MARGARET WOOD HASSAN
Governor

STATE OF NEW HAMPSHIRE
OFFICE OF THE GOVERNOR

STATE OF NEW HAMPSHIRE
BY HER EXCELLENCY
MARGARET WOOD HASSAN, GOVERNOR
EXECUTIVE ORDER NUMBER 2016-03
(Supersedes EO 2011-1)

An order for state government to continue to lead-by-example in energy efficiency, conservation, and renewable energy

WHEREAS, the use of fossil fuels for electricity, heating and cooling, and transportation has a significant impact on public health and the environment, contributing to such problems as ground-level ozone, acid deposition, water pollution, small particle pollution, regional haze, mercury contamination, and climate change; and

WHEREAS, the State owns more than 500 buildings and occupies 700 additional buildings, and operates a passenger vehicle fleet of approximately 2,000 vehicles, making it the largest energy user in New Hampshire with transportation, heating, cooling, and electricity costs greater than $27 million annually in 2015; and

WHEREAS, since 2005 New Hampshire state government has reduced its fossil fuel energy use by 21 percent per square foot, avoiding nearly $10 million in state energy costs; and

WHEREAS, the State is expected to avoid nearly $87 million in energy expenditures over the next 20 years as a result of a series of innovative energy performance contracts overseen by the State Energy Manager at the Department of Administrative Services and the work of state agencies; and

WHEREAS, the State, through the work of the State Fleet Manager at the Department of Administrative Services, has also reduced its passenger vehicle miles traveled by approximately 2.4 million miles since 2009, avoiding the purchase of an estimated 137,000 gallons of fuel and avoiding approximately $359,000 in fuel costs since that time, while reducing carbon pollution emissions by 1,200 metric tons; and

WHEREAS, development of energy efficiency and renewable energy resources will help preserve New Hampshire's valuable environmental resources; protect the health of our citizens; reduce greenhouse gas emissions, other harmful pollution, and energy costs; increase our energy independence; and contribute to the state's economic vitality; and

WHEREAS, New Hampshire state government has a strong commitment and an obligation to lead-by-example in such areas as energy efficiency, conservation, and renewable energy, to save taxpayers

107 North Main Street, State House - Rm 208, Concord, New Hampshire 03301
Telephone (603) 271-2121 • FAX (603) 271-7640
Website: http://www.nh.gov/ • Email: governorhassan@nh.gov
TDD Access: Relay NH 1-800-735-2964

money, reduce environmental impact, and demonstrate cost-effective solutions to citizens, businesses, and other government jurisdictions.

NOW THEREFORE, I, MARGARET WOOD HASSAN, GOVERNOR of the State of New Hampshire, in order to continue our progress in reducing energy use and costs, and the release of greenhouse gas and other pollutants, by the authority vested in me by Part II, Article 41 of the New Hampshire Constitution, do hereby order that:

1. A steering committee, referred to as the State Government Energy Committee (SGEC), shall advise the State Energy Manager and the State Fleet Manager regarding the improvement of energy management within state buildings, operations and fleets; and the development and promotion of policies to expand the State's lead-by-example efforts. The SGEC shall be composed of representatives of the Department of Administrative Services (DAS), the Department of Environmental Services (NHDES), the Public Utilities Commission (PUC), the Department of Resources and Economic Development (DRED), the Department of Safety (DOS), the Department of Transportation (DOT), the Office of Energy and Planning (OEP), and all other Agencies and Departments with significant opportunities for energy management, and shall be co-chaired by the Commissioner of NHDES and the Director of OEP.

2. To build upon our success in achieving significant fossil fuel and cost reductions, the State of New Hampshire shall, using a metric developed by the State Energy Manager and the SGEC to normalize for annual variations in weather and use, reduce aggregate fossil fuel use across all its owned facilities on a square-foot basis, as compared to a 2005 baseline, by:

    a. 30 percent by 2020; and
    b. 40 percent by 2025; and
    c. 50 percent by 2030.

3. The State of New Hampshire shall work to reduce greenhouse gas emissions from the state passenger vehicle fleet by 30 percent on a metric-ton basis by 2030, as compared to a 2010 baseline.

4. The State Energy Manager and the State Fleet Manager, working with the SGEC, will develop performance metrics for specific building categories and vehicle classes that apply to all Agencies and Departments to ensure compliance with the targets established in Items 2 and 3 above. The performance metrics will be developed by December 30, 2016, and Agencies and Departments will report their progress toward achieving those metrics in their Fiscal Year 2018 Energy Conservation Plans.

5. Every Agency and Department having more than 15 employees or that occupies more than 10,000 square feet of space shall, in the submission of the annual Energy Conservation Plan required by 21-I:14-c, designate a coordinator who will be responsible for tracking the implementation of this Executive Order and who will serve as the contact person for dissemination of information on reducing energy and water use.

