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 2, 2008
10:00 a.m. – Noon
Eastern Maine Development Corporation
Norumbega Hall, 40 Harlow Street, Bangor

Agenda

I. Call to Order
II. Welcome and Introductions
III. Announcements
IV. Legislative Update
V. Funding Opportunities
VI. Project Updates – Local and Statewide
VII. Renewable Fuels Discussion
VIII. Other Business
IX. Set Next Meeting Date
X. Adjourn
Maine Clean Communities (MC²)
Stakeholders/Steering Committee Breakfast Meeting Minutes
Wednesday – December 5th, 2007
8:30 a.m. – 10:30 a.m.
GPCOG Conference Room, 68 Marginal Way, Portland, Maine

Attendees: Lynne Cayting (DEP Mobile Sources); Barbara DiBiase (Town of Falmouth); Theodore Corbett (Town of Scarborough); Devi Glick (Representative Tom Allen’s office); Brian Hallowell (Cummins Northeast); Nate Howard (MaineDOT); Chris Huff (Hannaford Bros. Co.); Steve Linnell (GPCOG); Sue McIntyre (GPCOG); Andy Meyer (Safe Handling Inc.); Jay Nason (Town of Scarborough); Anna Price (MaineDOT); Dave Redlefsen (METRO); Ken Rogers (Poland Spring Co.); Joan Saxe (Sierra Club).

1. **Call to Order:**
   Steve Linnell called the meeting to order at 8:36 a.m.

2. **Welcome and Introductions:**
   Steve welcomed those present and introductions were made.

3. **Announcements:**
   - The Alternative Fuels & Vehicles (AFVI) National Conference and Expo is scheduled to be held next May 11-14, 2008 in Las Vegas, Nevada. This is the biggest national conference held in the country that pertains to all types of fuels. More information is available at [www.afvi.org/NationalConference2008](http://www.afvi.org/NationalConference2008)
   - Mobility Products and Design has introduced a small electric city commuter car called AMKAR which is handicapped accessible. More information available at [www.Mobilityproductsdesign.com](http://www.Mobilityproductsdesign.com)
   - Nest Energy Systems offers a product called “The Solinator”, a solar battery charge system that maintains the maximum battery charge in fleet vehicles under heavy energy loads from radios, GPS, computers and other add-on electronics. This solar battery charge system can assist in reducing curbside idling. Nest Energy Systems is also willing to discuss pilot projects and/or making some of these units available for the purpose of testing. More information on this product can be found at [www.nestenergysystems.com](http://www.nestenergysystems.com)
   - An E2Tech Council Forum is scheduled for 7:30 a.m. to 9:00 a.m. on December 20th, 2007 at the Maine Audubon Society conference facility in Falmouth. Kurt Adams, Chair of the Maine Public Utilities Commission will be the featured speaker and will address the impact of the natural gas marketplace on Maine. A continental breakfast will be served. To register, contact forum@e2tech.org.
   - Dave Redlefsen spoke of the recent disruption in natural gas supplies. He noted that when dealing with natural gas, the percentage of methane has to be at 97% or better. If it is not, then they call that “shaving”. According to law, when “shaving” happens, customers who use natural gas must be notified. The METRO had not been notified of the “shaving” and the PUC wasn’t aware that they were not notified. Maine did not have a process in place that customers had to be notified by the utility. It has since been “corrected”.
   - The Hydrogen Energy Center in Brunswick will be holding their next public meeting on January 9th, 2008. Featured speaker will be Congressman Tom Allen who will be talking about recent renewable energy and hydrogen developments in Washington. The forum will be held at the Frontier Café on Ambrose Street in Brunswick. Maine Clean Communities is among those sponsoring the program. Steve will notify everyone on the time.
   - Steve will be giving an update on Maine Clean Communities next month to the GPCOG Executive Committee. Steve’s presentation will focus on forums that COG will be sponsoring next year relating to sustainability. The topic for the first forum will be on energy. A “provocative” speaker is planned for the March forum. Steve will update the group as soon as more information is available.
   - Andy Meyer from Safe Handling announced that they are importing biodiesel into Maine and will be formally opening Maine’s first ethanol terminal to the public on December 13th. The Governor will be a featured speaker at the opening event which is scheduled to begin at 10:00 a.m. Safe Handling is also trying to make
cellulosic ethanol available to the public. Ethanol is cheaper than gasoline.

- Barbara DiBiase stated that she had recently attended a conference for International Council for Local Environmental Initiatives (ICLEI) and noted that New Hampshire had recently conducted a pilot program with ICLEI and NOAA. Barbara has copies of the New Hampshire brochure for anyone who is interested in more information.

