

Re-Elect Senator Irene Wrenner

Chittenden
North District

Milton, Fairfax, Essex, Westford



Sen. Irene Wrenner

Senator Thinks Critically and Creatively *A Democrat who Votes as an Independent*

Representing a politically “purple” district, Irene Wrenner showed her **non-partisan roots** (honed during 17 years in Essex town government) during her first term in Montpelier.

Rather than follow a party line, Irene considers each bill on its merits and votes to reflect the concerns of constituents from all four towns. **She represents people in her district** — not a party, nor lobbyists, nor her own self-interest.

Irene works well with members of both chambers, and she earned kudos for her attention to detail. Just two months into her term, one Republican Senator told peers:

“We need more Senators like Irene.”

Irene’s collaborative committees helped her get up to speed and see through multiple lenses. Her votes reflected input from all sides.

Irene welcomes open, frank dialogue with residents, as in this Community Conversation with Legislators in Milton last year.



Hello! I’m the sole State Senator representing this mostly rural, fiscally conservative district of 22,000+ people.

I knocked on doors for 6 months before winning support from voters in Nov. 2022, listening to residents from all 4 towns.

On the back cover, you’ll see how I’m:

Saving You \$

Saving Lives

Protecting VT

I prioritize
Affordability,
Accountability, and
(un)Common Sense.

Thank You for the opportunity to represent you!

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SenatorIreneWrenner](https://Facebook.com/SenatorIreneWrenner)

Wrenner4Senate.org

Re-Elect Irene!



Listening, Learning, Leading for You!

Input from Residents:

- 1) Don't Pass any Carbon Taxes***
- 2) I Don't Feel Safe in Burlington;
Please Address the Opioid Crisis***
- 3) Stop Paying People \$10,000 to
Move to VT***
- 4) Ensure Kids Don't Go Hungry***
- 5) Don't Make Me Buy an EV!***
- 6) Why is the State Involved in
Funding Child Care?***
- 7) EV Owners Should Pay Their
Share to Maintain the Roads***
- 8) Stop taxing my military pension!***
- 9) _____***
Your input here, please.

Text or Call 802.338.2247

E-mail irene@wrenner4senate.org

With your ideas for better bills!

Paid for by Wrenner4Senate.org

As Your Senator, I:

- 1) Voted NO on S.5, Clean Heat
Standard (may increase heating
fuel cost by 70¢ per gallon).***
***Voted NO on H.289, Renewable
Energy Standard (will increase
cost of electricity 2% - 7%).***
- 2) Voted YES to lower the retail theft
threshold for arrest (\$900 → \$250).***
***Voted YES to use court settlement
funds to set up a Safe Injection
Site in Burlington. Trained staff
will help to prevent overdoses and
provide mental health counseling,
but not illegal drugs. Users drawn
to a central location will improve
street safety for the rest of us.***
- 3) Voted to stop funding \$10,000
incentive to relocate to VT.***
- 4) Voted for Universal School Meals.
Every child can access adequate
nutrition without stigma. Reduced
recordkeeping saves admin costs.
Feds subsidizing more than before.***

(continues on page 3)

As Your Senator, I:

5) **Introduced S.232** to break from following the California Emissions standard. Those rules would phase out the sale of gas-powered vehicles, starting in 2027, with an end date of 2035. VT's electric grid cannot yet handle that many electric vehicles.

Research shows that the life-cycle of an EV may not be much "greener" than the vehicle it replaces. Not everyone wants or can afford an EV.

6) **Supported** child care subsidies. Post-COVID, employers were desperate to bring parents back into the workforce. Yet, 25% of child care providers had closed pre-COVID, due to regulations increased by a prior legislature.

The dilemma: How to encourage people to join a field where the work is difficult, the rules strict, and the wages low? And help parents pay for such care?

Act 76 instituted a small payroll tax to jump start this sector. On a \$50,000 salary, at most \$55 would go toward this program. Some employers are covering the employee portion, so your contribution may be \$0.

Public K-12 education is already collectively paid for. This law helps pay for younger children's care, enabling parents to return to work.



Supporters and I distributed 1,400 pinwheels at parades in 2023. Each town in the district is printed on a vane: we are distinct yet similar, as we turn toward the future together.

7) **Supported an increased registration fee for EV owners**, who don't pay for road maintenance via the gas tax. This \$89 charge is temporary, until the state institutes a mileage-based user fee for individual EVs.

For now, funds collected will go to installing new EV chargers. I will work to move this money toward road maintenance in the next legislative session.

8) **Co-sponsored S.118** to stop taxing military pensions. Sixteen of 30 Senators signed on as co-sponsors, meaning it could have had enough votes to pass if it came to the Senate Floor.

This bill's progress was blocked by the Chair of the Finance Committee, who declined to hear testimony on it. I will work toward passage of this bill again next year.

General Election: Nov. 5th, Ballots Mailed to Voters

Saving You \$

I voted NO on these costly bills:

- Carbon Taxes, S.5 and H.289 (see page 2)
- Override of Veto of \$12M Bottle Bill Expansion, H.158.
- \$8.6B FY25 General Fund Budget, H.883, which included a 6.4% salary increase for Phil Scott, making him the 2nd highest-paid Governor in the US!



I voted YES on these items, to save money:

- Proposed amendment to keep tuition reimbursement funds within VT.
- Proposed amendment to prohibit private schools from charging publicly-tuitioned students more than privately-tuitioned ones.
- Yield Bill, H.887, to **fund the school budgets that voters approved**. The legislature “must pass” this bill. Anyone who votes No can only hope that a majority of peers will vote Yes — and take the heat for it. If the Yield Bill had failed to pass, taxes would go up **EVEN HIGHER**, on average, than the projected 13.8%: Vermonters would have faced property tax increases of up to 30% and there would have been an \$82M deficit in the Education Fund, putting VT and our schools in a tenuous position.

I proposed amendments to achieve savings through cost-effective approaches:

- Other states collect rent from utility companies that own poles and cables in the Rights of Way of public roads. Vermont passed a law 17 years ago to do the same. My amendment to H.657 included **a strategy to identify and collect Right of Way revenues** for towns and the state.
- Hundreds of millions of state and federal dollars are being spent on emergency communications systems and broadband in a haphazard fashion. VT needs integrated **planning to ensure that when disaster strikes, our systems are robust and resilient**. My proposed amendment to H.839 focused on these issues and initiated conversations about better ways to spend public dollars. Progress is uphill but ongoing.

Saving Lives

I introduced a bill which protects young children in car accidents.

A Highway Safety Patrol Member alerted me that children were allowed to face forward in car seats at 1 year or 20 pounds, before their bodies could withstand the impact of a collision. Some babies were dying with broken necks. Our new law requires rear-facing car seats up to age 3.

Protecting Vermont

I voted YES to stop timber theft.

For decades, timber thieves have trespassed on forested land and harvested large loads of timber without reimbursing landowners. Our Senate and House Agriculture committees defined this crime and its punishment for the first time. The Governor signed H.614 on June 4th.

I voted NO on bills that subvert state / local control to allow more development.

Legislators had insufficient time to review and amend S.100 and H.687, which would allow housing to be built without addressing VT’s inability to process all of the human waste generated now. These laws override local zoning and current Act 250 regulations. Repercussions were immediate: Westford voters tell me they turned down \$4M in grant funds for waste water treatment in Nov. 2023, due to the loss of control of future development around the Town Common via S.100.