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6. Every Agency and Department that is financially responsible for utility expenses shall utilize the utility management tool approved by the State Energy Manager, in consultation with the SGEC, to track its energy and water consumption and shall benchmark the energy and water use of each of its facilities in accordance with the recommendations of the SGEC.

7. Each Agency and Department will include in their requests for proposals for leased spaces a request that bidders submit a building energy score and/or a building energy audit. If such information is not available, the ability of the Agency or Department to lease that facility will not be impacted. Starting by Fiscal Year 2018, the energy associated with leased spaces shall also be tracked, but the energy performance targets established above will not apply.

8. All new construction or renovations of state buildings shall maximize energy efficiency and renewable energy, and minimize fossil fuel consumption by compliance with the following criteria:

    a. All projects required to comply with the high performance, energy efficient, sustainable design standard defined in RSA 155-A:13 shall also employ energy modeling during the design process and complete third-party commissioning upon completion; and

    b. Beginning January 1, 2017, any project managed by the Division of Public Works that affects fewer than 25,000 square feet or costs less than $1,000,000 shall comply with the requirements of a second-tier high performance, energy efficient, sustainable design standard determined by the Commissioners of the Department of Environmental Services and the Department of Administrative Services, in consultation with the Division of Historic Resources, the Division of Public Works, the Office of Energy and Planning, and the Community College System. Such standard shall be reviewed annually at the same time as the high performance standard pursuant to RSA 155-A:13, and shall be amended as necessary; and

    c. The second-tier standard shall not apply to structures or projects specified in RSA 155-A:13, Paragraph II (b), (d), (e), (f) or (g); and

    d. In developing the high performance, energy efficient, sustainable design standard and the second-tier standard, provisions of current International Energy Conservation Codes and ASHRAE Standard 189.1 shall be considered; and

    e. All new construction projects included above shall incorporate a renewable energy component in their design if the cost of such can be recovered within the lifetime of the measure.

9. In addition to the criteria listed in RSA 21-I:17-b, relative to the purchase of electricity by competitive bidding, the ability to provide a percentage of electricity from renewable sources shall be considered when selecting an electric provider.

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10. Beginning with the Fiscal Year 2020/2021 budget cycle, all capital improvement project requests shall require the submitting Agency or Department to complete an analysis of energy cost savings or additions associated with the project. This information shall be included as a separate line item on the submission form and shall not be combined with other operational cost savings or additions.

11. The State of New Hampshire shall lead-by-example in the adoption of new clean vehicle technology by pursuing opportunities to procure electric vehicles (EV) and plug-in hybrid vehicles for use in the state fleet and by installing EV charging infrastructure for use by state agencies. Where feasible and recommended by SGEC, state offices with more than 50 employees will also make EV charging infrastructure available for employees, with the energy cost associated with such charging to be borne by the users or suppliers of that equipment, or through other innovative financing mechanisms.

12. In recognition that more than 45 percent of carbon dioxide pollution in New Hampshire comes from the transportation sector, and nearly 30 percent of state energy dollars are used to pay for transportation energy use, every Agency and Department shall comply with the Clean Fleets Program (CFP) requirements as established by the SGEC. The SGEC shall update criteria for the CFP no later than October 1st annually. The CFP shall include:

    a. A Clean Fleet Approved Vehicle List that includes vehicles that meet a minimum fuel economy requirement and a minimum emissions rating for new passenger vehicle and light truck purchases; and

    b. A waiver procedure for requesting the purchase of a vehicle not on the Clean Fleets Approved Vehicle List; and

    c. Based upon recommendations by the SGEC, minimum fuel economy and emissions ratings for on-road medium and heavy-duty vehicles shall also be established; and

    d. A procedure to ensure that the appropriate vehicle is selected for the intended use of the vehicle; and

    e. A method by which the total cost of ownership of a specific vehicle is to be calculated, with such calculation including a cost of carbon factor. The SGEC shall provide recommendations on the cost of carbon factor to be used; and

    f. Vehicle purchase requirements that ensure compliance with the United States Energy Policy Act of 1992 (EPAct), which mandates that a certain percentage of new vehicles purchased in certain areas of the state be alternative fuel vehicles; and

    g. A motor vehicle "Best Management Practices" guide, including the State's anti-idling policy and additional measures to promote vehicle fuel conservation

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including, but not limited to: carpooling, teleconferencing, and improved preventive maintenance.

13. The SGEC shall develop outreach materials relative to improving energy conservation in buildings and fuel-efficient driving behaviors and disseminate that information to state employees via avenues deemed appropriate by the SGEC.

14. The State Energy Manager and the State Fleet Manager shall report to the Governor on an annual basis, as an appendix to the Annual Energy Report, regarding the progress on implementing the policies and the measures identified herein.

Given under my hand and seal at the Executive Chambers in Concord, this 6th day of May, in the year of Our Lord, two thousand and sixteen, and the independence of the United States of America, two hundred and forty.

Margaret Wood Hassan

Governor of New Hampshire

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