

Chapter 2: Recommendations

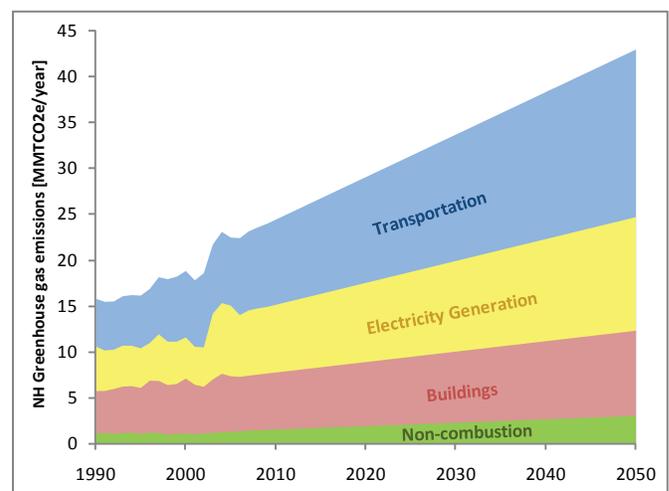


New Hampshire's greenhouse gas emissions have been growing steadily since 1990 and are projected to double between 2008 and 2050 under a business-as-usual (BAU) scenario (Figure 2.1). These emissions are almost entirely due to energy consumption related to transportation, buildings, and electricity generation. A smaller portion of non-combustion-related gases is contributed by the transportation, industrial, agriculture, forestry and waste sectors*. The Climate Change Policy Task Force used these historical and projected (post-2005) trends to identify the best opportunities to reduce greenhouse gas emissions in the future while providing significant economic development potential to the state.

The Task Force identified 10 overarching strategies necessary to reduce New Hampshire's annual greenhouse gas emissions and position the state to achieve long-term emissions reduc-

*Non-combustion gas is the term used to describe those greenhouse gases that are not emitted by direct fossil fuel combustion. They include industrial process gases (e.g., SF₆, HFC, PFC), as well as methane (CH₄) and nitrous oxide (N₂O).

Figure 2.1 – New Hampshire's Historical and Projected Greenhouse Gas Emissions (Business as Usual)



tions of 80 percent below 1990 levels by 2050. These strategies are necessary to comprehensively address the causes and the impacts of climate change and include:

1. Maximize energy efficiency in buildings.

2. Increase renewable and low-CO₂-emitting sources of energy in a long-term sustainable manner.
3. Support regional and national actions to reduce greenhouse gas emissions.
4. Reduce vehicle emissions through state actions.
5. Encourage appropriate land use patterns that enable fewer vehicle-miles traveled.
6. Reduce vehicle-miles traveled through an integrated multi-modal transportation system.
7. Protect natural resources (land, water, wildlife) to maintain the amount of carbon fixed or sequestered.
8. Lead by example in government operations.
9. Plan for how to address existing and potential climate change impacts.
10. Develop an integrated education, outreach and workforce training program.

To achieve these overarching strategies, the Task Force identified a suite of recommended actions to be implemented by individuals, businesses and government through a combination of voluntary and regulatory approaches. These recommendations were chosen by the Task Force following extensive discussion of more than 100 potential actions that were developed by the six technical and policy working groups. Its deliberations included a review of the detailed and transparent analysis of these actions conducted by Carbon Solutions New England (CSNE). This analysis provided projections of the CO₂-emission reductions, costs of implementation and cost savings associated with a majority of the actions[†]. In addition, the action reports contained qualitative evaluations of the broader social and environmental impacts associated with the actions under review. This broad evaluation enabled the Task Force to recommend specific actions for inclusion in the action plan based not only on their greenhouse gas emission reduction potential and economic development potential, but also their potential to provide other important benefits, and to avoid unintended consequences.

