

Efficiency Committee DRAFT Minutes May 21, 2012

NEWMARKET SCHOOL/TOWN EFFICIENCY COMMITTEE
TOWN OF NEWMARKET
186 MAIN STREET
NEWMARKET, NH 03857
May 21, 2012
MINUTES

Committee Members Present: Bob Coffey, Ed Wojnowski, Jim Hayes, Larry Pickering, Charlie Smart, and Meg Louney-Moore.

Absent: Mike LaBranche, Cliff Chase, Todd Berry, Joan Liporto, Brian Hart, and Jennifer Donahue.

Also present: Mike Branley from MRI.

CALL TO ORDER: Bob called the Meeting at 6:00 PM.

MOTION: Ed made a motion to approve the amended minutes from the Committee's 4/17 meeting, seconded by Charlie. Motion passed unanimously.

Subcommittee/Workgroup reports

Tactics: Larry said they had met several times and Jim Proulx from Proulx Oil and Propane is here to give a presentation regarding transitioning vehicles from gas to propane. Nicole Benson is a new member of the Tactic workgroup.

Bob said that they were continuing to look at changing the health insurance to a higher deductible. Even with the Town paying the difference in the deductible, could save approximately \$100,000 per year. For the School, that savings could be in the neighborhood of \$300,000 to \$400,000 per year because their number of employees is higher. Bob asked if it made sense for the Committee to bring this to the Town Council.

MOTION: Charlie made motion, seconded by Larry, to bring the health insurance proposal to the Town Council. Motion passed unanimously.

Accounting/Finance: Bob said that with Joan retiring there is an opportunity to consolidate finance between the School and Town in some fashion. Jim said the School District is beginning to go forward with filling Joan's position.

Regionalization: Al Zink will be taking over this group, however he is not here tonight.

Five-year vision: Nothing to report.

Presentation by Jim Proulx. Jim gave a presentation regarding the possibility of transitioning various vehicles and equipment to run on propane instead of gasoline, including:

- Propane as a resource is currently in high supply and is projected to continue to be.
- PRINS System- dual fuel system that starts on gasoline and switches automatically to propane when the engine gets hot enough. It can switch between seamlessly.
- Engines that run only on propane, as opposed to PRINS, tie the vehicle to only propane and the transition is more expensive.

- Propane is easier on the engine than gasoline, vehicle can go 8-10k miles between oil changes, and propane's MPG is about 90% of gas's.
- PRINS is used across the US and the world.
- Mower application- \$1000 mower transition, slightly less powerful, better efficiency, and longer life of engine.
- Tanks in the trunk are 20+ gallons; there have been no incidents regarding rear-end collisions involving the tank.
- Conversion costs for vehicles- \$5600-\$6000 per vehicle (the hardware is about \$4800 and can be used in subsequent vehicles) and tank life exceeds 12 years (most are recertified after 12 years for another 5).
- Consumption data for Newmarket was not available prior to this presentation for a cost benefit analysis
- Gas prices are currently around \$3.60 per gallon (projected to be \$3.54-.67 over the next 36 months) Autogas is currently \$2.15 per gallon and projects over the next 36 months to be around \$2.37.
- It is projected that for a vehicle financially breaks even between 3000 and 4000 gallons. The estimated savings for a patrol vehicle is around \$11,600-\$18,200 for vehicle fleet for 36 months
- Fueling infrastructure options: 24/7 coverage at existing Proulx facility using fuel cards
- Financing options- have been discussed briefly however this is probably not something the Committee would look at
- Safety- DOT rated fuel storage and is crash resistant
- Bob asked if diesel engines can be transitioned- Jim said he is told it is coming down the road however he has not seen it yet.

NEXT COMMITTEE MEETING: Next meeting set for June 18 at 6:00 PM.

ADJOURNMENT: Charlie made the motion, seconded by Larry.

Motion Carried Unanimously.

Bob adjourned the meeting at 6:45.

Respectfully Submitted by Mike Branley