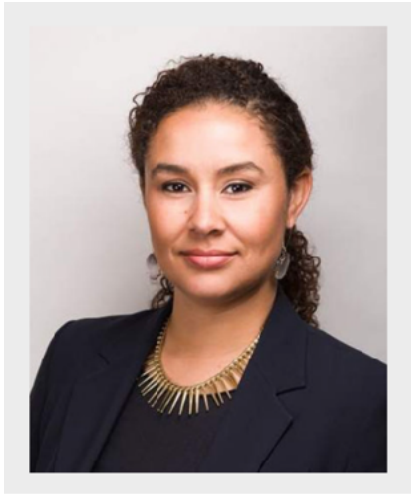


Dennis Robison (robisode@gmail.com) general editor

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April Salas

Hanover’s First Director of Sustainability and Beloved Colleague Departs

by Judi Colla, Co-Chair, Sustainable Hanover

It is with great sadness and gratitude that Sustainable Hanover bids farewell to April Salas as the first Director of Sustainability for the Town of Hanover. April came to the Upper Valley in the fall of 2016 to run the Revers Center for Energy, Sustainability, and Innovation at Tuck. She brought with her extensive experience in renewable energy, specifically with the Department of Energy (DOE) and Obama White House. According to Yolanda Baumgartner, Co-Chair of Sustainable Hanover:

I believe it was winter 2017 when I met April at a Dartmouth meeting. She was part of the campus committee that produced the 2017 Green Future report which in its time was a HUGE step forward for Dartmouth. We chatted about Sustainable Hanover.

She seemed interested enough that I invited her to a meeting, and boy was I amazed when she came!

April joined Sustainable Hanover (SH) first as a volunteer. With obvious talents and expertise, she quickly became the Town’s part-time Director of Sustainability. She supported and became an important liaison with Dartmouth during the Ready for 100 Campaign and connected SH with 3Degrees, consultants who provided a path for our work towards 100% renewable electricity. According to former Town Manager, Julia Griffin:

April had a relationship with 3Degrees through Dan Kalafatas who is a Dartmouth alum and she knew they might be ideal to help us. Boy was she correct.....Kourtney was a huge help and the work that both she and Jessica did to help us come to a decision as to how to proceed was really valuable guidance.

During her tenure, April brought to SH two teams of Tuck students. The first researched possible geographic locations in town for what became the largest municipal solar array in NH. She also helped create the proposal to develop solar on Town sites that enabled greater than 95% municipal operations to be offset by the generation of on site electricity. The second team researched Power and Purchase Agreements (PPAs) as well as Virtual Power and Purchase Agreements (VPPAs), providing results and recommendations to the Town’s largest power consumers.

April supervised important work of summer interns and connected SH with faculty at Dartmouth who provided valuable advice on our communications (Kevin Keller, Professor of Marketing) and diversity, equity, and inclusion

(Matthew Delmont, Professor of History) efforts. Griffin comments:

Given her access to cutting edge work being performed worldwide wearing her Tuck Revers hat, she continually brought opportunities to us to consider. She helped to keep us all energized and focusing well beyond the UV.

Last but not least, April was critical in envisioning, establishing, implementing, and guiding the Community Power Coalition of New Hampshire (CPCNH). This included serving as the first Board Chair and heading the successful search for its first CEO. Through these efforts, community power came to Hanover in the spring of 2023 providing all residents and small businesses access to 100% renewable electricity. In addition, Brian Callnan, CEO of the CPCNH, recently reported that since its launch, Hanover Community Power has saved retail electricity customers \$306,000 and added \$139,000 to a reserve that Hanover can use in the future to stabilize rates as well as invest in efficiency and renewable energy projects. Griffin remembers:

April's expertise, connections and knowledge of the national organizations involved in sustainability and renewable energy (e.g., NREL (National Renewal Energy Laboratory), RMI (formerly Rocky Mountain Institute), WRI (World Resources Institute), etc.) really helped Hanover punch way above our small community weight in terms of access to resources, training and technical support.

In addition to her intelligence, expertise, and resources, April was a beloved colleague with positive energy and warm enthusiasm. We are enormously grateful for her contributions, sad to see her go, and wish her every success.

Thank you



Community Power Update

By Robert Taylor, Member, SHC Energy Committee

Hanover Community Power (HCP) customers saved more than \$300,000 by switching their electricity purchases last year from regulated utilities. Brian Callnan, CEO of the Community Power Coalition of New Hampshire (CPCNH), speaking to the Sustainable Hanover Energy group in February, said the total saving was \$306,000 for power purchased by CPCNH for HCP from April through November, 2023. HCP customers also added \$139,000 to reserves that can be used in the future to stabilize rates or invest in producing renewable power or using power more efficiently.