The identified overarching strategies and their associated recommended actions constitute a plan to enable New Hampshire to continue to do its part to address climate change;

[†] Some of the actions were not quantifiable as they were supportive of other actions and had no direct emission reductions, costs or cost savings associated with them. Further detail of the analysis conducted by CSNE can be found in Appendix 7.

actions that will in turn benefit the economy, increase state and regional energy security, improve environmental quality, and position the state and its citizens to implement even greater greenhouse gas reductions in the future. Many of the recommended actions can be implemented immediately, while others require a phased-in approach during which some steps can be taken immediately and further implementation occurs as technology evolves, resources become available and the economic costs and benefits become more favorable. The resulting plan addresses the State of New Hampshire's previous climate change commitments, places the state on a course to achieve the emission reduction goals established by the Task Force, and promotes a comprehensive approach to early adaptation to climate change.

OVERARCHING STRATEGIES & RECOMMENDED ACTIONS

The section below describes the overarching strategies and the actions recommended by the Task Force to achieve them. A summary of the recommended actions can be found in Chapter 5. The complete action reports are provided in Appendix 4. Each action includes the original reference codes (e.g., EGU 2.1) used by the technical/policy working groups during the development of the full range of actions. Abbreviations are as follows:

- ADP Adaptation
- AFW Agriculture, Forestry and Waste
- EGU Electric Generation
- GLA Government Leadership and Action
- RCI Residential, Commercial, and Industrial Usage
- TLU Transportation and Land Use

Actions that were not recommended by the Task Force have been retained for future consideration and possible inclusion in subsequent revisions to the Climate Action Plan (Appendix 5).

All actions selected by the Task Force had consensus support unless otherwise noted (here, consensus means that the recommendation was supported by all members of the Task Force). Documentation of the support for each action is provided in Appendix 2. As shown in Appendix 2, some Task Force members abstained from voting due to their roles on other boards or for other reasons. One or more Task Force members abstained from voting on the following actions:

- Implement Regional Greenhouse Gas Initiative (RGGI) (EGU 2.2)
- Promote Low- and Non-CO₂-Emitting Electric Generation (EGU 2.4)
- Enable Importation of Canadian Hydro and Wind Generation (EGU 2.6)
- Allow Regulated Utilities to Build Renewable Generation (EGU 2.7)
- Install Retrofits to Address Black Carbon Emissions (TLU 1.C.3)

1. Maximize energy efficiency in buildings.

The operation of buildings accounts for 48 percent of greenhouse gas emissions in the United States according to the Pew Center on Climate Change. In New Hampshire, 32.3 percent of the net energy consumed in 2005 was used to heat buildings and structures, and another 36.6 percent was used to generate electricity, much of which is used in buildings³. The construction and operation of buildings, therefore, represents a major contributor to greenhouse gas emissions. The state can realize substantial reductions in its energy consumption for heat and power by maximizing the thermal and electrical efficiency of all future buildings and extensively retrofitting existing residential, commercial, industrial and municipal buildings. This will lead to significant and direct reductions in energy costs and greenhouse gas emissions. Such actions can begin immediately by implementing the most cost-effective investments in energy efficiency immediately and incorporating more advanced technologies when they become economically viable.

Actions recommended by the Task Force:

- Maximize Efficiency in New Construction (RCI 1.1)
- Maximize Energy Efficiency in Existing Residential Buildings (RCI 1.2)
- Maximize Energy Efficiency in Existing Commercial, Industrial, and Municipal Buildings (RCI 1.3)
- Install Higher-Efficiency Equipment, Processes, and Systems (RCI 2.1)
- Increase the Use of Combined Heat and Power (EGU 1.3)
- Consider Alternative Rate Design (EGU 1.1)
- Upgrade Building Energy Codes (RCI 1.4a)
- Increase Building Energy Code Compliance (RCI 1.4b)
- Establish an Energy Properties Section in Real Estate

Property Listings (RCI 1.5)

- Conserve Embodied Energy in Existing Building Stock (RCI 1.8)

2. Increase renewable and low-CO₂-emitting sources of energy in a long-term sustainable manner.

While expanded energy efficiency will reduce the total demand for energy at the individual site level, there will still be a need for heat and power. Further emission reductions can be achieved as New Hampshire meets an increasing portion of its total energy demand by developing renewable and low-CO₂-emitting energy resources. This expanded capacity will reduce overall greenhouse gas emissions. In addition, to the extent that in-state energy resources can reduce the dependence on imported fossil fuel, such resources will result in more dollars staying in New Hampshire, thus having a positive impact on non-energy sectors of the state economy.

