

ENVIRONMENTAL NEWS



Newsletter of the N.H. Department of Environmental Services

May/June 2009

Innovative permitting initiative underway

DES is embarking on an exciting new agency initiative to improve our technical assistance and permitting programs to achieve superior environmental results, streamline our permitting procedures, and improve coordination with other agencies and municipalities. The initiative is titled "Innovative Land Development Technical Assistance and Coordinated Permitting Project." This project is funded through a cooperative agreement with the U.S. Environmental Protection Agency under its State Innovations Grant program. DES was selected as one of three recipients nationwide under this program in 2008.

As part of this project, DES intends to establish voluntary guidelines for achieving a higher standard of environmental performance for land development activities, explore opportunities to enhance our pre-application meetings with potential permit applicants, and identify ways to better coordinate state and municipal project reviews and standards. It also seeks to develop new proce-

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Commissioner's Column

Action plan for climate change announced

I am pleased to announce that the *New Hampshire Climate Action Plan: A Plan for New Hampshire's Energy, Environmental and Economic Development Future* was officially released on March 25 at a State House press conference with Governor Lynch. The plan was developed by a 29-member Climate Change Policy Task Force, which was created in December 2007 by an Executive Order and which I had the privilege of chairing. The task force developed the plan through a one-year public process that engaged over 125 stakeholders and received input from over 200 individuals from across the state. Overall, the plan will serve as a blueprint for addressing the climate change challenge in New Hampshire over the next half century.



The Action Plan calls for achieving the greatest feasible reductions in greenhouse gas emissions while also providing the greatest possible long-term economic benefits to the people of New Hampshire. It includes 67 recommended actions that New Hampshire businesses, individuals, and state and local governments can take to simultaneously reduce the state's exposure to a volatile energy market and reduce the state's greenhouse gas emissions. The recommended actions encompass five broad strategies:

Commissioner, *continued on page 2*

Governor's Message

Working toward a cleaner, sustainable and renewable energy future not only makes sense for the environment, but for our economy as well. That's why, New Hampshire, I have proposed a Green Jobs Initiative, which will help reduce New Hampshire's energy use, cut pollution, and put people to work in these difficult economic times.

I recently submitted my Green Jobs Proposal to the Public Utilities



Governor Lynch

Commission, urging that the Greenhouse Gas Emissions Reduction Fund, created from the proceeds of the Regional Greenhouse Gas Initiative, be used to create green jobs and help families, businesses and taxpayers save on energy costs.

I have proposed a portion of the RGGI funds be set aside to help families of all incomes weatherize their homes. Expanding energy efficiency opportunities to households throughout the state is not only fair, it is critical if we are to succeed at attaining our energy efficiency goals and creating new jobs to provide these services.

Because the fund was created through RGGI, I believe strongly we should be using this money to support several proposals that will help

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Commissioner

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- Maximize energy efficiency in buildings and transportation.
- Increase renewable and low-CO₂-emitting heat and electric power sources.
- Protect our natural resources to maintain the amount of carbon sequestered.
- Develop an integrated, comprehensive education program.
- Address how we adapt to the impacts of existing and potential climate change.

Some of the greatest potential for greenhouse gas reductions and energy savings could come from improvements to our existing buildings. This could be done by increasing energy efficiency in our homes by incorporating state-of-the-art energy efficiency and renewable energy systems – in design of the building envelope; in heating, ventilating and air conditioning systems; and in appliances and electrical devices. Analysis shows that if existing residential buildings reduced their energy use by 60 percent, in the year 2025 alone we would achieve a reduction of over 3 million metric tons of carbon dioxide and realize a net savings of nearly \$1.4 billion!

The greatest reductions in emissions between now and 2025 that will come from implementing the recommended actions will be based on improvements in the building sector, followed by the transportation and the electric generation sectors (see chart). Adding up all the recommended actions gets us to the mid-term goal established in the plan of a 20 percent reduction in greenhouse gas emissions below 1990 levels by 2025.