In addition to Hanover, CPCNH currently buys power for 31 other municipalities and one county in New Hampshire, covering a total 30% of the state's population. Another 30-40 jurisdictions are discussing the possibility of joining, Callnan said. Savings for all CPCNH customers for the seven months ending last November 30 totaled \$7,349,000, Callnan said, with another \$5,290,000 added to reserves.

For the reporting period ending November 30, HCP customers led the coalition in supporting power options with a higher renewable content than the 2023 minimum 23.4 percent provided by the utilities. Ninety percent are enrolled in the HCP default Granite Plus at 33% renewable content, 1.9% are in CLEAN 50 at 50% renewable content, and 3.9% in CLEAN 100 at 100% renewable content. The price of CLEAN 100 is now 55% lower than the 22¢ per kilowatt hour that Liberty charged for its "brown power" just one year ago. A change to CLEAN 100 by "[opting up](#)" is a simple way for households and businesses to lower their carbon footprint substantially.

CPCNH sets rates on a six month cycle. Current rates and power option information for residential and business account customers are available at <https://www.communitypowernh.gov/hanover>. According to Brian Callnan, small businesses can

CPCNH Community Benefit Report* (DRAFT)								
Inception to Date, Through November 30, 2023								
Member	Launch Date	Total Revenue	Total Costs	Joint Reserves	Discr. Reserves	Customer Savings	Community Benefit	Community Energy (MWh)
Canterbury	5/23	\$362,000	\$312,000	\$50,000	\$0	\$90,000	\$140,000	2,741
Cheshire	9/23	\$1,000	\$6,000	-\$5,000	\$0	\$0	-\$5,000	5
Dover	10/23	\$3,000	\$96,000	-\$94,000	\$0	\$0	-\$94,000	24
Enfield	4/23	\$865,000	\$759,000	\$106,000	\$0	\$206,000	\$312,000	6,657
Exeter	4/23	\$3,568,000	\$2,954,000	\$614,000	\$0	\$1,261,000	\$1,875,000	26,033
Hanover	4/23	\$1,510,000	\$1,371,000	\$139,000	\$0	\$306,000	\$445,000	11,645
Harrisville	4/23	\$189,000	\$160,000	\$29,000	\$0	\$33,000	\$62,000	1,383
Lebanon	4/23	\$3,826,000	\$3,700,000	\$126,000	\$0	\$1,039,000	\$1,165,000	32,501
Nashua	4/23	\$17,567,000	\$14,496,000	\$3,071,000	\$0	\$3,331,000	\$6,402,000	128,029
Peterborough	4/23	\$1,286,000	\$1,079,000	\$207,000	\$0	\$199,000	\$406,000	9,177
Plainfield	4/23	\$394,000	\$343,000	\$51,000	\$0	\$75,000	\$126,000	2,930
Portsmouth	5/23	\$5,488,000	\$4,838,000	\$650,000	\$0	\$935,000	\$1,585,000	42,669
Rye	4/23	\$1,412,000	\$1,175,000	\$237,000	\$0	\$261,000	\$498,000	10,374
Walpole	4/23	\$898,000	\$790,000	\$109,000	\$0	\$213,000	\$321,000	6,981

save by switching to CPCNH for power purchases. Medium to large businesses (G2 & G1 liberty accounts) currently pay rates that fluctuate monthly, he noted, but for those seeking longer-term stability, this summer CPCNH plans to offer flat rates that can be set for 12 to 18 months.

Wrangling continues before the Public Utilities Commission over how to handle electric customers who get “net-metering” credit for putting power into the grid from their solar panels. Currently, since utilities say they are unable to give CPCNH the customer data needed to service net-metered accounts, most net-metered customers are advised to

