

Dennis Alternative Energy Committee
August 7, 2023
Final Minutes

Members Present: Mike Sarli, John Benker, Mark Lambdin, David SanClemente, David Langan and Andrew Lane (Alternate) via Zoom
Members Absent: Susan Klein, Lyn Solomon
Others Present: Tom O'Connor (DPW Deputy Director and Committee Liaison); Ken McAloon (Dennis Climate and Coastal Resiliency Advisory Committee)

A quorum was declared.

CALL TO ORDER

Meeting called to order by Chairman Mike Sarli at 5:02 p.m.

PUBLIC DISCUSSION

None

APPROVAL OF JULY 10, 2023 MEETING MINUTES

Motion: Move to approve minutes of the July 10, 2023 meeting as amended. Motion made by David S, seconded by John. Approved unanimously.

COMMITTEE MEMBERSHIP

Mike welcomed Andrew Lane as a new member of the Committee. Andrew described his background and what motivated him to join the Committee. He was a CPA and Financial Advisor with Ameriprise. On the side, he has a hydroelectric plant in Ashland, New Hampshire, which is how he got into renewable energy. The connection with his being a CPA was that the hydroelectric plants generate renewable energy tax credits. Also, when he was a teenager, he built wind generators as a hobby. He described how his brother, as a member of the Flying Doctors service, helped construct wind generators from oil cans cut in half. Mike suggested that Andrew go onto the Town website and review the minutes from our past meetings so he can get up to speed on what the Committee has been doing.

ANTICIPATED BUSINESS

Green Communities and Other Municipal Updates

Updates were provided by Tom.

- **Green Communities**

The package of proposed building lighting upgrades for the remaining municipal buildings was sent to DOER a month ago for review and approval. He expects that he will hear back soon.

- **EV Charging Station Pilot Program**

- ∴ The Eversource application has been put together, signed by the Town and submitted.
- ∴ Tom noticed that when he was putting together the paperwork for the Chargepoint as a Service (CaaS) agreement that the date was a year old. He reached out to Walter Gray at Power Options and Walter, in turn, reached out to Chargepoint (i.e. Lily Pad) to get a revised proposal with a new date on it. As soon as the revised proposal is received, he will send it to Administration for signature.
- ∴ Tom also reported that he got the budgets back from Town Hall for all his divisions and the EV Pilot was included in it with the 5-year budget that we sought, so we are good to go.
- ∴ It appears that all the work for the charging station will be completed by either Eversource or DK Electric. The Town will essentially have no physical work to do regarding the installation. Even though the bollards, concrete work, etc. are all covered, Tom feels that the DPW should do some line striping and set out one handicapped accessible space. Some sort of signage will also be necessary.
- ∴ Tom suggested that once the Chargepoint as a Service agreement has been signed, we should do a monthly or bi-monthly update to the Select Board. Mark noted that two of the Select Board members drive EVs so they are likely to be interested in the progress.

Sub-Committee Updates:

- **Charging Station Pilot Project**

Continuing the discussion of the Pilot Charging Station begun under Municipal Updates. Tom reported that Mike and Mark have put together a list of tasks that have to be completed to bring the project to fruition; that's going to help keep everyone on track.

➤ **Signage**

- ∴ Tom noted that we should consider doing some sort of descriptive signage. He is not sure at this time what the signage should say, but it should tell some sort of story like "Dennis charging station; the first of its kind, etc. "
- ∴ Mark added that we might want to consider off-site signage directing people to the charging station parking lot, although EV owners probably have the Chargepoint app and the app will direct them there.
- ∴ The signs at the Dennis and Yarmouth trail heads might give us some ideas of what we want the signs to say.
- ∴ **Mike will get in touch with Patrick Farah in Plymouth to see what kinds of signage they have that they have found to be a) necessary, b) effective and c) nice to have; maybe take some pictures at some future date.**

- ∴ Dave S. suggested that, in the future when we get the network of charging stations going, we could make signs for each sites showing where all of the other charging stations were located.
- ∴ Tom noted that the Town can make any kind of a sign we may want inhouse short of a carved wooden or stone sign.