Getting to the long-term goal of an 80 percent reduction below 1990 levels will require more work, but by acting now we have an opportunity to achieve substantial economic and en-

vironmental benefits that would otherwise be lost. We are fully confident that this long-term goal is achievable with additional technology and new opportunities that will emerge in the coming years.

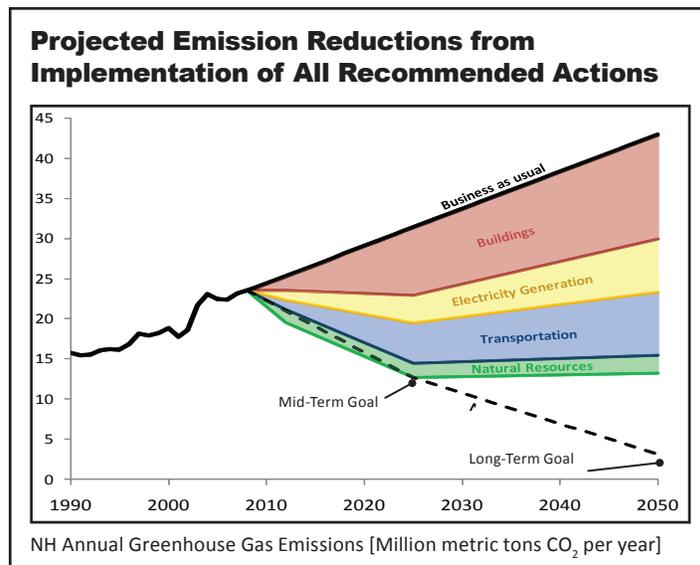
Acting on the recommendations in the plan will need to involve not just government, or just business, or just the nonprofit community but all parties in a public-private partnership. For this reason 18 of the state's primary institutions have come together voluntarily to create the New Hampshire Energy and Climate Collaborative. The collaborative will serve as the "keeper of the plan" and will track and guide implementation of the Climate Action Plan, and will report on progress toward achieving its intended outcomes.

The recommendations contained within this plan are bold, achievable and transformative. Already, individuals and businesses in New Hampshire are moving forward with their own efforts to improve energy efficiency in their homes, businesses, and municipalities, and to develop in-state renewable energy industries. Implementation of the plan will advance actions to help reduce the cost of energy and encourage the growth of our communities in ways that strengthen neighborhoods and urban centers, preserve

rural areas and retain New Hampshire's quality of life. This Climate Action Plan is about the actions all of us can take – government, businesses and individuals – to address climate change and rejuvenate our economy by addressing the ways in which we generate and use energy.

For a complete copy of the plan, go to www.des.nh.gov and search "climate."

Tom Burack, Commissioner



ENVIRONMENTAL NEWS 

Environmental News is published six times a year by the N.H. Department of Environmental Services.

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Printed on recycled paper.

Be a “green” commuter

May 11-15 is Green Commute Week in New Hampshire. The week is an expansion of the annual “Bike or Walk to Work Day,” a statewide event sponsored by the Department of Transportation’s NH Bicycle-Pedestrian Program and the Bike-Walk Alliance of New Hampshire for the past seven years.

Last year’s event was a great success. Data from the Bike-Walk Alliance of New Hampshire showed that approximately 1,300 commuters bicycled or walked to work around the state – a 44 percent increase over the previous year!



This year’s event will be bigger and better. Green Commute Week spans the entire week and includes not only walking and bicycling, but also carpooling and commuting

by bus or train. The week’s events culminate on Friday, May 15 with a celebration of National Bike/Walk to Work Day.

Green Commute Week represents a grassroots effort by cities, counties, transportation planners, community organizations, and others across the state to educate commuters about the benefits of seeking alternatives to the “SOV,” or single-occupancy-vehicle. The benefits include increased physical wellness, less traffic congestion, reduced pollution from motor vehicles, and cost savings. For every gallon of gasoline not used, there is a reduction of approximately 20 pounds of carbon dioxide emissions. Transportation is responsible for an estimated 40 percent of New England’s carbon dioxide emissions.

