



ENERGY ACTION NETWORK

Agenda for EAN 2021 Summit

Wednesday September 15, 2021 - Sugarbush Resort and Online

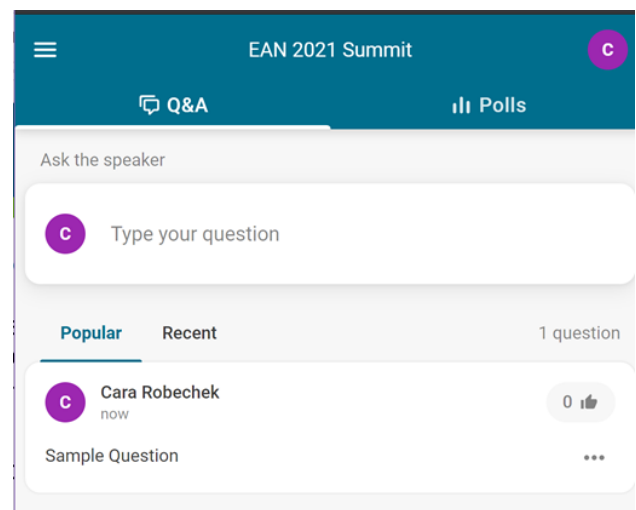
- 8:15** **Arrival and Networking** (in person only)
- 8:45** **Welcome and Orientation** (+ tech support online)
- 9:10** **Grounding: Emissions, Energy, Equity, & Economy Presentation**
- Jared Duval, Executive Director, and Mei Butler, Dashboard and Data Manager, Energy Action Network
- 9:55** **Climate Action Plan and Comprehensive Energy Plan Updates**
- Julie Moore, Secretary, VT Agency of Natural Resources and Chris Campany, VT Climate Council Member and Executive Director, Windham Regional Commission
 - TJ Poor, Director, Efficiency & Energy Resources, Department of Public Service
- 10:15** **Implementing Energy Equity Panel + Discussion + Q&A**
- Senator Kesha Ram, Moderator
 - Sue Minter, Executive Director of Capstone Community Action
 - Virginie Diambou, Racial Equity Director of CVOEO
- 10:55** **Networking & Morning Break**
- 11:10** **Preview of 2022 Vermont Legislation in Development**
- Senate Natural Resources and Energy Chair Chris Bray
 - Senator Kesha Ram Hinsdale
 - Senator Andrew Perchlik
 - Representative Scott Campbell
 - House Transportation Chair Diane Lanpher
 - House Energy and Technology Chair Tim Briglin
- 11:45** **EAN Network Action Teams and progress on past EAN Summit pitches**
- Replace Your Ride - Peggy O'Neill-Vivanco
 - Future of Rural Transit - Jennifer Wallace-Brodeur
 - Clean Heat Standard - Richard Cowart
 - Weatherization at Scale - Neale Lunderville
 - Zero Energy Now (ZEN) - Tom Perry
 - Next Generation Mobility & Access for Rural Vermonters - Sue Minter
- 12:30** **Lunch & Networking**
- 1pm** **Breakout sessions:** Moderated discussion of Legislation in Development or Network Action Teams (online only)

- 1:30 Administration and Congressional Updates – Vermont and Federal**
- Governor Phil Scott
 - Congressman Peter Welch
 - Senate Pro Tem Becca Balint
- 2:00 Transportation Pitches + Q&A + Small Group Discussions**
- Developing a Plan for Effective and Equitable Investment of Transportation and Climate Initiative (TCI) Revenue in Vermont
 - Clean Transportation Standard
 - VT Sustainable & Equitable School Transportation Program
- 2:45 Afternoon Break**
- 3:05 Cross-cutting Pitches + Q&A+ Small Group Discussions**
- Comprehensive Fossil Fuel Equipment Change Out (Fossil -> ECO)
 - Building Vermont’s Climate Workforce to Achieve our GHG Emission Reduction Goals
 - Planning for Flexible Rural Electrification
 - Filling the Public Opinion and Consumer Preference Data Gap: Understanding Vermonters Preferences on Climate Policy and Energy Actions
- 4:05 Pitch Voting, Awards, and Closing Remarks**
- 4:45 Reception Open to all in person (or online optional networking and discussion on Zoom)**
- 6pm Dinner (separate registration)**

Using Sli.do for Q&A and Polling

In order to allow all participants, in person and online, to have equal ability to ask and promote questions, we will use the Sli.do app.