Actions recommended by the Task Force:

- Promote Renewable Energy through the Electric Portfolio Standard (RPS) (EGU 2.1)
- Increase Renewable and Low-CO₂ Thermal Energy Systems (RCI 3.1)
- Promote Low- and Non-CO₂-Emitting Electric Generation (EGU 2.4)
- Identify and Deploy the Next Generation of Electric Grid Technologies (EGU 2.8)
- Promote Low- and Non-CO₂-Emitting Distributed Generation (EGU 2.9)
- Encourage the Use of Biogenic Waste Sources for Energy Generation (AFW 2.4)

Actions recommended by the Task Force with majority support:

- Implement Regional Greenhouse Gas Initiative (RGGI) (EGU 2.2)[‡]
- Enable Importation of Canadian Hydro and Wind Generation (EGU 2.6)[§]
- Allow Regulated Utilities to Build Renewable Generation (EGU 2.7)[‡]

[‡] This action received one “no” vote.

[§] This action received a number of “no” votes due to concerns over the potential environmental impacts of the imported power and the effect imported power might have on development of in-state renewable resources.

3. Support regional and national actions to reduce greenhouse gas emissions.

New Hampshire can take significant actions to reduce its greenhouse gas emissions, but there are measures that need to be taken at the regional, national, and international levels. Such measures will ultimately lead to greater overall emission reductions and will complement the in-state efforts. By working with the Congressional delegation and participating in regional, national and international efforts, New Hampshire has the potential to affect policy that can lead to additional reductions and leverage greater reductions from in-state actions.

Actions recommended by the Task Force:

- Support Stricter Corporate Average Fuel Economy Standards (TLU 1.A.1)
- Support Fuel Economy Standards for Heavy-Duty Vehicles (TLU 1.A.2)
- Adopt a Low-Carbon Fuel Standard (TLU 1.C.1)
- Promote Advanced Technology Vehicles and Supporting Infrastructure (TLU 1.C.2)
- Support Strong Climate Action at the Federal Level (GLA 1.6)

4. Reduce vehicle emissions through state actions.

The transportation sector is the most significant single source^{††} of greenhouse gas emissions in the state, and its relative contribution is projected to increase further based on current trends. The state can reduce transportation emissions by taking actions that improve the fuel economy of vehicles on the road. This objective can be achieved through technological requirements, improved traffic flow, and policies and programs that influence vehicle purchase, operation, and maintenance.

Actions recommended by the Task Force:

- Adopt California Low Emission Vehicle (CALEV) Standards (TLU 1.A.3)
- Create a Point-of-Sale Financial Incentive for Higher-Efficiency Vehicles (TLU 1.B.1)
- Install Retrofits to Address Black Carbon Emissions (TLU 1.C.3)
- Implement Commuter Trip Reduction Initiative (TLU 2.A.1)

^{††} EPA State Inventory Tool output using default values for state emissions.

- Increase Highway Automobile Efficiency (TLU 1.D.1)
- Address Vehicle Idling (TLU 1.D.2)
- Improve Traffic Flow (TLU 1.D.3)

5. Encourage appropriate land use patterns that reduce vehicle-miles traveled.

Though New Hampshire's growth has slowed recently, it experienced faster growth than any other state in New England over the past 40 years. Much of this growth occurs as dispersed, low-density development, characteristically known as "sprawl." This type of development leads to an increase in the per capita annual vehicle-miles traveled as residential and commercial developments become increasingly dispersed across the landscape⁸. By adopting strategies that promote compact, mixed-use, walkable-design development, the growth in annual travel can be significantly reduced. Through careful planning and development, growth can be concentrated and designed in such a way that it reduces the length of trips and increases the viability of walking, biking, and public transportation, while at the same time enhancing the aesthetics and livability of our communities. This type of development provides additional benefits by reducing the amount of CO₂ released through forest and agricultural land conversion and helping to retain the traditional rural and village character of the state. Additional benefits can be realized through the maintenance of ecosystem services, such as flood storage, that will mitigate some of the impacts of climate change.