In recent years, several cities and regions of the state, working closely with the DOT, have started programs designed to encourage ridesharing in their part of the state. In the past two years alone, new ridesharing initiatives have been launched or are in the planning stages in Concord, Keene, Peterborough and the North Country.

To find out what’s happening around the state, visit www.bikeped.nh.gov for an organizer’s toolkit and the latest updates, or call 1-800-462-8707.

DES programs and staff receive high praise from EPA

DES’s Volunteer River Assessment Program, Regional Greenhouse Gas Initiative Team and Dave Chase (posthumous), Radon Program manager, were among four Granite Staters and four New Hampshire groups honored on Earth Day by EPA at Boston’s Faneuil Hall as EPA presented its 2009 Environmental Merit Awards.

Given by EPA since 1970, the merit awards honor individuals and groups who have shown particular ingenuity and commitment in their efforts to preserve the region’s environment. The winners from New Hampshire were among 31 from across New England. We congratulate the following Environmental Merit Award winners from New Hampshire.

Local, State or Federal Governmental Environmental Merit Awards were presented to:

- **DES Volunteer River Assessment Program**, and its hundreds of volunteers who have for 10 years provided data to DES on more than 9,500 miles of rivers and streams in New Hampshire, and who have been strong advocates for clean water and holistic watershed management.
- **DES Regional Greenhouse Gas Initiative Team**, for its work in setting up innovative measures to control greenhouse gases, including the first-in-the-nation auction of CO₂ emissions allowances.

- **State Electronic Challenge Partners – City of Keene** for its exceptional leadership and involvement in a voluntary program that promotes greener use and disposal of government technology equipment.

Lifetime Achievement Environmental Merit Awards were presented to:

- **David S. Chase** (posthumous), for the extraordinary work he did for the New Hampshire Radon Program over 17 years working for DES and Health and Human Services. His expertise allowed him to consult with several national and international organizations, including the World Health Organization. Dave was passionate about his work, and cared deeply about his colleagues and the world around him.
- **Robert W. Varney**, the longest-serving regional administrator and the top environmental official in New England, and former DES commissioner.
- **H. Meade Cadot**, for his 38 years dedicated to the Harris Center for Conservation Education in Hancock.
- **Carol R. Foss**, for her three decades of work with NH Audubon, NH Fish and Game Department, and other groups.

Please read the full press release at www.des.nh.gov/media/pr/2009/090422.htm. To learn more about EPA’s Environmental Merit Awards, please see www.epa.gov/ne/ra/ema.

Free at last, free at last ... Black Brook is running free at last.

The city of Manchester partnered with DES and 14 other funding partners to take an important step toward fostering a more resilient community and restoring impaired surface waters this spring as construction was recently completed on the removal of the Maxwell Pond Dam on Black Brook. Although the physical removal of the 15-foot high dam only took a few weeks, the environmental degradation of Black Brook linked to the construction of this dam can be traced back over the last century.



Now you see it; now you don't! *Not just the snow is gone, but the dam as well! DES's Steve Landry poses before the old Maxwell Pond Dam, at left, and then in the middle of the free-flowing Black Brook where the dam once stood.*

The crystal clear waters of Black Brook tumbling over bedrock back in the late 1800s attracted the attention of the Amoskeag Ice Company and prompted the construction of a dam on Black Brook for the purposes of harvesting ice blocks from the impoundment. That impounded section of Black Brook became known as Maxwell Pond. By the 1990s, the excess sand, gravel and sediment delivered into Maxwell Pond by the brook had reduced the depth in the eight-acre pond from 10 to three feet. Maxwell Pond was placed on the 303(d) list of impaired waters for New Hampshire in

2004 based upon the lack of dissolved oxygen, and the inability to support aquatic life.

