

Maine Clean Communities = MC²



***A Clean Cities Program Promoting Clean Fuel Vehicles, Energy Independence and Clean Air
Administered by the Greater Portland Council of Governments***

Maine Clean Communities Stakeholders/Steering Committee Meeting

Wednesday, April 7, 2009

8:30 a.m. – 10:00 a.m.

Greater Portland Council of Governments
68 Marginal Way, Portland

Agenda

- I. Call to Order
- II. Welcome and Introductions
- III. Announcements
- IV. Legislative Update
- V. Funding Opportunities
- VI. Project Updates – Local and Statewide
- VII. Other Business
- VIII. Set Next Meeting Date – June 2, 2010, at GPCOG
- IX. Adjourn

Maine Clean Communities (MC²)
Stakeholders/Steering Committee Breakfast Meeting Minutes
Wednesday – February 3, 2010
8:30 a.m. – 10:30 a.m.
GPCOG Conference Room, 68 Marginal Way, Portland, Maine

Attendees: Kevin Austin (City of Portland); Maxine Beecher (City of South Portland); Willie Burk (HSE Gould); Lynne Cayting (Maine DEP); Ted Corbett (Town of Scarborough); Sarah Cushman (Cushman Transportation Consulting, LLC); Barbara DiBiase (Town of Falmouth); David Green (Oakhurst Dairy); Brian Hallowell (Cummins Northeast); Michael Hicks (Cummins Northeast); John Kilbride (Falmouth Police); Alex Kimball (Town of Cumberland); Steve Lambert (SAD #6); Eben Marsh (COG- Purchasing); Chris McKenna (Poland Spring Bottling); Troy Moon (City of Portland); Jay Nason (Town of Scarborough); Rebecca Lambert (Maine Clean Communities/GPCOG); Steve Linnell (Maine Clean Communities/GPCOG).

Guest Speakers: Ben Lake from Clean Air-Cool Planet and GPCOG; Scott Potter and Bill Merritt from IdleRight; and Greg Topjian from Energy Xtreme.

1. Call to Order:

Steve Linnell called the meeting to order

2. Welcome and Introductions:

Steve welcomed those present and introductions were made.

3. Announcements:

Rebecca Lambert announced that she is in the process of conducting the Clean Cities Annual Survey on alternative fuels and petroleum reduction. She requested that people fill out the survey, and supplied hard copies.

Lynne Cayting announced a new grant program administered by Mike Barden at the Public Utilities Commission. The grant program will provide a 25% rebate or a 1% interest loan for EPA certified idle reduction technology.

4. Presentation on Greater Portland Regional Energy and Greenhouse Gas Inventory:

GPCOG and Clean Air - Cool Planet Intern Ben Lake described the results of his 2007 Greater Portland regional energy and greenhouse gas inventory. Automotive transportation accounted for 40% of the region's energy consumption, costs and greenhouse gas emissions in 2007. Automotive gasoline cost the region \$448 million, and automotive diesel cost the region \$81 million. The executive summary is available at

<http://www.pactsplan.org/documents/GPCOGEnergyInventoryExecSum.pdf>. The Power Point is available at

<http://www.pactsplan.org/documents/Greater%20Portland%20RegionalEnergyEmissionsInventoryPMC2.pdf>

5. Presentation from Scott Potter, Havis, Inc., on IdleRight onboard idle reduction technology:

Havis Inc. manufactures equipment for emergency vehicles. Havis has recently developed IdleRight, idle reduction technology. IdleRight allows a vehicle to be turned off while emergency lights are running. It detects the voltage available in the vehicle battery and turns the ignition on when the battery needs to be charged. After running for 20 minutes, it turns off again. Depending on the efficiency of the emergency equipment, it allows the emergency equipment to run with the vehicle off for up to three hours. Havis estimates fuel savings from 40% - 90% depending on the

application. IdleRight costs \$495, not including installation. The presentation is available at http://www.pactsplan.org/documents/IdleRight_Presentation_IndyCC.pdf.

6. **Presentation from Greg Topjian, Energy Xtreme, on his company's idle reduction technology:**

EnergyXtreme is a power solutions company, which provides a variety of battery technology. EnergyXtreme's idle reduction technology is an auxiliary battery which can power heat, air conditioning, computers, lights, radio, etc., for up to 6 hours with the engine turned off. The auxiliary battery will recharge while driving. The battery lasts up to 8 years, and is recyclable at the end of its life. The product costs \$3,495 - \$6,000 depending on the size and application. It saves 1,200 to 2,000 gallons of fuel a year. Greg Topjian's presentation is available at <http://www.pactsplan.org/documents/EnergyExtreme-TopjianPP.pdf>.

7. **Representatives from Portland and/or Falmouth discussed their experiences piloting onboard idle reduction technology:**

Lieutenant John Kilbride of Falmouth, Maine discussed his experience piloting IdleRight idle reduction technology. He made it clear that the Town does not endorse one particular technology over another, but Falmouth selected IdleRight because of the cost and the lack of space for an extra battery in the Falmouth Police vehicles. Falmouth does not have many jobs that require idling, so the payback for IdleRight will take longer than it has in other places – approximately 3 years. Nevertheless, Lieutenant Kilbride is pleased with the new technology, and Falmouth hopes to purchase IdleRight technology for all its vehicles.

Falmouth is also moving to hybrid technology. The town has one hybrid, and hopes to purchase more with a stimulus grant.

Kevin Austin, Portland fleet manager, discussed his experience with IdleRight, as well. Both Falmouth and Portland share the challenge of convincing drivers to turn off their vehicles in order to reap the benefits of idle reduction technology.

8. **Brief update from Dave Green on Oakhurst Dairy's new hybrid delivery truck:**

Oakhurst Dairy now has a custom-build hybrid dairy truck – the first in the country. It gets 7.3 mpg, as compared to the old truck at 3.8 mpg. This truck is used mainly around town, where the hybrid engine yields the most benefits.

After the update, participants viewed the truck in the GPCOG parking lot.