

**Minutes of Monthly Meeting
Sustainable Hanover - Energy Initiative
Tues, May 9, 2023
In Town Hall and Via Zoom**

Attending in Person: Yolanda Baumgartner, Judi Colla, Andrew Hatch, Pete Kulbacki, Dennis Robison, Ben Steele, Rob Taylor

Attending by Zoom: Barb Callaway

The meeting was called to order at 1:35 PM.

1. Minutes. Judi asked folks to read and make corrections to the April minutes.

2. Announcements.

- a) The spring newsletter deadline is May 3.
- b) The ebike lending library will be June 14-28, with demo days at Gile Hill and maybe Brook Hollow.
- c) Weekly meetings on Hanover Community Power publicity are suspended.

3. Equity Inclusion and Justice

- a) Nothing to report

4. Hanover Community Power (HCP)

- Pete reported on the number of default and opt-up selections in Hanover. (Yolanda sent out a spreadsheet). The number of those who opted up to 50% or 100% renewable is low (4%) but higher than most other towns. Most (94%) residents kept the default (Granite plus).
- The address problem in which residents in Etna did not get letters from CPCNH is being resolved.
- The new CEO of CPCHN, Brian Callnan, starts May 22. Pete continues on the risk committee, and April Salas continues on the Board of directors and on the Finance Committee.
- Since there are now so many communities involved, the Board of Directors will be elected rather than having a member from each community.
- They will be working on setting the next set of rates for late summer.
- The next step will be discussion of what types of power to include, whether to include REC's or not, whether to develop local sources of power, etc.

- Another next step is to approach local large electricity users to get them on board if they do not already contract for power. CPCNH, perhaps the CEO, should provide data for large users to compare HCP to other sources.
- Since the new CEO (Brian Callnan) lives locally, we discussed having a welcoming event with the other upper valley communities (Enfield, Lebanon, and Plainfield). Judi will contact those communities with that idea.
- There is still a problem of how to opt up on the CPCNH website. A town email went out with directions, but it has not been seen by everyone. To further publicize how to opt up, we considered:
 - i) Sending information out through a WHO KNEW;
 - ii) Putting article in the SH newsletter; and
 - iii) Having instructions at proposed reception for Brian Callnan.

5. EV grant

- Hanover joined with Lebanon, Hartford, and New London to submit a grant to the federal Clean Fuels Initiative (CFI) to install EV chargers in the four towns. Lebanon, as the lead municipality, decided they did not have the capacity to coordinate writing and submitting the grant plus administering it among the towns, so the NH communities approached NH DES who plan on submitting a state-wide grant. DES has recently decided to propose creating a competitive process in which every municipality in NH could apply to DES for part of the funding, so we do not have to contribute now to the original grant.
- Pete and Rob Houseman have identified 6 locations for chargers:
 - Department of Public Works - 194 Lebanon St., 3.5. 4 level 3 rapid chargers, across from Gile Hill affordable housing, on a major commuting corridor, Rt. 120. Net positive solar generation on site.
 - RW Black Community Center 48 Lebanon St. – 2 level 3 rapid chargers, adjacent to Summer Park affordable housing, near a major commuting corridor.
 - Lot 1 (Municipal lot) Center of town behind town offices. – 2 level 3 rapid chargers, near major commerce and Dartmouth College Campus.
 - Marshall Lot (Maple Street) adjacent to the municipal lot. – 2 level 2 chargers, this an all-day lot which many of the low and moderate income downtown employees use.
 - 6 West Wheelock – 2 level 2 chargers, commuter lease lot used by low and moderate income employees.

- Howe Library 13 South St. – 2 level 3 or 2 chargers (exact number and type needs to be researched), serves residents, near commercial/retail
- Sites cannot be within 1 mile of a designated EV corridor because those are covered by grants for corridors (including one being submitted by NH DOT). This is a grant targeting communities. It is not clear if the I-91 corridor in VT would disqualify the sites in downtown Hanover.
- The grant emphasizes reaching underserved communities and the northern census block of Lebanon, north of I-89 qualifies as underserved. The Public Works site is close to that block and close to multi-unit housing at Gile Hill and on Mt. Support Road.

6. Commercial Efficiency

- Andrew reported that they are developing the NH Saves program for 2024-2026 (a draft is due July 31), which is good, but includes some changes that decrease what it can cover. For example, installing LED light can no longer be considered part of the program. And how the savings are calculated is changing, because of the law that continued the program (HB549).
- Andrew currently has 130 projects in the works and is responsible for saving over 1million kWh annually.

The meeting ended at 2:58 PM

Submitted by Ben Steele