1. On a phone, tablet, or computer browser go to Sli.do or slido.com
2. Enter event code #EANSUMMIT2021
3. You will be asked to enter your name, click the box, and join the event
4. Type in your questions
5. Click the “thumbs up” icon on questions you would like to see answered.



Pitches to EAN

EAN 2021 Network Summit

Vermont has a major moral imperative, economic opportunity, and legal requirement to achieve our 2025, 2030, and 2050 energy and GHG emissions reduction commitments in ways that “create a more just, thriving, and sustainable future” for Vermonters. That is why EAN is seeking pitches for promising opportunities to help Vermont rapidly, cost-effectively, and equitably reduce fossil fuel use and greenhouse gas pollution.

Seventeen pitches were received by EAN in 2021, and seven were chosen to give a 5 minute presentation at this summit. Summit participants will have a chance to rank the pitches at the end of the Summit. After the summit, all Network Members will be given a chance to rank the pitches, and the EAN Board of Directors will then make a final determination of which pitches should receive support. Two pitches will be selected to receive facilitation support from EAN staff and seed funding of up to \$15,000. Up to three other pitches will be selected to receive EAN staff consultations and seed funding of up to \$5,000.

Pitch Selection Criteria:

- Promote energy equity – that all people should have access to reliable, safe, and affordable sources of energy; protection from a disproportionate share of negative impacts or externalities associated with building and operating our energy supply and distribution systems; and equitable distribution of and access to benefits from these systems.
- Provide significant reductions in fossil fuel use and GHG pollution from energy, which are highest in the buildings (thermal) and transportation sectors. Pitches related to cross sector GHG emissions reduction, or from beyond the thermal and transportation sectors, will also be welcome.
- Create a stronger and more just Vermont economy.
- Encourage growth in the number of clean energy jobs in Vermont.
- Help Vermonters become more energy-secure and resilient.
- Promote or protect public health.
- Support an energy landscape that both benefits from and protects our natural resources and working lands.
- Have committed leadership from multiple network member organizations and/or across multiple sectors (ie energy, health, education, etc.)
- Are timely and ready to be incorporated into the Climate Council and/or Comprehensive Energy Plan recommendations or take advantage of Federal funding.

Pitch Descriptions	Your notes
<p>Developing a Plan for Effective and Equitable Investment of Transportation and Climate Initiative (TCI) Revenue in Vermont</p> <p>Presented by: Jordan Giaconia (Vermont Businesses for Social Responsibility) and Amanda Carlson (Capstone Community Action)</p> <p><u>Goal:</u> Advance a collaborative process to identify the highest impact investment opportunities, in terms of cost-effective and equitable greenhouse gas reduction strategies and actions, for Transportation and Climate Initiative (TCI) revenue in Vermont.</p> <p><u>Context:</u> If Vermont decides to join Massachusetts, Connecticut, Rhode Island, and the District of Columbia in the Transportation and Climate Initiative Program (TCI-P), estimates are that we will receive approximately \$20 million a year in TCI revenue that we can invest in cleaner and better transportation options for Vermonters.</p> <p>The proposed Network Action Team (NAT) would consist of a diversity of stakeholders and experts--including low-to-moderate income Vermonters, state policymakers, BIPOC community leaders, and businesses with local supply chains and fleets--who would co-develop a process and then draft a joint proposal/concept paper that outlines a potential framework for a complementary TCI-P policy to codify a process and pathway that identifies specific investment opportunities for TCI revenue to advance cost effective and equitable greenhouse gas reduction strategies in Vermont's transportation sector. The process would include looking at what other states have done – Massachusetts in particular – to ensure in law an enhanced equity-focused process and that a significant share of TCI-P auction revenues support pollution-reducing strategies that serve lower income, overburdened communities.</p> <p>This would help advance the TCI conversation from “should Vermont join TCI?” to “what are the possible benefits – and who are the prioritized beneficiaries – if Vermont joins TCI?” The proposed Network Action Team could also analyze the potential benefits of the proposed investment approach, in terms of jobs, consumer savings, health benefits, etc., either as compared to a baseline or as compared to another investment strategy.</p>	
<p>Clean Transportation Standard</p> <p>Presented by: Ryan Lambeg (Tied Branch Consulting); Peggy O’Neill-Vivanco (UVM Transportation Research Center, VT Clean Cities Coalition)</p> <p>Summary: A Low Carbon Fuel Standard (LCFS), as implemented in other states, would reduce greenhouse-gas emissions from Vermont’s most polluting sector: transportation. In Vermont, such a policy has been referred to as a Clean Transportation Standard (CTS). This market-based policy is flexible, fuel-agnostic, includes electricity, and allows for innovation in fuel types as technology changes. Transportation and Climate Initiative (TCI), as</p>	

