



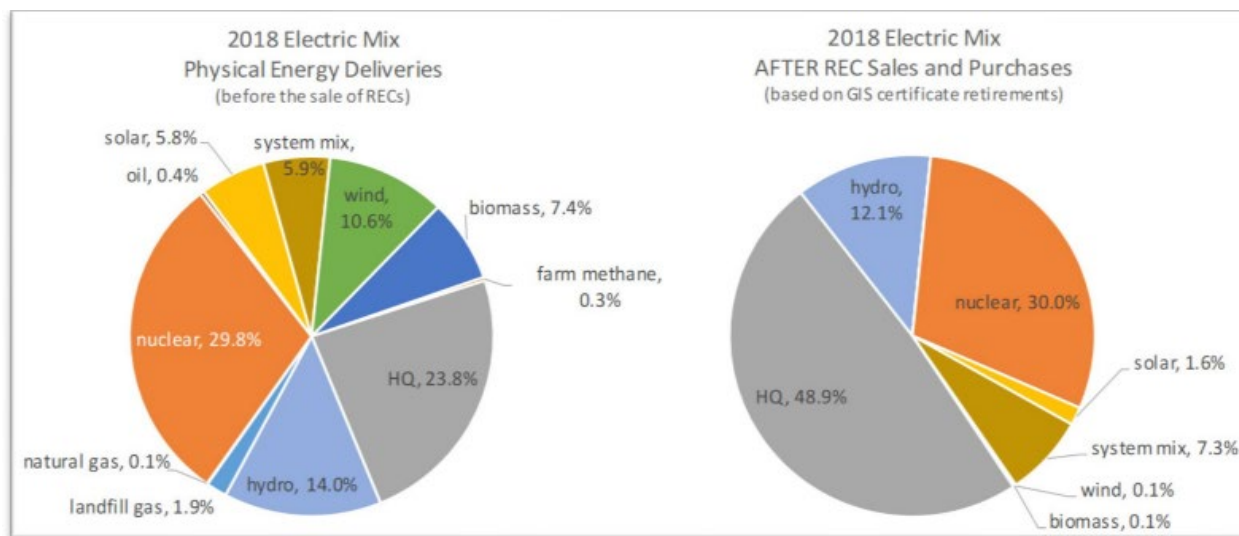
REV Testimony on H.552  
Submitted to the House Committee on Transportation  
Peter Sterling, REV Interim Executive Director  
February 18, 2022

Because transportation accounts for 40% of Vermont’s annual greenhouse gas emissions, REV believes that the electrification of this sector is critical to meeting the emissions reduction goals of the Climate Action Plan (CAP) and transitioning Vermont to a fossil fuel free future. The recommendations in H.552 below are an important step forward in the substantial public investment needed to meet the CAP’s goals of adding 170,000 EVs to Vermont’s roads by 2030.

