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Renewable Energy on School Ballot Vote on March 7

By Yolanda Baurgartner

When Hanover and Norwich voters go to the polls on Tuesday, March 7, they will see articles on the Dresden (Article 5) and Hanover (Article 9) school warrants pertaining to renewable energy. These articles call for the schools to transition to renewable energy with “strategies (that) seek effective and sustainable outcomes while being fiscally responsible.”

If passed, these articles will signify to the Dresden and Hanover School Boards that our communities support their taking action to transition the school districts from fossil fuels to renewables. It will be the Boards’ first statement on a transition from fossil fuels, connecting school energy policies to community-endorsed renewable energy goals adopted by the Towns of Hanover and Norwich.

The warrant articles were developed and amended through a review process that included the School Boards, Yolanda Baumgartner and Judi Colla of Sustainable Hanover, and Linda Gray of the

2023 School Election – March 7

Warrant Article on Renewable Energy

Dresden District Article 5 and Hanover District

Article 9

“To affirm that the (Dresden or Hanover) School Board will establish policies to support the transitioning of school facilities and operations to renewable sources of electricity and renewable sources for heating/cooling and transportation. Strategies for moving forward will seek effective and sustainable outcomes while being fiscally responsible.”

NOTE 1. The Hanover community adopted these 100% renewable energy goals by unanimous vote at the 2017 Town Meeting. Since then, the Town, many businesses and residents, Dartmouth College and other organizations have begun to transition their energy usage to reach these 100% goals by their target dates.

NOTE 2: In 2019 the Norwich community adopted a similar mandate for municipal operations: "to gradually and continually reduce the Town's direct use of fossil fuels, beginning at a rate of no less than 5% per year starting in the 2019-20 fiscal year and continuing until they are eliminated entirely." This would eliminate fossil fuel use by 2040.

Norwich Energy Committee. Also advocating for the warrant article at the Dresden School Board meeting of January 24 was Hanover High student and Environmental Club leader Vidushi Sharma who pointed out that “it is important to make a commitment ... I think we have a lot of work to do in terms of becoming a more sustainable school”.

School board members have expressed their intention to develop sustainability policies that will be informed by a district-wide facilities audit commissioned last fall. Those results were expected to be available at the end of January.

Note: Voting on the Dresden and Hanover school warrants will take place on Tuesday, March 7th from 7 am to 7 pm in the Hanover High School cafeteria for Hanover voters and in Tracy Hall for Norwich voters.



What is Community Power?

In October, 2011, thirteen communities formed the Community Power Coalition of New Hampshire (CPCNH) for the purpose of aggregating and selling electric power on a community scale. It is a way to purchase electric power that is more renewable and/or less expensive than that offered by regulated utilities, while also providing the community with control. CPCNH Membership has expanded to include 26 municipal members and one county. Very soon the first wave of the original members, including Hanover, will launch community power programs.

So, what does it mean for residents and small businesses?

- Participants in Hanover Community Power (HCP) will be able to purchase power with increasing levels of renewable power (23.4% 33%, 50%, or even 100%) as defined by the State's Renewable Portfolio Standards or better.
- HCP will be transformative in helping the entire Town reach its 2030 goal of purchasing or generating enough renewable electricity to offset 100% of the power it consumes. This depends on each of us choosing the highest level of renewables that fits our pocketbook, while the Community Power Coalition of New Hampshire (CPCNH) works to secure the best possible rates.

Here's what to expect and do.

Prepare for the launch:

1) Look for a letter in the mail about the launch of HCP, its power offerings, and how to sign up sometime this spring;

2) Attend the informational forum that will be held within 15 days of sending this letter;

3) Read answers to Frequently Asked Questions.

Exercise your choice

Sometime in late winter or early spring, Hanover Community Power (HCP) will finalize a menu of power offerings, each with a specific percentage of renewably-generated electricity at a certain rate.

One of these offerings will be identified as the DEFAULT option. The letter you receive will share these offerings and instructions.

