information—showing alternatives that then want to select, eg saving money]
- [Q incentives tied to more economical vehicles?]
- [RESOLVE THIS : support existing building energy codes [RBES; CBES] & the need for code enforcement statewide. ENCOURAGE both customers (and workers) to know how the construction should be done];
- Building Science certification. (BPI or other)
- [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

KITCHEN TABLE CONVERSATIONS—who has them now for middle-income Vermonters? EVT? CAAS? OTHER?

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.]