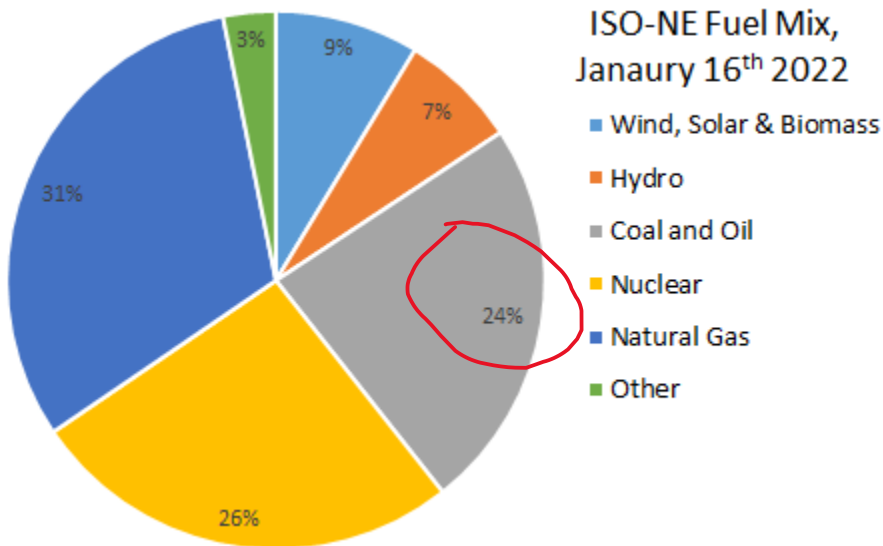
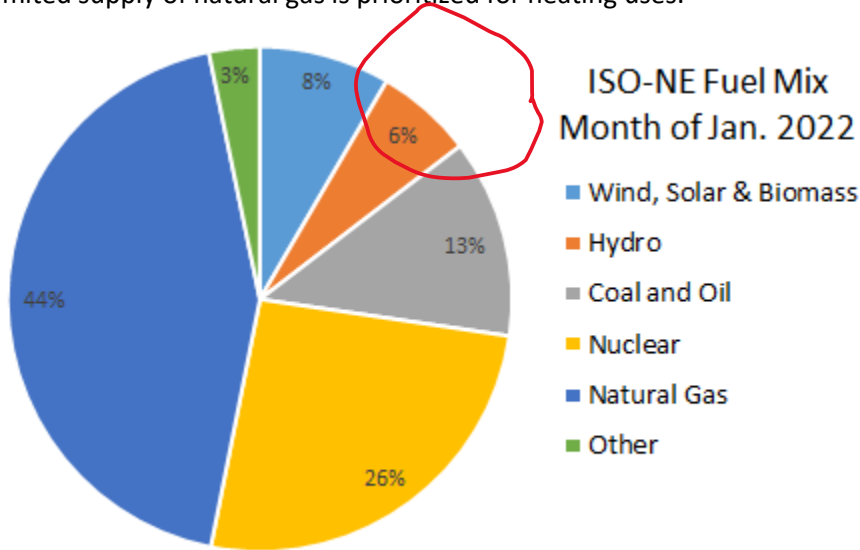
REV supports the following investments in order to help meet the CAP’s goals for emission reduction in Vermont’s transportation sector:

- \$15m for the EV incentive program
- \$2m for Mileage Smart
- \$4m for Replace your Ride program
- \$19.25m in each FY 23 and FY 24 for the EV Supply Equipment Grant Program
- \$8m through either eligible IJA funds or available state funds for electric transit buses as part of the Agency of Transportation’s Public Transit Electrification Plan
- \$8m to create an electric school bus grant program
- Enacting a class-based, revenue neutral, vehicle efficiency price adjuster that incentivizes the purchase of new low- and zero-emissions vehicles
- \$2m for Drive Electric Vermont, VEIC’s marketing and information center for EV incentive programs

However, as Vermont undertakes the electrification of our thermal and transportation sectors, we need an accurate accounting of where our electricity comes from before the sale of renewable energy credits (RECs) under Vermont’s Renewable Energy Standards. The chart below showing that over 50% of the physical power (i.e. before the sale of RECs) delivered to Vermont in 2018 comes from nuclear energy and Hydro Quebec- far from the sustainable, renewable energy future we should be aiming for.



Below are two charts that highlight how the ISO NE fuel mix Vermont relies on for part of its electricity changes in the winter. For example, this ISO NE mix accounts for 22% of all the physical energy delivered to GMP in 2020. Note the heavy reliance on coal and oil use when it is very cold out and New England’s limited supply of natural gas is prioritized for heating uses.



In sum, REV agrees with the Department of Public Service 2022 Comprehensive Energy Plan which states, “While Vermont has one of the nation’s cleanest power supply portfolios, removing GHG emissions from the remaining percentage will be critical to supporting the deep decarbonization of buildings and transportation, Vermont’s highest GHG-emitting sectors. As electricity use increases to

accommodate these shifts, it will prove critical to ensure that Vermont utilities are supplying low-carbon and renewable electricity resources for maximum emissions reductions.”

As the work to ensure our electricity comes from truly sustainable, renewable resources continues, we must also continue to move forward on the important transformation to move Vermonters away from fossil fuel based modes of transportation. Thank you for undertaking H.552 and other efforts to reduce Vermonters greenhouse gas emissions and ensure that Vermont is doing its part to stop the climate change catastrophe engulfing our planet.