If you are currently using Liberty or Eversource as your electricity supplier, you will be AUTOMATICALLY enrolled into HCP's DEFAULT option. You do not need to act if you are satisfied with that option.

Guidance for specific customers, such as those who have installed solar and are on net metering plans, can be found in our Frequently Asked Questions.

If you still have questions, email Sustainable Hanover





Here's How to Find Out How the Inflation Reduction Act Can Help You!

By Barbara Callaway

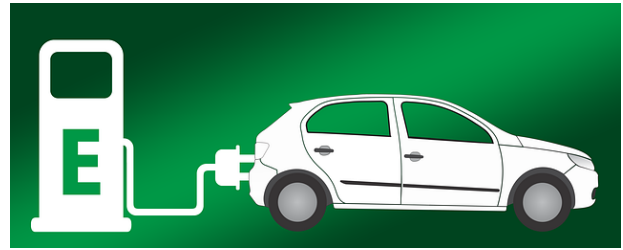
The Inflation Reduction Act (IRA) was passed last year by Congress and it is a big deal not only for the climate but for consumers as well.

The IRA provides rebates and tax credits to help you buy an electric vehicle and to help electrify throughout your house. Electrification is vital for reducing our dependence on fossil fuels which contribute to global warming and volatile price fluctuations. These tax credits and rebates from the IRA will be available for the next 10 years. They cover everything from home weatherization for energy efficiency, to heat pumps, to solar installations, and to hot water heaters. There are programs for renters and low-income folks, as well.

A good resource for information on the IRA can be found at [Rewiring America](#). On this website you will find at the very top of the Home Page: "Your Guide to the Inflation Reduction Act" which is downloadable and has valuable suggestions and guidance about how to plan and finance your energy future.

It will be important to plan your electrification process. Although tax credits will be available for 2023, rebates may not be available until near the end of 2023 or early 2024 because the rebates will be distributed by state energy offices. Each state must set up the system they will use.

Some other programs are still in the development stages. It will be important to plan the timing of your electrification projects in order to receive the greatest savings offered by the IRA. These resources will help you find out how and when you can save!



Electric Vehicle Incentives in the Inflation Reduction Act

By Ben Steele

The Inflation Reduction Act that was signed into law in August includes renewed incentives for buying electric vehicles (EVs). The details are a little confusing and some have yet to be decided. But here is a quick summary to help EV shoppers decide which car to buy and when to buy it.

The \$7,500 tax credit for EV purchase is being extended until 2032, but there will be some restrictions and changes.

- Effective immediately, the car must be assembled in the US, Canada, or Mexico. You will have to check where a specific car was made. A list of eligible vehicles can be found at the [US Dept of Energy resource](#) page. But this list is in flux because, for example, VW has started making the electric Id4 in Tennessee.
- Starting in 2023, the requirement that the manufacturer has sold less than 200,000 vehicles goes away, so the tax credit will again be available for Teslas, the popular Chevy Bolt, and other new EVs from General Motors.
- Also starting in 2023, the credit is divided into two parts: \$3,750 if the minerals in the battery come from the US or a free trade partner, and \$3,750 if the battery components were manufactured in North America (including Canada and Mexico). The IRS is currently working on the specific rules for this and it will be phased in over several years so that the manufacturers can find new sources for the components of batteries.
- There is an income eligibility requirement now. The credit is only available to people making less than \$150,000 if filing singly and \$300,000 if filing jointly.

- And there is a vehicle cost limit. The credit only applies to SUVs and Pickups costing less than \$80,000 and cars costing less than \$55,000
- Starting in 2024, automobile dealers can apply the credit at the time of purchase. However, it is still unclear whether this makes it a rebate, or if you still have to pay at least \$7,500 in taxes to get the credit. We should hear about this from the IRS soon.
- The cars still need to meet the minimum battery size that is in effect now, so some plug in hybrids will qualify, and some will not. All full EV's will qualify.
- There is also a new credit for used vehicles, up to \$4,000, or 30%, whichever is lower, for a qualified used car. This also comes with restrictions. The car must be more than two years old.
- It cannot have been used for a previous tax credit as a used vehicle (but can have produced a tax credit as a new car).
- Income limits for buyers: \$75,000 for filing singly, \$150,00 for filing jointly.
- And the price of the car must be under \$25,000.

