NOTES FROM 4/12/2019 MEETING: Tony Mercantante (Administrator), Ted Malone (Dir of Public Works and Chief Engineer), Pat & Steve Miller (Tony Mercantante and Ted Malone had a meeting immediately after. Ted joined our meeting, to be immediately available for the subsequent meeting.)

LOGISTICS AND PROCESS FOR MONDAY NIGHT APRIL 15:

Proposed process for letter delivery during public portion of Committee meeting is fine.

Suggests scanning the letters onto a data disk. The data disk is then delivered to the Committee. Believes the Committee Resolution for creation of a Stakeholder Team is fine for the Committee. Feels the Committee would likely make small edits.

COMMENTS ON Stakeholder Team:

Change the cover "ASK" letter: Propose formation of a Stakeholder team that would keep the committee in the loop. The Committee would select members, define the term of service, and the Stakeholder mission. (Tony suggests advertising for prospective members, who would be asked to provide their qualifications/skills for later Committee selection).

OVERALL

Believes that the Committee is also eager to be proactive on moving to 100% clean energy (recognizing that being proactive is less expensive than being reactive). However, towns don't have the ability to immediately pursue the best solutions. Towns have constraints, such as resident concerns about tax increases; also, NJ State imposes a 2% CAP on tax increases. The town doesn't want to be boxed into a future promise that it can't afford when the day comes.

Middletown will include Green Building and Environmental Sustainability Element in the Master Plan. In the future, Middletown will pursue the most sustainable path, within the constraints authorized by NJ-state.

Believes small victories are best. Natural Gas will be viable for a considerable time. The Microgrid proposal allows any mixture of renewable and fossil sources and would allow increasing amounts of renewable. However, natural gas electrical generation will be a significant source for some time.

Didn't express view about usefulness of creating a table of costs of each of the requested actions.

Approves of our proposed partnering with Middletown, and the concept that we support Middletown goals (i.e. liked the idea we defend the Middletown positions, such as city-wide garbage/recycling collection and current tightening of single stream recycling rules.)

CURRENT TOPICS:

An alternative fuel CNG-powered jitney (used for Senior transportation) is to arrive shortly. CNG modifications requires the jitney to be transported long distances from state to state — and this increases total emissions. Once the jitney arrives, Middletown plans a side-by-side comparison against a standard gas-powered Jitney (to be acquired later)

Planning discussions with Gabel Associates about canopy solar installation over the commuter train parking lot (NJ Transit owns 1/3 of this commuter parking lot). Parking revenue is down because parking is down. The governor's office is likely to push NJ Transit to increase income, by allowing an alternate use, such as canopy solar cover. Such a solar canopy would probably provide 100% of electricity needed by the Performing Arts Center. "Community Solar" allows the parking lot solar canopy to delivery electricity directly to the grid. The Performing Arts Center draws electricity as normal from the grid, and receives credit for the train station electricity, at retail rates. There is no need for electrical power to be routed through an expensive right-of-way between the commuter parking lot and the PAC located the other side of the tracks.

Observes that quotes (no money down)- Tony has recently received for solar panels on his ideally oriented rooftop is not nearly as lucrative now as it was 7 years ago Back then, the solar rooftop would pay for 90+% of the house electricity; currently, the best deal provides only 40% of the electricity to be returned to the rooftop owner. Hence, Tony is delaying solar installation until market conditions change, and he receives more lucrative offers.

BAYSHORE FLOODING

Middletown tried and failed with offering residents a "buy-out" of their current $160K dwelling. Residents cannot find other comparable dwellings in Middletown. They reject moving away from families, friends, and Bayshore schools attended by their children. (Sandy flooding forced residents to temporarily move away from their flooded houses for up to 2 years; during that time the children were provided bus transportation back to their home schools.

For insured residents, the FEMA National Flood Insurance Program (NFIP) Standard Flood Insurance Policy (SFIP) "Increased Cost of Compliance" provides up to $30K (congress is considering increasing to $40K) to help cover cost of mitigation to reduce future flood risk. This money could be used to increase a building's height. Regretfully, the cost of raising buildings in Middletown to the required height is $100K.

Believes that by the time the Port Monmouth flood control barrier is completed, the majority of the Port Monmouth people will have raised their houses — and believes this to be redundant— but acknowledges the flood gates will increase quality of life by avoiding property experiencing "Sunny Day flooding" and flooded/destroyed cars.

Believes that higher flooding is centuries away before flood gates and raised structures are

both required.