

Portland Clean Energy Task Force

Regular Meeting Minutes

Van Beynum Room, Portland Library, 6:30pm, March 19, 2024

PRESENT: Andy Bauer, Lou Pear, John Rooney, Melissa Kelly, Kerry Darby.

ABSENT: Morgan Kennedy

OTHERS PRESENT:

1. CHAIR CALL MEETING TO ORDER: Andy called the meeting to order at 6:39

2. ACCEPT AGENDA

Move: Kerry, 2nd Melissa

Discussion:

AYES: 5 , NAYS: 0, ABSTAINED: 0

3. ACCEPT LAST MEETING MINUTES

Move: TABLED

Discussion:

AYES: , NAYS: , ABSTAINED:

4. PUBLIC COMMENT:

5. OLD BUSINESS:

6. NEW BUSINESS:

7. GENERAL DISCUSSION / COMMUNICATIONS/CORRESPONDENCE:

Landfill Solar Progress - Greenskies has done a walk through, things are progressing.

Legislative Updates –

Energy Efficiency Funding, HB 5438 - An Act Concerning Energy Efficiency Funding and Programs - this bill will return \$145 million to our energy efficiency program

Heat Pump initiative, HB 5439 An Act Concerning Heat Pump Adoption - this bill will set a goal for heat pump deployment to get us on track to meet our climate goals in the buildings sector

EV infrastructure, HB 5485 - An Act Concerning Transportation Infrastructure for Electric Vehicles. This puts in place an Electric Vehicle Infrastructure Coordinating Council and a Zero-Emission Vehicle Roadmap. This educates and coordinates decision makers, agencies, utilities, communities, industry, and advocates about the data and projections for zero-emission vehicle and infrastructure deployment.

This bill is vital, because Andy has found that many folks - legislators included - mistakenly believe that last year's Zero Emission Vehicle proposal (whose fate is uncertain) would force people to buy EVs. Actually, the proposal asked manufacturers to supply dealers with only ZEV vehicles by 2035. That means dealers could sell not only EVs but also gas/electric hybrids, hydrogen vehicles, fuel cell vehicles, and used gas vehicles.

Anyone still owning a gas powered vehicle could buy, sell, and drive them for as long as they want.

Portland EV Charger proposals

EV Charger Installation Draft Proposals Summary as of March 19, 2024

<u>Location</u>	<u>Charger Model</u>	<u># of Ports</u>	<u>Total Cost</u>	<u>Rebate</u>	<u></u>
<u>Portland Cost</u>					
Middlesex Ave	ChargePoint	2	\$60K	\$40K	\$20K
Middlesex Ave	ChargePoint	4	\$73K	\$40K	\$33K
Middlesex Ave	Flo	4	\$65K	\$40K	\$25K
Arch Pavilion	ChargePoint	2	\$50K	\$20K	\$30K
Arch Pavilion	Flo	2	\$46K	\$20K	\$26K

Arch Pavilion	ChargePoint	4	\$66.1K	\$20K	
\$46.1K					
Arch Pavilion	Flo	4	\$55K	\$20K	\$35K

Notes

Chargepoint units raise the price due to a more expensive unit cost and a significantly more expensive warranty. However, they are on the State’s approved equipment list, and so no bid is required if that is selected and Earthlight (also a State approved contractor) does the work.

Flo units are solid but are not on the approved list, so a bid process would be required.

Public Charging - If a two port option is selected, Eversource reports funding available for 25 more public charging installations. This funding is at the end of its 3 year term and will renew this year (exact date is on the way).

Fleet Charging - If four ports are installed, that site can be designated a ‘Fleet’ installation (regardless if the town has EVs in its fleet currently) and there is enough funding for 600 ports.

The **Environmental Justice Districts** that would receive twice the EV installation incentive were determined in 2023 and are reviewed each year. Should the Portland EJD change in 2024, there is a 5 year grace period for the double bonus to be used.

There was a general consensus to use our Energy Activities account funding towards subsidizing the Chargepoint installation options in order to narrow the gap with the Flo units, thus shortening the process. This needs to be verified with the Finance Director.

8. ADJOURN MEETING: (time) 7:48

Move: John, 2nd Melissa

AYES: 5, NAYS: 0, ABSTAINED: 0

Minutes taken by Andy. Next meeting is April 16, 2024