CPCNH Opt Action and Product Election Report											
Inception to Date, Through November 30, 2023											
Member	Launch Date	Total Accounts	Current Accounts	Opt Actions (%)				Product Elections (%)			
				In	Up	Down	Out	Granite Basic	Granite Plus	Clean 50	Clean 100
Canterbury	5/23	937	941	3.7%	1.2%	0.0%	2.9%	95.6%	0.1%	0.8%	0.5%
Cheshire	9/23	2,450	756	1.8%	0.4%	0.0%	1.3%	97.7%	0.2%	0.3%	0.5%
Dover	10/23	13,352	13,201	2.3%	0.4%	0.0%	0.9%	98.5%	0.1%	0.2%	0.2%
Enfield	4/23	2,488	2,353	1.1%	2.0%	0.0%	0.5%	97.3%	0.2%	0.9%	1.0%
Exeter	4/23	7,505	7,311	1.4%	1.4%	0.0%	0.6%	97.8%	0.3%	0.5%	0.8%
Hanover	4/23	3,188	2,897	2.7%	4.9%	2.1%	0.7%	3.9%	90.2%	1.9%	3.4%
Harrisville	4/23	724	695	3.0%	4.1%	0.0%	2.0%	93.0%	0.4%	1.5%	3.1%
Lebanon	4/23	8,534	7,689	0.9%	3.7%	0.0%	0.4%	95.6%	0.2%	0.9%	3.0%
Nashua	4/23	37,187	34,853	0.8%	0.4%	0.0%	0.4%	99.2%	0.1%	0.1%	0.2%
Peterborough	4/23	3,237	3,161	1.8%	1.6%	2.5%	1.4%	3.4%	93.2%	0.9%	1.1%
Plainfield	4/23	798	770	2.5%	1.5%	1.4%	1.2%	2.2%	94.6%	0.6%	1.4%
Portsmouth	5/23	12,752	11,927	1.4%	0.9%	0.0%	0.6%	98.3%	0.2%	0.4%	0.6%
Rye	4/23	2,913	2,765	2.7%	0.8%	0.0%	0.7%	98.3%	0.1%	0.5%	0.3%
Walpole	4/23	1,815	1,731	2.2%	1.0%	0.0%	0.5%	98.3%	0.2%	0.5%	0.5%
CPCNH		97,880	91,050	1.3%	1.3%	0.2%	0.5%	90.3%	7.9%	0.4%	0.9%

remain utility customers. Until the issue is resolved, this unfortunately keeps some of the most enthusiastic supporters of renewable power from joining HCP. Callnan said CPCNH is trying to fix that in a complaint pending before the PUC and in legislation. “We’re working hard on that,” he said.



Dartmouth College Sustainability

By Dennis Robison, Sustainable Hanover

Sustainable Hanover’s first meeting of the new year featured an important update on Dartmouth College’s sustainability developments and plans. Rosi Kerr (Sustainability Director), Josh Keniston (Senior VP for Capital Planning & Campus Operations) and Abbe Bjorkund (Director of Engineering & Utilities) joined together to present a wide-ranging review of what has transpired in the immediate past and what they foresee for the future.

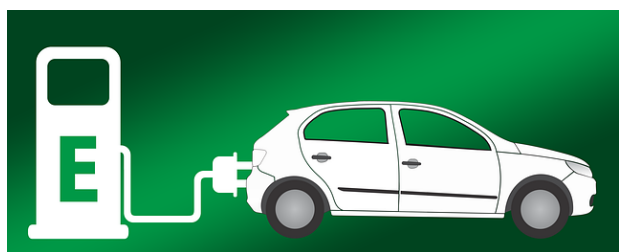
The team reported that Dartmouth has established a goal of zero carbon emissions by 2050 through efforts that will be science-based, integrated throughout the campus, and structured around four strategic concepts – (1) the campus and region as a laboratory, (2) teaching and curriculum, (3) operations, and (4) academic research. Focusing on the third area - operations, they explained that Dartmouth will continue its long-term commitment to energy efficiency for all its new construction and renovation projects. But the College will pivot from a “silver bullet” solution (such as the biomass proposal discussed a few years ago) to replace #6 fuel oil for heating. The new strategy involves using multiple energy sources, e.g. thermal, solar, geothermal and future technologies, an approach which will become feasible when Dartmouth has converted its heating infrastructure from steam to hot water. Heating water is more efficient than

heating steam and will allow for more options with the selection and siting of heat sources. The plan includes geothermal heat exchange installations throughout the campus where appropriate.

Dartmouth intends to accomplish its emission goals without reliance on carbon offsets. Energy resources needed beyond what the college can achieve on campus will come from renewable resources in the New England region. Payback as a part of the cost-benefit analysis of efficiency and renewable energy projects is to be amortized over life of the building, not shorter periods as has been the practice historically. Estimates of the cost of this effort to the year 2035 are \$700-800 million.

Recognizing that this major effort will impact not only the campus but also the town of Hanover, the Dartmouth Sustainability team and Sustainable Hanover discussed ways to keep the community informed and create opportunities for Dartmouth energy experts to share “lessons learned” that can help community members advance similar efficiency and carbon-reducing goals for their households.

Following this discussion and assisted by Dartmouth student Grace Mendolia (24) and Rachel Kent, (Program Director Dartmouth Sustainability Office), Sustainable Hanover will host a public forum on the Dartmouth Energy plan with Rosi Kerr and other Dartmouth presenters. The forum will be held Tuesday, March 19 from 5 to 7 pm at the Mayer Room, Howe Library. Please join us.



EV Tax credits for 2024

By Ben Steele, Member, SHC Energy Committee

The Inflation Reduction Act that extended federal incentives for Electric Vehicles (EVs) until 2032 included a number of changes, some of which went into effect in January 2024. They include some great benefits, but also some restrictions. There is a work-around for some of the restrictions. If you are not interested in the details, the EV purchases that

qualify for the tax credit are listed at the US Department of Energy site: <https://fuelconomy.gov/feg/tax2023.shtml>.