So, it is complicated, but there will probably be resources to see how much credit you can get for each car. It is clear that the goals of the Act are not only to spur EV purchases, but also to stimulate the US automobile industry and create jobs in the US.

More details about the act can be found at [Drive Electric VT](#), at the [Electrification Coalition](#), and many other websites. So now there are even more reasons to drive electric!



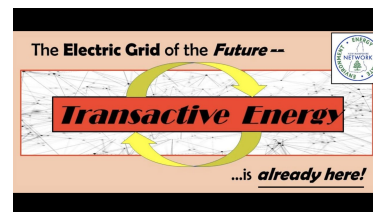
Transactive Energy* and Your EV

by Dennis Robison

Electronic Vehicles (EVs) have been described as “batteries on wheels” - true but not usually the way we think of them. The New Hampshire Electric



Coop (NHEC), however, is prepared to use these readily available batteries in very imaginative ways to add alternative energy to the grid. It says, “This will help reduce peak grid load, improve grid operations and minimize the need for more poles and wires.”



Some current and eventually all EVs will have the capability of bi-directional charging, also known as vehicle to grid (V2G) or vehicle to home (V2H), which enables the EV to be charged and be capable of discharging surplus electricity. A fully charged EV with a 70 kWh battery, for example, could serve to provide two days of home electrical use if needed. It could also provide power to the grid during down time when the EV is fully charged and not being driven.

Electric rates vary during the day ranging from relatively inexpensive during low use periods to much more expensive during high demand. NHEC, partnering with Plymouth State University and Fermata Energy, has developed a process using a meter to measure the Transactive Energy Rate (TER) while connected to a bi-directional charging unit.

During the first quarter of 2023, a 500 member pilot project using this technology will begin. Once a device is registered, members or participating aggregators will receive the hourly price a day in advance. The devices will then respond to a set of preferences and send usage information to the utility.

Monthly bills reflecting cost or credits will be sent to the participants. Over the course of the project, General Motors is expected to engage owners of the Chevy Bolt and Volt. Later involvement could possibly include the Chevy Silverado.

Savings for members could be significant. Given current electric rates, an EV traveling 13,500 mile/year could save \$350-500 per year in electricity cost. Added to the savings by not having an internal combustion engine getting 25mpg for the same mileage driven, is a savings of over \$3K per year, thus an added incentive to switch to EVs.

Bi-directional chargers are now available on EVs manufactured by GM, Nissan, Volkswagen and Ford with others to follow. If successful, NHEC's project could make a major contribution to adding renewable energy to the grid.

*Transactive energy (TE) can be defined as “a system of economic and control mechanisms that allows the dynamic balance of supply and demand across the entire electrical infrastructure using value as a key operational parameter.

thanks go to Chris Ng who loaded the truck and made two round trips to Gilford, putting in a 12 hour day! All in all, a wonderful day for the environment and a testimony to the ongoing commitment of the Hanover and Upper Valley communities. *The next collection will be taken in Lebanon on Saturday, April 1st.*



Yolanda Baumgartner, Susan Edwards,
Cindy Heath, Chris Ng



First Hanover Styrofoam Recycling A Great Success!

By Dennis Robison

Over twenty volunteers, including six from Hanover's Rotary Club, led by Yolanda Baumgartner and Beth McKinnon, gathered in the Public Works parking lot on Saturday, February 11 at 9:30 am to collect styrofoam. By Noon, twenty-nine super sacks were filled which were then taken to the recycle center in Gilford NH. The result will be compressed bricks of styrofoam that will be repurposed for a variety of products and will not go in the landfill.

There were 141 customers who kept the volunteers busy and generously contributed to the cost of renting the UHaul truck. Special

