

July 24, 2014

Director Meredith Hatfield
NH Office of Energy and Planning
Concord, NH 03301

RE: Comments on Draft State Energy Strategy

Dear Director Hatfield and Members of the Energy Advisory Council:

I think the draft Energy Strategy provides a nice summary of past and future status quo projections of energy use, and lays out some options for moving forward. However, I find it is lacking in providing a bold, or even clear vision of what we want to achieve over the next 10 years. I adamantly believe that without a clear goal and a firm commitment to a course of action, little will be achieved.

Global conventional energy supplies are dwindling and both the cost and environmental impact of energy will continue to trend upward because most of the conventional sources that remain are either:

- difficult to get to (Arctic, North Sea, Gulf of Mexico, etc) resulting in increased costs and chance of spills (i.e. Deep Water Horizon),
- in areas hostile to the US and/or volatile (middle east, Russia, etc) making them unreliable, or
- of poor quality resulting in increased negative environmental impact (coal, tar sands, etc).

To prevent significant, and potentially catastrophic economic and environmental impact on NH residents and businesses we need to substantially reduce our dependence on conventional energy sources through increased efficiency, conservation and use of clean/renewable energy sources such as solar, wind, biomass/biofuel, and tidal power sources.

I urge you to set a specific goal in the state energy strategy to reduce the export of our energy dollars from 66% (nearly \$4 billion annually)¹, to 50% by 2023, retaining over \$1 billion of economic wealth each year in New Hampshire. This goal can be reached by pursuing the following three strategies:

1. Significantly ramp up energy efficiency and conservation through system wide efficiency investments (customer-side and utility/supplier-side), to reduce overall energy use. In addition to the measures outlined in the draft Energy Strategy, this should include improving the coordination and other programming of traffic signals (such as switching to flashing red/yellow overnight), which would not only yield significant fuel savings but also have many additional benefits² such as:

- Increasing the traffic handling capacity of roads.
- Reducing collisions, both vehicular and pedestrian.
- Encourages travel within the speed limit to meet green lights.
- Reducing unnecessary stopping and starting of traffic - this in turn reduces fuel consumption, air pollution, noise and vehicle wear and tear.
- Improve journey time.
- Reducing driver frustration and 'road rage'

¹ Vermont Energy Investment Corporation et al. September 30, 2011. [Independent Study of Energy Policy Issues.](#)

² Wikipedia March 2009 [Traffic light control and coordination](#)

2. Replace imported fossil fuel use with locally produced renewable energy, with an emphasis on:
 - a. distributed generation
 - b. utility-scale generation
 - c. thermal and electric fuel switching for heating, cooling, and transportation needs; and,
3. Unleash the private market to finance the infrastructure by minimizing policy risk, sending clear market signals, and better leveraging our minimal available public funds(for example, stop raiding funds intended to reduce dependence on fossile fuels, such as RGGI, to balance the budget in other areas).

Thank you,

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