proposed, will not likely be enough to help VT reach its climate goals. This could be the complimentary policy we need. The Clean Transportation Standard Network Action Team proposes to: research and summarize the various LCFS policies, proposed and implemented; engage all relevant stakeholders to build support; understand barriers and identify opportunities for collaboration; and draft a white paper to outline design options and a pathway toward implementation.

VT Sustainable & Equitable School Transportation Program

Presented by: Jennifer Wallace-Brodeur (VEIC), Peggy O’Neill-Vivanco (VTCCC/UVM TRC), Mariah Keagy (VEEP), Veronica Lindstrom (Burlington High School student)

Summary: Vermont lacks capacity and leadership at the state level to address issues related to equity and climate change in school transportation. There are persistent and emerging issues that could benefit from increased leadership, capacity and statewide coordination:

- School bus electrification
- Need for safe routes for walking and biking to school
- Emissions and traffic congestion from parents dropping kids at school
- School consolidation increasing the need for transportation to address school choice and/or increase travel time on the bus to school
- Ability of students, who lack transportation, to fully participate in after school activities
- Coordination with public transit to increase student and community access to transportation through shared transportation services

A Vermont Sustainable and Equitable School Transportation Program could provide coordination and information sharing among school districts, technical assistance, best practices, transportation efficiency (ridership) models, and leadership to advance programs and policies that ensure students have transportation options to fully access school choice and activities and can travel to school and school activities in a way that minimizes impacts on the environment, lowers cost, and improves the health and safety of students and the community. A Network Action Team would flesh out and provide actionable recommendations on a statewide program. Details that need further refinement include a program scope of work, where it should be housed, how a program would be funded and how it would interact with school districts and supervisory unions.

Cross-cutting Pitches

Comprehensive Fossil Fuel Equipment Change Out (Fossil -> ECO)

Presented by: Geoff Martin and Ben Edgerly Walsh

Summary: Whether the issue is Vermont’s climate pollution or the high and unpredictable energy cost burden facing Vermonters, our number one problem is fossil-fuel dependent equipment that locks us in to high-cost and price volatile fuels like gasoline, diesel, propane, and fuel oil and decades of pollution – neither of which we can afford any longer.

To achieve Global Warming Solutions Act pollution reduction requirements and to reduce the energy cost burdens facing Vermonters (especially lower-income Vermonters) we need a systemic strategy to change-out the fossil-fuel dependent equipment that drives carbon pollution and energy costs in Vermont. Unless we focus on this root of the problem, the math does not add up. The average vehicle lifespan in Vermont is a decade, the average water heater 15 years, and the average heating system two decades or more. Quite simply, purchases made in the near term will still be with us in 2030, 2050, and beyond, when our stronger emissions reduction goals will be in force. That’s why we need to create a policy and regulatory framework that takes every opportunity switch as many of the 500,000 plus internal combustion engine vehicles, the 300,000 space heating systems, and the hundreds of thousands of other fossil fuel dependent appliances in use by Vermont residents and businesses as fast as possible, and ultimately set a zero-emissions standard for each type of equipment that is today fossil-fueled, to ensure that all new equipment runs on or is capable of running on renewable energy.