Actions recommended by the Task Force:

- Assess Greenhouse Gas Development Impact Fees (TLU 2.C.1.a)
- Streamline Approvals for Low- Greenhouse Gas Development Projects (TLU 2.C.1.b)
- Develop Model Zoning to Support Bus/Rail Transit (TLU 2.C.2)
- Develop Model Zoning for Higher-Density, Mixed-Use Development (TLU 2.C.3)
- Continue/Expand Funding, Education, and Technical Assistance to Municipalities (TLU 2.C.8)

6. Reduce vehicle-miles traveled through an integrated multi-modal transportation system.

New Hampshire's annual vehicle-miles traveled and the resulting transportation-based emissions can be reduced by changing the manner by which people and freight move around the state. In particular, substantial gains can be made

by reducing the number of single-occupancy vehicles on the road through the promotion and expansion of alternative modes of travel (e.g., walking, cycling, bus, train) and carpooling. At the same time, access and mobility can be improved for the majority of the population. The successful reduction of vehicle-miles traveled will require integrated planning that looks at land use, environment/climate, and transportation needs simultaneously and the development of an integrated system that locates transportation hubs near the residential, commercial, and industrial centers that they serve.

Actions recommended by the Task Force:

- Improve Existing Local/Intra-Regional Transit (Bus) Service (TLU 2.B.1.b)
- Expand Local/Intra-Regional Transit (Bus) Service (TLU 2.B.1.a)
- Improve Existing Inter-City Bus Service (TLU 2.B.2.h)
- Expand and Improve Bicycle and Pedestrian Infrastructure (TLU 2.B.1.c)
- Maintain and Expand Passenger Rail Service (TLU 2.B.2.a)
- Maintain and Expand Freight Rail Service (TLU 2.B.2.b)
- Implement a Stable Funding Stream to Support Public Transportation (TLU 2.B.2.c)
- Expand Park-and-Ride Infrastructure (TLU 2.B.2.e)

7. Protect natural resources (land, water, wildlife) to maintain the amount of carbon fixed or sequestered.

New Hampshire is the second most forested state in the nation with 84 percent of its landscape covered in trees, an area encompassing 4.8 million acres of forest⁹. Forest lands support the state's vital natural resource-based economy and provide essential ecosystem services in the form of soil stabilization, water cycle regulation, flood mitigation, wildlife habitat, and nutrient cycling. Soils of agricultural and forest lands and the trees of forests play a critical role in carbon sequestration. New Hampshire can maintain and enhance the economic benefits and ecosystem services, including net greenhouse gas emission reductions, of agricultural and forest lands by managing them in a sustainable fashion. In forests, sustainable management promotes a renewable energy source, protects wildlife, and ensures long-term ecosystem health.

Actions recommended by the Task Force:

- Invest in Forests to Maximize Carbon Storage and to Avoid Net Forest Land Conversion (AFW 1.2)

- Optimize Availability of Biomass for Electricity and Heating within Sustainable Limits (AFW 2.2)
- Promote Durable Wood Products (AFW 1.3)
- Protect Agricultural Land (AFW 1.1.3)
- Maximize Source Reduction, Reuse and Recycling (AFW 3.1)

8. Lead by example in government operations.

The state of New Hampshire has a critical role to play as a supporter and leader of climate change action in New Hampshire. The state's agencies and activities can adopt strategies that reduce the greenhouse gas emissions associated with heating and cooling buildings, the power used by equipment and the fuel consumed by its fleet of vehicles. The state can track the dollar savings associated with these efforts, and share this information. These actions will provide an economic development model for municipalities and businesses to adopt while also developing some of the infrastructure, such as alternative fueling stations, that are necessary for certain technologies to become viable. All levels and categories of government in New Hampshire, including counties, municipalities, village precincts and school districts, can adopt the same measures as are recommended for the state government and by doing so they can also be supporters and leaders of climate change action in their regions or communities.