➤ User Fees

- ∴ Mike had some ideas about user fees that we could present to the Select Board. Rather than suggest a number like \$0.35/kWh, present them with a **process** for coming up with the rate so they could be updated as factors change over time. Also give the Board a source they can consult on what other charging stations the Cape Cod market are charging and suggest time frames for reviewing/revising the user fee rates. Then Tom could use this to present the Committee's recommendations along with the background on how we came up with that recommendation.
- ∴ Mark suggested that we consider a percentage mark-up from the electric rate. Tom agreed that this might be a good option.
- ∴ Dave L. noted that the current user fees at some of our neighboring Chargepoint locations were \$0.40/kWh and, if the vehicle is parked after charging is complete, the additional fee is \$5.00/hour. Everyone agreed that the \$5/hour penalty fee will be an important feature for us to consider in the future. Dave L also suggested that we ask Patric Farah in Plymouth how they set their user fees. Mike responded that Plymouth is just not getting into charging the users. Initially charging was free; they were treating it as a tourist amenity and swallowed the cost of electricity and incidentals (they bought their charging stations outright so had no fixed costs).
- ∴ Mike indicated that usage will figure into the process as well. In the beginning, we can use a guess-timate but then we'll have to monitor actual usage since we're going to want to offset our fixed costs, primarily the \$2,500 (sic) a year lease fee.
- ∴ By Andrew's calculations, if we charged \$0.40/kWh, after paying for electricity and Chargepoint's 10% fee, we are making about \$0.15/kWh. If the lease fee is \$2,500 per year, the break even would be 16,660 kW used per year. Mike added that typically 30kW are used per hour of charging. At that rate, 555.5 hours of charging would be required to pay for the lease fee, i.e. approximately 2 users per day.
- ∴ Dave L. suggested that we take Mark's suggestion of a % on top of the electric fee and then add a ceiling so that we could be competitive with neighboring towns.

As an aside, John reported that the Tesla stations at Stop and Shop in Hyannis, to charge from 15% to 85% took half an hour and was about \$30. Dave L noted that the Tesla chargers were L3s, not the L2s we will be using which will push the electricity at a fraction of that rate and what L2 users pay will be substantially less. Mark opined that this really didn't matter since we are more interest in the opportunity chargers rather than folks looking to top off their vehicles every day. His research showed that the charge nationwide averages about \$0.20/kWh. Dave

S. added that Massachusetts has higher electric rates so one would expect the charging rates to be higher. Mike noted, though, that if this was the average, it includes the places where the user fee is 0.

Tom thought that this might best be timed as a winter presentation, although the Board sets the fees in October every year. We'll have to figure out the procedure for setting the first user fee out of sequence from the usual process. Mark suggested that, for this presentation, we resurrect the spreadsheet we presented to them in the past. **Mike will send a copy of that spreadsheet to Andrew, our new financial guy, so he can see what we did and critique our approach.**

Andrew asked how the user fees would be collected. Mike summarized that Chargepoint as a Service is essentially a lease agreement. Chargepoint is responsible for collecting the fees and then writing a check to the Town on a periodic basis as specified in the lease agreement. Mark believes that under the lease agreement, Chargepoint pays for the electricity and we don't have to worry about Schedule Z at all. Tom considers this another advantage.

➤ Security

∴ Mark wondered whether we should be considering some sort of security cameras overlooking the charging station. Tom agreed that this was a good point and asked whether we have had any history of problems in the parking lot. Mike lives down the road from the parking lot and observed that 1 out of 3 or 4 times he passes the lot, there is a police patrol car parked in that lot or the adjoining one so security issues there are probably not a problem.

Mike asked what agency would be aware of any vandalism to rail trail signs in the vicinity. Tom responded that DCR (MA Department of Conservation and Recreation) maintains the rail trail. The local ranger named Bernie would probably be the one to know.