By 2006, the century-old Maxwell Pond Dam was starting to show signs of old age with several structural deficiencies noted during a routine safety inspection performed by DES Dam Bureau engineers. Manchester was ordered to either make the necessary repairs or to remove the dam. To facilitate the dam removal and river restoration, the DES Watershed Assistance Section awarded the city \$105,000 in Section 319 Clean Water Act Restoration funds, and assumed a lead role in managing the overall restoration effort.

By February 2009, the \$500,000 project budget was secured and the DES Dam Maintenance Section began removing the spillway of the Maxwell Pond Dam. Working in concert with DES, both National Grid and Fairpoint Communications were on site to perform major relocations of their respective utilities. By the middle of March, the entire spillway had been removed and Black Brook was once again cascading over bedrock where the Maxwell Pond Dam had acted as a barrier to fish migration for over a century.

In recent weeks, Black Brook has carved deeper into the accumulated pond sediments and revealed various artifacts that date back to the late 1880s and early 1900s when ice harvesting was in full swing on Maxwell Pond. During routine site visits, several ice harvesting tools were recovered from the newly exposed stream bed. The Manchester Historical Society was excited to learn of these discoveries, and DES will deliver all of the recovered artifacts to the Historical Society for permanent archive and display once Black Brook has stabilized. Several of these artifacts will be on display in the DES lobby this spring.

It is expected that Maxwell Pond will be removed from the 303(d) list of impaired waters by 2010.

DES's Partners Program growing

At separate ceremonies, DES signed partnership agreements with Project Laundry List and the N.H. Sustainable Lodging and Restaurant Program. These represent the ninth and tenth such partnership agreements in the DES Partners Program, initiated to bring greater recognition and structure to the relationships that DES currently has with more than 100 different groups from across the state.

DES's agreement with PLL recognizes the common efforts to increase energy efficiency, reduce energy costs, address climate change, and promote energy independence through simple actions, such as cold water washing and air-drying clothes.

The agreement with the NHSLRP recognizes our mutual goal of environmental stewardship at hospitality businesses. DES and the NHSLRP have worked closely to develop and implement a metrics-based certification manual to be used by NHSLRP when accepting a facility into their sustainability program.

For more information about the Partners Program, please call Sharon Yergeau at (603) 271-2918. Copies of the agreements are posted at www.des.nh.gov; search for "Partners Program."

Child off to camp this summer? New youth camp rules in effect

New rules governing “youth recreation camps” took effect on March 12, 2009. The new rules, identified as Env-Wq 900, replace the prior rules, which were identified as Env-Ws 1120.

DES licenses youth camps pursuant to RSA 485-A:23 through 25-g. The licensing program does not evaluate the camp’s curriculum, but does address a broad range of health and safety issues such as buildings, sleeping quarters and equipment; water supply; bathing beaches and swimming pools; toilet and sewage disposal facilities; food storage and preparation; dishwashing; fire safety; and medical and nursing care, including communicable diseases isolation and reporting. The rules have been readopted with revisions that reorganize and restructure the rules to make them clearer and easier to use; add definitions, revise existing definitions, and revise the text of the rules

to improve clarity; better distinguish between seasonal and year-round youth recreation camps and between residence and day camps; add a checklist to assist with the application/licensing process; modify and clarify qualifications for camp staff, including directors and counselors; and add provisions to allow youth recreation camps owners/operators to request waivers from the rules.

The most significant changes relate to director and counselor qualifications. The minimum age for camp directors has been raised from 18 years to 21 years, and residence camp directors now must have administrative or supervisory experience specifically in residential camping. The types of criminal offenses that disqualify individuals from serving as camp staff have been clarified, and all staff must submit to a criminal background check and a registered sex offender check (with certain modifications for minors and licensed health professionals).

For more information, visit <http://des.nh.gov/organization/divisions/water/dwgb/youthcamps/index.htm>.

Lowe’s compliance action results in win-win situation

Enforcement actions oftentimes result in positive benefits beyond the actual benefits achieved by bringing a violator into compliance with environmental regulations. Such was the case in an enforcement action and subsequent resolution between the DES Air Resources Division and Lowe’s hardware stores. Lowe’s was able to come into compliance with state regulations following recorded violations, partly by donating over 1,000 gallons of diesel fuel to each of the towns of North Conway and Gilford for use as heating fuel at town facilities.