First the benefits:

- Many new cars are eligible for up to \$7500 in tax credits.
- Used cars are now eligible for a tax credit of 30% up to a limit of \$4000.

The tax credit can be transferred to the dealer at the time of sale and the dealer must reduce the price by the credit amount, or it can be used as a down payment. Buyers do not need to wait until the next tax year to get the credit. More importantly, this also means that buyers do not need to have a tax liability to get the credit. It is really a rebate. If they do not pay taxes, they still need to file a form with the IRS.

Now the restrictions

In order for a buyer to get the tax credit, the dealer must be registered with the IRS and thus be eligible to issue an IRS form that is a “seller report”. Most new car dealers are probably registered, but maybe not all used car dealers. Make sure to check, because buyers cannot get the credit without this report.

At least 60% of the battery components must be made in North America, and at least 50% of the minerals contained in the battery must be extracted or processed in the United States or a free trade partner. If the car meets only one of these requirements, a buyer can still get a \$3750 credit. These percentages increase to 80% and 100% over the next several years. The details can be found on a [press release from the Dept. of Treasury](#).

The car must be assembled in the US. Since individual cars of the same model might be made in different countries you can go to the Department of Energy's page on [Electric Vehicles with Final Assembly in North America](#) and use the VIN Decoder tool to check a specific vehicle.

These restrictions leave only about 19 vehicles eligible. The eligible fully electric vehicles include several Teslas, several Rivians, the Ford F150 Lightning, and the two Chevy Bolts (but they are being discontinued). There are also several plug in hybrids that qualify. This number of eligible vehicles is sure to increase as US manufacturers change their supply chains and assembly factories.

Used EV's do not need to meet the sourcing and assembly criteria, so many other vehicles are available.

The same price and income restriction that were in effect last year still apply: Buyer's income must be under \$300,000 (filing jointly) or \$150,000 (filing singly) for new cars, or under \$150,000 (filing jointly) or \$75,000 (filing singly) for used cars. A new car must have a Manufacturers Suggested Retail Price (MSRP) under \$80,000 for a SUV or pickup, or under \$55,000 for other cars. Used cars must cost under \$25,000 and be two years old. Used cars also cannot have had a previous used car credit applied to them (they can have received a new car credit).

Restrictions on where the battery comes from and income and vehicle price limits, do not apply to commercial vehicles, ones that are used in a business. And if you lease a car, it is owned by the leasing agent, so it qualifies as being an investment and is thus “commercial”. The leasing agent gets the tax credit, but they can use it to reduce the payments or as a down payment. The buyer still gets the benefit of the credit. So, if the car you want does not qualify for a tax credit, consider leasing. And then, at the end of the lease, if you buy the car from the leasing agent, you can get the used car credit!

More details on the tax credit are available at <https://fuelconomy.gov/feg/tax2023.shtml#requirements> and at [PluginAmerica](#). PluginAmerica also offers a buying guide for EV's and lots of other information.

If you are in a mood to buy, the most important things are:

- *Make sure the dealer is registered with the IRS.*
- *Don't leave the dealer without a seller report.*
- *Make sure the car you want is eligible at the US DOE.*





Styrofoam Collection

By Yolanda Baumgartner, Co-Chair, Sustainable Hanover

In collaboration with the The Norwich Solid Waste Committee, Sustainable Hanover’s Waste Reduction/Recycling Team held its second annual Styrofoam Collection on January 27, 2024 at the Richmond Middle School. It was, by many measures, a great success.

Two full truckloads of styrofoam were sent to the Gilford Recycling Center. These trucks were filled with 38 huge bags of styrofoam, nearly a 40% increase over last year (29 bags).

A total of 235 cars delivered styrofoam to our collection site (vs. 141 last year). Cars from Hanover (93), Norwich (66) and Lebanon (28) made up 80% of this total. Cars from twenty other towns comprised the remaining 20%. By UV styrofoam collection standards, 235 is a big number!

The public was generous in expressing their appreciation for the event, donating \$1,455 on site. This more than covered expenses for renting trucks and recycling the holiday lights. Unspent funds will support future waste reduction/recycling activities.

Finally, many community organizations contributed to the success of this event. The SAU generously made available the Richmond Middle School as a site for this collection. Its next door neighbor, Sheridan Press, provided parking spots for our more than thirty volunteers. Sustainable Hanover and the Hanover Rotary sent volunteers for the second time. Volunteers from the Norwich Solid Waste Committee and the Hanover Lions Club joined in for the first time.

Many thanks to everyone for the well organized, productive, and fun morning!



Directing Traffic for Styrofoam Recycling

Editors for Winter 2024 Issue
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