Actions recommended by the Task Force:

- Establish an Energy Management Unit to Address State Energy Use and Greenhouse Gas Emissions (GLA 1.1)
- Establish an Energy Consumption and Greenhouse Gas Emissions Baseline Inventory for State Government (GLA 1.2)
- Establish a Self-Sustaining Fund for Energy Efficiency Projects in State Government (GLA 1.3)
- Provide for the Establishment of Local Energy Commissions (GLA 1.4)
- Include Climate Change Adaptation and Mitigation in Programs and Planning (GLA 1.5)
- Promote Public School Siting and Building Aid to Reduce Energy Use (GLA 2.6)

9. Plan for how to address existing and potential climate change impacts.

New Hampshire must continue to plan for the impacts of climate change even as it works to address its causes. Carbon dioxide remains in the atmosphere for, on average, 100 years

once it is emitted. There is also a delay in the climate's response to increasing atmospheric concentrations of greenhouse gases due to the scale of the global climate system. Therefore, climate change will continue for some time even if all man-made greenhouse gas emissions were to be reduced significantly in the near future. Some level of climate change adaptation is necessary to ensure that the current and future impacts of climate change do not significantly impact the health of our residents, the strength of our economy, or the character of our natural environment. By preparing for climate change early, the state can avoid significant costs, whether economic, social or ecological, in the future.

Actions recommended by the Task Force:

- Develop a Climate Change Adaptation Plan for the State of New Hampshire (ADP 8)
- Develop and Distribute Critical Information on Climate Change (ADP 1)
- Promote Policies and Actions to Help Populations Most at Risk (ADP 2)
- Charge and Empower Public Health Officials to Prepare for Climate Change (ADP 3)
- Strengthen Protection of New Hampshire's Natural Systems (ADP 4)
- Increase Resilience to Extreme Weather Events (ADP 5)
- Strengthen the Adaptability of New Hampshire's Economy to Climate Change (ADP 6)

10. Develop an integrated education, outreach, and workforce training program.

Critical to achieving the overarching strategies and implementing the recommended actions will be a comprehensive education program for the state that ranges from grade schools to universities and colleges, households to communities, and small businesses to large corporations, and also includes churches and not-for-profit organizations. This program would focus on raising the awareness of climate change causes and impacts, the wide variety of solutions to reduce greenhouse gas emissions, and the potential economic and environmental benefits of energy efficiency and the development of renewable and low-CO₂-emitting energy resources. It should also focus on the development of a workforce trained in the installation, operation, and maintenance of advanced technologies and proficient in the design and construction of residential, commercial, and industrial buildings incorporating advances in energy efficiency and renewable energy. The education

program would further integrate climate change science and solutions into all academic levels and disciplines toward the goals of empowering future generations to take action in their own lives and developing future leaders in policy, government, engineering, science, and communications.

Actions recommended by the Task Force:

- Develop an Overarching Outreach and Education Plan (RCI 4.6)
- Include Energy Efficiency and Conservation in School Curriculum (RCI 4.1)
- Increase Energy Efficiency through Building Management Education Programs (RCI 4.2)
- Reduce Residential Energy Demand through Education and Outreach (RCI 4.3)
- Establish a Comprehensive Energy Efficiency and Renewable Energy Education Program (RCI 4.4)
- Create an Energy Efficiency and Sustainable Energy Systems Web Portal (RCI 4.5)

PROJECTED EMISSION REDUCTIONS OF RECOMMENDED ACTIONS

Detailed and transparent analysis was performed by CSNE to determine the potential CO₂ emission reductions associated with the various actions considered by the Task Force. The analysis of the emission reduction potential was determined through an integrated and holistic approach, which accounted for many of the interactions among recommended actions. This analysis provided the Task Force with the means to compare a variety of scenarios. The Task Force chose the scenarios that achieved the most progress towards the long-term goal of reducing greenhouse gases 80 percent by 2050.

Based on this analysis, implementation of the Task Force's recommended actions is expected to yield a significant reduction in New Hampshire's greenhouse gas emissions (Table 2.1). These reductions will be achieved by using less fossil fuel as a result of increased energy efficiency, avoided vehicle travel and expanded use of renewable energy resources.