This win-win situation came after six months of investigation and negotiations between DES and Lowe’s to resolve deficiencies related to emergency generators used at various Lowe’s facilities in New Hampshire. The deficiencies included failure to obtain permits at the time of installation, failure to submit annual emission reports, and failure to pay annual emission-based fees. It was also discovered that several facilities, including Gilford and North Conway, were using diesel fuel that exceeded the sulfur limits for generators manufactured after April 1, 2006.

Lowe’s had several options for resolving this latter violation, including draining the fuel tanks and sending the fuel to other fuel burning devices not subject to the low-sulfur standard, such as those located at town facilities. Anne Bailey, of ARD’s enforcement section, worked with Lowe’s and Gilford and North Conway town officials, who responded enthusiastically to the prospect of saving the town money by obtaining free heating fuel! By February 2009 arrangements had been made and about 1,000 gallons

of diesel fuel was transferred to both towns.

Because of careful communication and attention to details, Lowe’s has been able to work with DES to fulfill all its permitting obligations, pay the delinquent fees and meet the diesel fuel sulfur requirements. The violations have been resolved in a unique way that will benefit not only the company, but also the communities by saving fuel costs.

More information on DES permitting for emergency generators can be found at www.des.nh.gov under the Air Resources’ web pages, or by calling (603) 271-6828. Please note that owners currently operating one or more emergency generators that are subject to permitting and who do not currently hold a permit, are required to submit a permit application form.



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Coastal Program submits land protection proposal to compete on national stage

This spring the DES Coastal Program submitted the Pawtuckaway River corridor land protection proposal for consideration for federal funding under the Coastal and Estuarine Land Conservation Program (CELCP) in federal fiscal year 2010. CELCP, a tremendously competitive program where states vie for space on a national priority list, aims to protect coastal lands with significant ecological value. Projects are funded in order of rank; the number of projects completed depends on federal funding availability in any given year.

CELCP requirements include a one to one match from all applicants. Besides match, a major requirement is that projects must protect ecologically sensitive coastal lands; for New Hampshire that means the land must be located within the 42 towns in the coastal watershed.

The new Coastal and Estuarine Land Protection Act, signed into law this spring, strengthens the program by authorizing federal land protection grant awards to states with approved coastal management programs through FFY 2013.

The state Fish and Game Department and the Southeast Land Trust of New Hampshire requested approximately \$700,000 in CELCP funding for the corridor project to protect 154 acres of land threatened by imminent development in Epping and Raymond. The property includes critical wildlife habitats, such as floodplain forests and marsh and shrub wetlands, and 2,800 feet of pristine river frontage along the Pawtuckaway River. The Southeast Land Trust will buy the land using non-CELCP funding. The CELCP funding will be used to acquire a conservation easement on the property that will be held by Fish and Game.

In addition to the other requirements to be considered for CELCP funding, projects in New Hampshire must be consistent with the draft NHCELCP Plan. This plan was the result of a partnership with the Piscataqua Region Estuaries Partnership, Society for the Protection of New Hampshire Forests, The Nature Conservancy, and the Strafford and Rockingham regional planning commissions. The plan identified priority areas for CELCP funding within the coastal watershed and is in final review by the National Oceanic Atmospheric Administration (NOAA).

This proposal ties in nicely with the NHCELCP Plan as it is part of a multi-year effort to acquire the five primary properties within the Pawtuckaway River core focus area, one of the 75 areas identified in the plan. In addition, the project would protect high quality habitat identified in Fish and Game's Wildlife Action Plan.

The Coastal Program is the lead for the CELCP program

in New Hampshire and coordinates the selection of projects to send to NOAA to compete in the national competition. Under CELCP, each of the nation's coastal programs can forward to NOAA three projects requesting no more than \$3 million per project. This year, the Coastal Program only received one application and the evaluation process was used to strengthen the applicant's ability to compete. Of note, the Pawtuckaway River corridor proposal is a modified version of a submittal to the FFY09 round, where it ranked 19th and was not funded.