Mike asked whether the Town maintained any surveillance cameras anywhere else in Town. Tom responded that the Town is in the process of implementing a program. At Town Meeting last spring, a big expenditure was voted for a surveillance program. There are some cameras going in at the Town Hall/Police Station compound, some going in at the DPW headquarters and, if there is any money left over, at the transfer station. There is some limitation as to where they can be placed because they are internet enabled. The project not only involves cameras, but in some cases fencing for access control, and panic buttons as well.

Dave S. opined that Chargepoint has tons of charging stations across the U.S., so they must have an opinion on whether surveillance is necessary. He pointed out as well that the risk is with Chargepoint, not the Town. Tom replied that there was risk to both. The risk to the equipment is on Chargepoint, but if there is someone sitting there charging at 2 a.m. and is attacked, the risk would be on the Town. **Tom will follow up with Chargepoint, through Walter Gray at Power Options, to get their opinion on whether they think surveillance is necessary.** Further, Mike asked who

will be the Town's manager for the surveillance program that is currently planned. Tom replied that it will fall under Jeff Marcotte, the Town's Facility Manager, to get the project implemented. Once it is implemented, it will fall under the auspices of the IT Department to monitor. It will basically be an outsourced solution though. Mike asked whether this is a one-time project or is it envisioned that this is the first phase of what might later be a larger project. Tom responded that the latter was the case. He reported that the Police Department did a security survey of quite a few of the Town properties which informed the placement and type of security measures needed.

➤ **Miscellaneous**

- ∴ Mike is thinking ahead to the PR for the pilot. We should have a ribbon cutting ceremony with the EVs owned by the Select Board Members plugging in. That would be a photo opportunity for a picture in the Cape Cod Times. Tom added that this shows that the Select Board is leading the way in the EV movement in Town.
- ∴ Mark suggested that we interface with the Chamber of Commerce to get information about the charging station into their newsletter.
- ∴ Mike suggested that we help Tom by drafting the application to the South Dennis Historic District as well as putting together a presentation to that board. **Mike will work with Tom on this task since he is the Chair of that committee.**

Mike asked Tom, as things progress and he thinks of additional ways the Committee can help, to send these ideas to him. Mike will compile a list to put on the agenda for the Committee to discuss.

- **Solar Installations**

No discussion

- **Residential Wind**

No discussion

POSSIBLE PROJECTS FOR GREEN COMMUNITIES COMPETITIVE GRANT APPLICATIONS

The Committee intends to look at the lists winning competitive grant projects from other towns to see if any might trigger ideas for projects that might be appropriate for Dennis. Susan had previously distributed these lists.

Tom did mention that his former hometown of Charlton received \$200K for what seemed like an open checkbook for energy upgrades. The description was very vague. Mike asked whether there was any synopsis of the project that gave more detail. There was not.

Andrew noted that competitive grants could be used to fund EV charging stations, so we might want to think about that if we are going to add more stations. Mike also noted that it could be used toward purchase of electric vehicle purchase. Andrew added that there was a limit on the amount the grant would pay toward purchase, i.e. \$7,500.

Beyond this, the Committee members had not had a chance to study the list of funded projects sufficiently to have a substantive discussion at this time. **We will have a more in-depth discussion at the next meeting.**

UNANTICIPATED BUSINESS

- **Composting**

Tom commented that he hadn't realized that the Dennis Climate and Coastal Resiliency Advisory Committee had an interest in composting. He noted that the Committee's Julie Kennie had put out a lot of good information on composting at a recent event that was spot on. Ken McAloon noted that marketing is Julie's field so she brought her skill set to bear. He added that he had the honor of acting as the handyman/mathematician on the project. He will let Julie know that her message is getting through to people.

ADJOURNMENT

Motion: Move to adjourn. Motion made by Mark.; seconded by Dave S. Vote: unanimous
Adjourned: 5:51 pm.

Next Meeting: Because of the Labor Day holiday, the next meeting will be on September 10 at 5 p.m. via 100% Zoom.