The CSNE analysis indicates that the recommended actions would reduce greenhouse gas emissions below the business-as-usual scenario by 18.69 MMTCO₂e by 2025, a reduction of nearly 20 percent below 1990 levels of 15.79 MMTCO₂e. Based on these projections for the recommended actions, the Task Force has chosen a mid-term goal of reducing greenhouse

Table 2.1 – Projected Emissions Reductions Resulting from the Task Force Recommended Actions

Year	Emissions [MMTCO ₂ e/yr]	
	2025	2050
Total Projected Emissions (BAU)	31.36	42.95
Projected Emission Reductions from Recommended Actions		
Building Actions	8.43	13.02
Electricity Generation Actions	3.44	6.57
Transportation Actions	5.01	7.91
Natural Resource Actions	1.81	2.25
Total Potential Emission Reductions	18.69	29.75
Total Projected Emissions for Action Plan	12.67	13.20
Percent Reduction from BAU	59.6%	69.3%
Percent Reduction from 1990	19.7%	16.4%
Emissions (15.79 MMTCO₂e)		

BAU – Business as Usual

MMTCO₂e – million metric tons CO₂ equivalents

gas emissions 20 percent below 1990 by 2025. Considerably greater emission reductions of about 40 MMTCO₂e below the BAU scenario will be required by 2050 to reach the longer-term goal – equal to the emission reductions projected for this plan which will be made feasible by technology innovation.

The Task Force recognized the need to focus on early action to reach its mid-term goal which will lay the foundation for the longer term goals. The sooner New Hampshire takes action to reduce its greenhouse gas emissions, the less costly it will be for the state, and the less CO₂ that will be emitted into the atmosphere. Delaying action will necessitate greater reductions in the future, which will come at higher cost, to achieve the same emission reduction goals¹⁰. Delaying action may also place the state at a disadvantage in terms of responding to any federal policies requiring reductions in greenhouse gas emissions that may be forthcoming from the Obama Administration.

While the recommended actions in this plan alone will not be sufficient to achieve the Task Force’s long-term reduction goal by 2050, they constitute critical steps that would enable emission reductions to occur using a phased-in approach. Moreover, the recommended actions will meet the target emissions reduction by 2025, a time period which represents common planning horizons for states (e.g., 10 to 15 years). As previously described, a phased-in approach, whether at the scale of individual actions or the entire Climate Action Plan, will allow New Hampshire to focus its resources early on those opportunities that are currently most cost-effective and,

subsequently, to consider other opportunities as technology, political will, and public support evolve and markets develop. Therefore, the following interim targets (Table 2.2) will be used to evaluate progress towards its goal to move the state toward early and progressive increases in emission reductions.

ACHIEVING THE LONG-TERM GOAL

The Task Force recognizes that there are limitations to the impact that this Climate Action Plan can and will have on the state’s emissions out to 2050. While the emission reductions associated with the recommendations included in this plan al-

Table 2.2 – Interim Emission Reduction Targets

Year	Interim Targets				
	2012	2015	2018	2021	2024
Annual Emission Targets [MMTCO₂e]	21.00	19.08	17.16	15.24	13.32
Percent Change Relative to 1990	33.1% above	20.9% above	8.7% above	3.5% below	15.6% below
Percent Reduction from BAU	10.9%	19.0%	27.2%	35.3%	43.5%

low the state to meet the 2025 target and position the state to meet the 2050 target reductions, the actions are not sufficient to achieve all of the reductions that need to be made from 2025 to 2050. By 2050, the recommended actions are projected to reduce greenhouse gas emissions below business-as-usual levels by a total of 29.8 MMTCO₂e, a reduction of nearly 70 percent below BAU but only 16 percent below 1990 levels (Figure 2.2). In fact, many of the recommended actions, such as those directed at building energy use, will realize reductions over the next decade but will produce few additional reductions beyond 2025. This action plan contains those measures that the Task Force believes will be most effective in rapidly addressing the state’s greenhouse gas emissions over the next one to two decades while positioning the residents, government, businesses, industries, and not-for-profits to achieve still greater future reductions as technological, economic, political and social changes allow.