4. **Legislative Update**

- Steve has been working with Representative Bliss, Chairperson of the Energy and Utilities Committee in the Maine State Legislature, on a bill that has been in the Taxation Committee for making improvements on the way we tax other fuels for road use. They have been working on a list that encompasses a wider variety of alternative fuels. Steve explained that natural gas is presently taxed by the “therm”, for instance, and the trend is to use the gasoline gallon equivalent. It is basically the same BTU equivalent as gasoline. Because these fuels are low energy fuels if you don’t make this adjustment, you would be paying more tax. The intent is to improve the bill, and in the process, include on the list of fuels other alternative fuels such as biodiesel, liquid natural gas, and hydrogen. The bill was carried over from the First Legislature in the Taxation Committee which voted unanimously “ought to pass”. Steve is not sure what the outcome will be from here and will update the group as time progresses. It has a fiscal note attached to it. If the bill is allowed to move forward from the Taxation Committee, it would then go to the Appropriations Committee.

- Steve attended a meeting last week hosted by the Maine Global Warming Action Committee. A number of bills were discussed. The group is currently focusing on the coal issue because of the possibility of a coal-fired plant in Wiscasset. Pros and cons of the coal plant are being reviewed. Most topics discussed at the meeting did not include transportation as a topic.

- Representative Jon Hinck is sponsoring a “no idling” bill. It is mostly focused towards trucks and diesel and doesn’t seem to take into consideration private automobiles. Discussion followed. There has been some success with the distribution of “no-idling” signage. The Maine Turnpike Authority has agreed to put up the signs in their Park and Ride lots and MDOT will do the same with theirs. A joint press release between MDOT and MTA is planned. The focus will be on unnecessary idling but will not be enforced. It is being done more as an outreach and education campaign. There is still the question with signs at draw bridge locations. A working group is being formed to take a look at that. It was noted that METRO and South Portland buses have been trying to enforce the no-idling policy with their bus fleets. Oftentimes, it depends on the weather. During cold weather if the buses do not idle it would cause issues with sensors and traction. Idling for diesels is also very critical.

- It was noted that Governor Baldacci was quoted in MaineBiz as saying he was going to ask the federal government to raise the weight limits on the highways. Congressman Tom Allen’s office has sent out a press release stating that the entire Maine delegation will be working with the Governor to convince federal highway officials and other lawmakers to exempt all portions of the Interstate Highway System in Maine from federal weight limits so that products can be moved to market more efficiently and safely.

- House leaders agreed last week to hike the Corporate Average Fuel Economy standards (CAFÉ standards) by 40 percent by 2020 to a fleetwide average of 35 miles per gallon as part of the Energy Bill. There also seems to be agreement on a renewable fuel standard that would increase the amount of renewable fuel production which involves corn based ethanol. This could provide some benefit for Maine as Maine could use cellulosic ethanol. A chart depicting a comparison of CAFÉ standards between the U.S. and other countries was distributed.

- Further discussion followed pertaining to the benefits of decreasing trucking weight limits. It was noted that this would reduce truck traffic and make transportation and shipping costs less expensive. MaineDOT is also now looking at all modes of transportation under the planning umbrella such as freight, transit, bike/ped., etc. Kathy Fuller is the new Planning Director at MaineDOT. When trucks travel on I-95 they are not allowed on the outer lanes due to air quality issues. Chris Huff spoke of the benefits of allowing double trailers on the highways. The Mass Turnpike and New York Thruways allow double trailers on the highway but Maine does not. It is hoped that the double trailer policy can be implemented in Maine. The benefits of having only one cab pulling two trailers include less air pollution and savings on fuel which trickles down to savings on
shipping costs. There would be fewer trucks on the road. Discussion continued. Heavier trucks cause more
damage to roads but less trucks on the road would provide less emissions and better air quality.

It was noted that more trucks now use secondary roads and this is where the roads are falling apart. If heavier
trucks were allowed on the highways that would take more trucks off the secondary roads. It was suggested
to invite speakers who could provide more information on the pros and cons of relaxing trucking weight
limits. The pros and cons of rail transportation of freight were also discussed.

- Lynn Cayting referred to the bill proposed by Representative Jon Hinck on “no-idling”. He is recommending
an EPA rule. The EPA became involved because there are many states that have “no-idling” laws pertaining
to the trucking industry but the rules and regulations vary according to each state. In an effort to make things
more consistent among all states, they have come up with a model rule for those that involve diesel engines.
Additionally, Representative Hinck also decided to include heavy duty gasoline trucks. Lynn’s concern
however is that this bill does not address passenger vehicles and passenger cars emit more pollution. But, it is
an incremental step and Maine would be consistent with other states. Lynn will pass along the LD Bill # to
Steve.

5. **Project Updates:**

- Jay Nason and Theodore Corbett provided an overview of the propane and biodiesel pilot projects for the
Town of Scarborough. Among town vehicles included in the project are: a public works GM pick-up truck, a
police car, a biodiesel front-end loader and a school bus. It was noted that the B20 biodiesel is currently
working fine even in the cold weather.

Amerigas owns the propane fueling infrastructure. The structure had to meet DEP guidelines, among other
specific criteria, and had to be certified, licensed, etc. Propane and biodiesel are available on premise while
diesel is off-location. Scarborough had to purchase the conversion kits. A representative from Jasper
ingines came from Indiana to train Scarborough’s Public Works technicians on the installation of the kits and
how to maintain the vehicles. The police car is a Crown Victoria and runs on gasoline or propane. The
vehicle has to start on gasoline until it warms up. It then switches over to propane. There have been no
problems with efficiency and performance.