Next steps in the CELCP process include NOAA's project



An exemplary alder-dogwood-arrowwood alluvial thicket plant community extends along the Pawtuckaway River the length of the property. Photo courtesy of Bill Nichols, N.H. Natural Heritage Bureau.

review and release of the national ranking this September, which will be followed by Congressional approval in the fall/winter. Funding will be available for successful projects in May 2010.

For more information about CELCP and to view the draft NHCECLP Plan, visit <http://des.nh.gov/organization/divisions/water/wmb/coastal/celcp/index.htm>.

No-idling campaigns help create clean air zones

Did you know that motor vehicle exhaust is a common asthma trigger? According to the Asthma Regional Council, asthma rates are on the rise in our region, with approximately 14 percent of children and 15 percent of adults having been diagnosed with asthma. For more information about idling reduction campaigns in New Hampshire, go to www.des.nh.gov and search for "idling." Or see the New England Asthma Regional Council's webpage at www.asthmaregionalcouncil.org/about/BusToolkit.htm.

Green parking lot pilot project

State agencies partnering to “walk the talk”

Sometimes DES has to work with municipalities or businesses to make changes to protect the environment that require tough choices. Change is hard, and in many cases it requires money, education, and a whole new way of thinking. One tool to work with these challenges is to first look inward at whether we can make the same change here at DES, and to share any applicable lessons learned. In trying to reduce the amount of salt on parking lots, without reducing safety, DES has identified our own parking lot as a possible “walk the talk” case study.

How it came about. Water quality testing by EPA and DES has identified several waterbodies near the southern New Hampshire I-93 expansion area as impaired for chloride. The chloride levels are high enough to threaten the health of sensitive fish species and the smaller organisms that they feed on. Working on a total maximum daily load (see sidebar) for the impaired waterbodies, DES identified road salt as the major source of chloride. Research

What is a TMDL? The term “total maximum daily load,” or TMDL, refers to the calculation of the maximum amount of a pollutant that a waterbody can receive, and attain or maintain water quality standards for its designated use.

then documented that in some cases, parking lots were the source of up to 50 percent of the road salt. The result is that, in addition to DES needing to work with Department of Transportation and the towns in the impaired watersheds to reduce their salt use, it is just as essential to work with private parking lot owners.

While it is difficult for DOT and towns to reduce the amount of salt they use on roadways without reduc-

ing safety, parking lots provide their own challenges. This is where the parking lot at 29 Hazen Drive can help.

Anecdotal observations of the parking lot in past winters have given the appearance that the parking lot winter maintenance practices may be using more salt than necessary to provide safety. Large chunks and piles of salt and white pavement were a frequent sight during winter months. Water quality monitoring at the parking lot drains, which empty to nearby wetlands, has revealed water quality violations with chloride concentrations that are similar to seawater. Although this is an unfortunate situation, it provides an ideal opportunity to do a pilot project working with the staff from DOT and Department of Administrative Services to improve water quality by reducing salt use. Representatives from the three agencies met to identify specific barriers to reducing salt. Concerns about liability and the expectations of the people using the parking lot topped the list, followed by: inadequate spreading equipment and staff training, high staff turnover, challenging parking lot logistics, and the high cost and environmental impacts of using alternatives to salt. In addition, parking lot sweeping at the end of the 2008 winter was delayed due to budget timing issues.

Solutions. DOT and Administrative Services were very receptive right away to making changes. It was agreed that DOT would use their high quality spreaders and smaller salt granules on the DES/DHHS parking lot as a pilot. They would also track the amount of salt they use separately from other parking lots. The drivers would be supplied with best management practices information to reduce salt use, and parking lot sweeping would be performed in April.

The DES part of the bargain was to provide DOT staff with training on winter maintenance best management practices in parking lots and to inform DES and DHHS staff in order to keep down complaints about slips and falls. DES plans to continue monitoring chloride concentrations in the runoff from the parking lot and the receiving waters.