Building Vermont’s Climate Workforce to Achieve our GHG Emission Reduction Goals

Presented by: State Rep. Charlie Kimbell, State Rep. Gabrielle Stebbins (Energy Futures Group), State Rep. Scott Campbell, Rhoni Basden (Vermont Works for Women), Tom Longstreth (ReSOURCE), Breck Knauft (Vermont Youth Conservation Corps)

Summary: To achieve our required greenhouse gas emission reduction targets, we need to train thousands of Vermonters with the skills to electrify our transportation sector, install clean energy solutions, weatherize homes, build net zero commercial buildings and sustainably manage our working lands, forests and waterways. Right now we are not building and sustaining this climate workforce pipeline. While there have been past efforts to address workforce shortages, we need a laser focus *now* on growing the climate workforce specifically, if we are to comply with state laws. Through outreach and interviews with employers, workers, educators, Vermont youth and others, we will identify the gaps, barriers and opportunities to grow our climate workforce. This information will be summarized and prioritized to develop an implementation plan with execution beginning next year. We know that reaching our emissions targets will be hard; without workers, it’s impossible. We must focus now on developing this pipeline to capture the opportunity inherent in the climate crisis: meaningful careers that help Vermonters re-invest in our communities.

A Coordinated Approach to Rural Electrification

Presented by: Bonnie Pratt (Packetized Energy)
Summary: It is time for a unified approach to electrification in Vermont. Given Vermont’s low-carbon electricity portfolio, electrification is likely to be the most cost-effective way to meet the state’s goal of reducing GHG emissions by 50% from 1990 levels by 2028. A unified rural electrification plan would proactively enable electrification at this level, while also reducing the risk of uncontrolled load growth, which could dramatically increase grid

infrastructure costs. A coordinated electrification program would alleviate the energy burden on rural Vermonters in three ways: (1) by reducing fuel costs by supporting EV and heat pump adoption; (2) by creating a pool of funds to keep “cost causation” expenses from falling on late adopters of smart technology; and (3) minimizing the impact of electrification on infrastructure costs through flexible load technology. Widespread rural electrification will also increase utility revenue by growing electric energy consumption in Vermont, creating rate-reducing benefits for all customers. With well-designed flexible load technology we can stop the game of whack-a-mole that is making peaks increasingly difficult to predict and curtail peak-related expenses across all utilities. This is our moment to craft an electrification plan that will bring federal money into rural areas of the state instead of flowing through existing pathways to urban centers. Vermont has a reputation for collaboration and renewable energy. By proving that this can work in Vermont, this state can serve as a model for the rest of the country as we all grapple with the challenges and opportunities of a larger and more weather-dependent electric grid.

Polling to Support Effective Policy Options and Attractive Consumer Choices

Presented by: Bill Regan (EAN Senior Fellow)
Supported by: Kristin Carlson (Green Mountain Power), Alexandra McLean (Leonine Public Affairs), Johanna Miller (Vermont Natural Resources Council)
Summary: Vermont’s state and local governments, businesses, and non-profits working to address energy use, emissions, and climate change would be able to propose more effective policy options and offer more attractive consumer choices if they had high-quality polling data on how Vermonters think about these issues and the actions needed to deal with them. Such polling would ensure that the needs and concerns of all Vermonters, regardless of demographic, inform our collective energy and climate-change decisions in the years to come.

Vermont has a vast amount of quality data on our energy sources, usage, and emissions, as well as the economic impact of these activities—as summarized in EAN’s Annual Progress Report. We lack, however, rigorous longitudinal polling data on Vermonters’ attitudes towards these topics and the steps they want governments, businesses, and other organizations to take. We also lack insight into what steps Vermonters as individuals would be willing to take. Existing environmental polling offers us a starting point, but has not been frequent, comprehensive, or longitudinal; does not provide demographic breakdowns on how historically underrepresented communities think about these issues; and sometimes comes from organizations with specific lobbying agendas.