Ted Corbett welcomed the group to come out to the parking lot after the meeting and view the new
installation. In reference to town official approval, he noted that the Town Manager was in favor of the
project from the onset. Jay spoke of the low BTU value and how it gets about 16% performance noting that
propane is also reasonably priced. Once they get their fueling station registered they will be able to get a
rebate on fuel. In respect to cleanliness, when looking at a vehicle with 100,000 miles, the engines that run on
propane look like they have just come out of the factory.

Propane does have a shelf life but Amerigas maintains all the equipment and comes over and change
everything. It was noted that Roush is also coming out with a propane pick-up truck. You can send in your
specifications all set for propane and it is then sent to their factory. Roush is working with Ford and
producing a vehicle. Ford used to make propane vehicles but it was decided to choose a well-known name
such as Roush to work with them. Propane trucks seem to be making a come back. Steve added that propane
is the number one alternative fuel used in the world and the country. European countries are well ahead of the
U.S. when it comes to propane vehicles. A discussion followed about low sulfur diesel, the lubrication
process and federal standards.

Ken Rogers from Poland Springs, Inc. noted that they are running biodiesel in their fleet as well. They started
to use B20 last winter and have had good success. They started with the B10 blend in their tanker fleet this
past spring and ran B10 all summer. They recently switched back to a B5 blend because their fleet goes up
north quite a bit and some of the drivers were concerned that there might be some gelling in the engines.
Poland Springs is also considering converting their fleet of 18 forklifts to hydrogen. A pilot project will begin
in the Poland facility next September. It is not known yet who the supplier will be as negotiations are
currently in the works. In respect to “no-idling”, Ken noted that all of their facilities have a “no-idling”
policy. The tractor in their tanker fleet shuts off after 5 minutes of idling.

Discussion then focused on the topic of hydrogen as an alternative energy source. Hydrogen is a storage
source. Steve spoke of a group that has been talking about trying to create renewable hydrogen. Hydrogen
can be created through wind and solar power. Maine Oxy has been working on this and has a long-term vision to create a hydrogen refueling site at all of their locations to accommodate both their own vehicles as well as others.

6. **Other Business:**
Lynn said that a press release had been sent out from the Governor’s office about heating oil concerns in respect to supply as well as concern over the increase in gasoline prices. One of the Governor’s directives was that the DEP work with the oil industry to bring ethanol into Maine. Because ethanol is produced nationally it is cheaper than gasoline. Irving does have a blending facility in Massachusetts. They are working with the DEP to get a facility in Searsport. It is hoped that they will be able to get E10 ethanol in southern Maine by the end of this month. There is no real quality benefit to it but it does displace fossil fuel.

Steve noted that as part of the Governor’s press release was an announcement on free fare Fridays for riding transit in the State. MaineDOT is to be credited with this effort. They will be reimbursing all lost fares to the transit providers. Dave Redlefsen noted that there had been a 10% increase in ridership on the first Friday of the campaign, which was the day after Thanksgiving and up by 22% on the second Friday. The free fare Friday effort will last until December 28th. Dave added that a huge transportation study is being planned to get people out of their vehicles and hopefully into park and ride lots and/or public transit.

Steve provided a quick update on DOE monies. It will depend on the budget and what comes out in Washington. Looks like there will be some funding and there will be a solicitation this year or next. It would only cover incremental costs for vehicles and there is usually some portion that goes to infrastructure.

Lynn noted that the Granite State Clean Cities Coalition is having a meeting at Mt. Cranmore in New Hampshire and will be talking about biodiesel and the ski industry. Everyone who attends this meeting will get a free lift ticket. There are many ski industries that are considering the use of biodiesel. The event is scheduled for January 11th, 2008.

7. **Set Next Meeting Date:**
The next meeting is scheduled for Wednesday, February 6, 2007 at 8:30 a.m. here at the GPCOG Conference Room. It is hoped that the April meeting can be held in Bangor. Steve is trying to work something out with the University of Maine with their ethanol research and production efforts. A tour of the Red Shield plant is also being considered.

8. **Adjourn:**
The meeting adjourned at 10:20 a.m.
**Directions to EMDC**

From points SOUTH: Take exit 185 from I-95, exit left onto Broadway at light; continue on Broadway for approximately one mile to State Street; turn right onto State Street and continue to Harlow Street intersection. Turn right at Harlow Street (one way street *) and the EMDC parking lot is on left. (Norumbega Hall, 40 Harlow Street)

From points NORTH: Take exit 185 from I-95, exit left onto Broadway at light; continue on Broadway for approximately one mile to State Street; turn right onto State Street and continue to Harlow Street intersection. Turn right at Harlow Street (one way street *) and the EMDC parking lot is on left. (Norumbega Hall, 40 Harlow Street)

* Harlow Street is only one way from State Street to Central Street. Central Street and Hammond Street (from Central St. to State St.) are also one way.

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Aerial photo taken in April, 2001 by Aerial Survey & Photo, Inc.

Map created November, 2005.

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