What the survey told us. A survey was sent out to DES Hazen Drive staff asking to identify areas of concern, what outreach messages would be effective, and to have a starting point to measure any changes in knowledge or expectations. Results included: 75 percent respondents were very or somewhat satisfied with the existing safety of the parking lots, 68 percent do not expect the parking lot to be completely clear of snow and ice, and 47 percent believe that salt is treated before it enters our waterways. There were many constructive comments ranging from “watching areas where snow is piled to reduce melt/freeze icy spots” to “I never thought about this before.” A follow-up survey will be conducted after outreach efforts and salt reduction efforts are fully implemented.

DES Human Resources will also keep track of any Workers’ Compensation law claims to see if there are any changes in the numbers associated with icy slips and falls.

Even after just one winter season, DES, DOT and Administrative Services staff have learned a great deal about reducing salt use while keeping a parking lot safe. This knowledge will be shared with the private parking lot contractors. If we can’t make the change ourselves, how can we advise others?

For more information, contact Barbara McMillan, barbara.mcmillan@des.nh.gov or 271-7889.

Governor

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save taxpayers' money, train workers in emerging green industries, help businesses compete and homeowners save on energy costs – all goals of the Green Jobs Initiative that I outlined in my Inaugural Address in January.

I have also encouraged the PUC to approve several applications that support my Green Jobs Initiative to train workers and help businesses, government and homeowners become more energy efficient. They include:

The Department of Resources and Economic Development's application for \$1,081,900 over a three-year period to work with the Community College System to expand training of energy efficiency contractors and auditors. DRED would also expand its existing Business Energy Efficiency Program to provide energy audits for businesses in the state.

The Division of Administrative Services' application for \$330,000 to install ozone units and other devices that improve the efficiency of laundry facilities, which will reduce water and energy usage and lower costs and carbon emissions. The installations will serve as a model for business, municipal and federal government to consider at their own facilities.

The New Hampshire Housing Finance Authority's application for \$2 million to do energy retrofits of affordable housing. NHHFA will match these funds with federal funds and a tax-exempt bond to reach 325 housing units.

The Business Finance Authority's plan to use \$1 million to \$2 million over the next two years to establish a low-interest revolving loan fund to help businesses and nonprofits undertake energy retrofits.

The New Hampshire Municipal Association's plan to begin a multi-year program to audit municipal buildings

and implement energy efficiency improvements in towns and cities across the state. Municipalities are some of the state's largest energy users. Efficiency work on municipal buildings will create jobs, save energy, reduce carbon emission and will also result in a direct savings to taxpayers.

In addition to the Greenhouse Gas Emissions Reduction Fund, there are federal stimulus funds New Hampshire can use to create green jobs and build a more sustainable energy future. At the same time, it is critical that we use these funds to ensure ratepayers across New Hampshire have the opportunity to reduce energy use and save on energy bills.

Even in these difficult economic times we have a real opportunity to work toward a new energy future that will help to better protect our environment and strengthen our economy. Thanks to our action in creating the Renewable Energy Act and in joining RGGI, that is exactly what we are doing.

Gov. John Lynch



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Innovative Permitting

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dures to guide more coordinated and streamlined permitting activities, as well as improve technical assistance to encourage the adoption of best land development practices. DES will pilot the new policies and procedures by selecting a cross-section of different types of projects from across the state starting in late 2009.

DES hopes to work closely with developers, contractors, engineers, municipalities, environmental organizations, and others involved in land development activities during this project. During the course of the project there will be numerous opportunities for informal and formal input, including focus groups on specific topics, public stakeholder meetings on draft materials, and opportunities to submit formal comments on proposed policies and procedures. Additional information is available at www.des.nh.gov; search "Innovative Permitting Initiative." To be included on a contact list for this project or if you have questions, please contact Carolyn Russell, DES Senior Environment and Land Use Planner, at (603) 271-3010 or carolyn.russell@des.nh.gov.

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