This Climate Action Plan, therefore, will require periodic review and revision (as discussed in greater detail in Chapter 6) to track progress against emission reduction targets, to take advantage of advances in technology and to adapt to cultural shifts and the changing climate. The Task Force recognizes that future conditions may eventually lead to the adoption of actions originally considered as part of this process but

not selected as recommendations. Actions that do not have a positive cost-benefit today may prove to be appropriate actions in the future. For this reason, additional potential actions developed by the six working groups, but not incorporated into this action plan as recommendations, have been retained to facilitate their future reconsideration (Appendix 5). These ac-

SUMMARY

By implementing the recommended actions of the Task Force, New Hampshire will achieve substantial emission reductions, beginning immediately, using cost-effective, available technology. The greatest reductions would come from

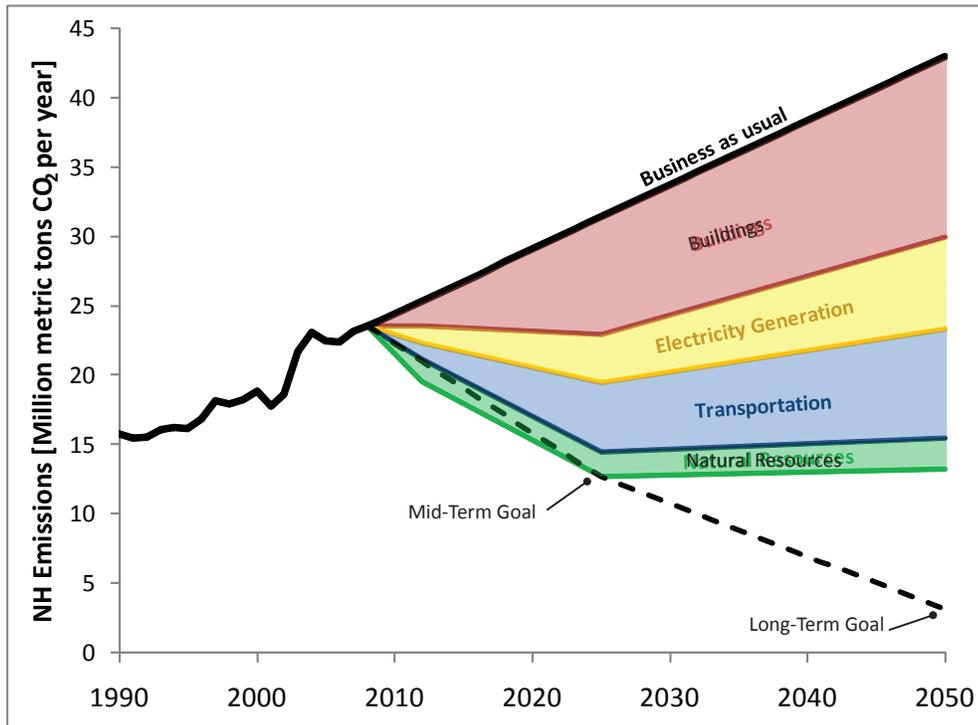
improvements in the building sector, followed by the transportation and the electric generation sectors.

These emission reductions are associated with significant reductions in energy consumption. Energy efficiency in buildings will significantly impact the electric generation sector. Implementation of the recommended actions is projected to lead to a 59 percent drop below BAU by 2025, from 14 million MWh to 5.8 million MWh. Direct energy consumption (e.g., oil and natural gas for heat) in buildings is projected to fall by 59 percent below BAU in 2025. In the transportation sector, implementation of the plan is expected to avoid

the consumption of 374 million gallons of gas and 81 million gallons of diesel, a reduction of 52 percent and 33 percent below BAU by 2025.

The total impact of the recommended actions will be sufficient to place New Hampshire on a track to achieve substantial reductions in the mid-term and to be well placed to achieve the more aggressive reductions over the long-term. Additional measures will be needed in the long-term to achieve the 80 percent below 1990 reduction target. Such measures are likely to be based on the widespread adoption of new and advanced technologies.

Figure 2.2 - Projected Emission Reductions from Implementation of All Recommended Actions



NH Annual Greenhouse Gas Emissions [Million metric tons CO₂ per year]

tions should be reviewed periodically to ensure that the most appropriate actions are being implemented at any given time. In addition, new actions will need to be considered.

Going forward, the State of New Hampshire will also need to work within the larger Northeast Region and with the federal government to reduce its emissions. As a relatively small state, New Hampshire's emissions from the electricity generation and the transportation sectors are affected by trends and actions taken at the regional and national levels. By working to coordinate its actions with those of other states, as it has with the Regional Greenhouse Gas Initiative, New Hampshire can leverage greater reductions not only within its own borders but also across state and even national boundaries.