

APPENDIX A: Base Demographic Data

Table A.1: 2000 and 2010 Demographic Data

	2000 CENSUS				2010 CENSUS				PERCENT CHANGE 2000-2010	
	CNHRPC	SNHPC	CEDS REGION	NH	CNHRPC	SNHPC	CEDS REGION	NH	CEDS REGION	NH
Total Population	107,220	165,844	273,064	1,235,786	115,160	175,976	291,136	1,316,470	6.6%	6.5%
Male	52,908	81,314	134,222	607,687	57,124	89,715	176,839	649,394	31.8%	6.9%
Female	54,312	84,530	138,842	628,099	58,036	89,261	147,297	667,076	6.1%	6.2%
% between 20 and 29	10.5%	13.6%	12.4%	11.3%	11.6%	14.1%	13.1%	12.0%	5.6%	6.2%
% between 30 and 49	34.0%	32.9%	33.4%	33.0%	28.1%	29.0%	28.6%	27.7%	-14.4%	-16.1%
% between 50 and 66	13.6%	15.4%	16.0%	17.2%	24.3%	21.1%	22.4%	24.0%	40.0%	39.5%

Source: 2000 and 2010 US Census, US Census Bureau

Table A.2: Education Attainment

ATTAINMENT LEVEL	CNHRPC	SNHPC	CEDS REGION	NH
Population aged 25 and over	81,457	122,317	203,774	932,344
Less Than High School	7.2%	9.9%	8.8%	7.5%
High School or GED	28.0%	28.3%	28.2%	28.4%
Some College/ Associates Degree	30.1%	28.5%	29.1%	28.8
Bachelor's Degree	21.2%	22.0%	21.7%	22.1%
Graduate/ Professional Degree	13.5%	11.3%	12.2%	13.4%

Source: American Community Survey 2012-2016, US Census Bureau

APPENDIX B: CEDS Strategy Committee

The Central/Southern NH Comprehensive Economic Development Strategy Committee met a total of six times including two Project Subcommittee meetings. The Committee met on the following dates:

- May 24, 2017
- June 29, 2017
- November 29, 2017
- April 17, 2018 (Project Subcommittee meeting)
- May 15, 2018 (Project Subcommittee meeting)
- July 11, 2018

Individual meeting agendas and minutes can be found online at: <http://cnhrpc.org/regional-planning/ceds/>.

MEMBERS OF THE CEDS STRATEGY COMMITTEE:

Alice Veenstra, Baker Tilly Virchow Krause, LLP
Harry Wright, Town of Bradford
Jim Bibbo, Town of Bradford
Matt Taylor, Town of Bow
Chris Wellington, Capital Regional Development Council
Tom Furtado, Catch Neighborhood Housing
Stan Brehm, Town of Chichester
Suzi Pegg, City of Concord
David Pierce, Town of Goffstown
Jo Ann Duffy, Town of Goffstown
Jonathan O'Rourke, Town of Goffstown
Christine Trovato, Town of Henniker
Laura Buono, Town of Hillsborough
Dan Lagueux, Town of Hooksett
Dave Scarpetti, Town of Hooksett
Dean Shankle, Town of Hooksett
Bill Klubben, City of Manchester
Melanie Sanuth, City of Manchester
Dan Donovan, Town of New Boston
Chris Nadeau, Nobis Engineering
Ed Carroll, Town of New Boston
Stephanie Verdile, Town of Pembroke
Tony Puntin, Puntin Engineering, Inc.
Jared Reynolds, UNH Cooperative Extension
Hugh Curley, U.S. Small Business Admin.
Charles Albano, Town of Warner
Thomas Clow, Town of Weare

APPENDIX C: Project Selection

As stated in the Plan, the Project List makes up the heart of the CEDS. It provides linkages between the mission, goals and objectives as well as the SWOT. Lastly, it turns these components into action items.

For the development of this update, a similar approach was used to that in 2014. Regional Planning Commission staff solicited project nominations from each municipality, sending a cover letter, as well as an updated and simplified project application form. A total of 19 new projects were nominated to be incorporated into the CEDS. These new projects, as well as the projects selected in 2014 (eliminating those that were completed), were ranked based on the same 24-point scale used in 2014. As the goals and objectives, for the most part, had carried over from the 2014 goals and objectives, there was an incentive to keep the same ranking system. Additionally, this allowed for new projects and old projects to be ranked together using the same ranking system. The Selection Committee decided to revisit the projects selected in 2014 with the intent of considering any regional economic changes highlighted in the updated SWOT and Cluster Analysis.

After ranking all 58 projects, the full ranking was brought to the full Advisory Committee on July 11, 2018. The projects are sorted under the following categories: Education, Energy, Transportation, Sewer & Water, Studies Municipal, Recreation, and Other. Their ranking based off of each goal is shown below. Projects with an asterisk* denote a project carried over from 2014.

Table A.3: Education Projects Ranking

Education Projects	Geography	Reg. Sig. Key (1-3)	Timely Key (1-3; design 1, permitting 2, 3 local \$ match)	Goal 1: Maintain regional quality of life (1-3)	Goal 2: Develop, maintain and strengthen adequate hard and soft infrastructure (1-3)	Goal 3: Promote the region (1-3)	Goal 4: Identify support for implementing CEDS (1-3)	Goal 5: Streamline local permitting process & create a business friendly environment (1-3)	Goal 6: Business promotion and development (1-3)	Total Score
Establish Welding School *	Pittsfield	3	2	1	3	1	3	1	2	16
Mobile/Regional Technology Program *	Hillsborough	3	2	1	2	1	3	1	2	15

Table A.4: Energy Projects Ranking

Energy Projects	Geography	Reg. Sig. Key (1-3)	Timely Key (1-3; design 1, permitting 2, 3 local \$ match)	Goal 1: Maintain regional quality of life (1-3)	Goal 2: Develop, maintain and strengthen adequate hard and soft infrastructure (1-3)	Goal 3: Promote the region (1-3)	Goal 4: Identify support for implementing CEDS (1-3)	Goal 5: Streamline local permitting process & create a business friendly environment (1-3)	Goal 6: Business promotion and development (1-3)	Total Score
Establish Solar Panels on Town Property *	Bradford	1	2	1	2	1	3	1	1	12
Extend High Pressure Gas Line through Village *	Goffstown	2	2	1	3	1	3	1	2	15

Table A.5: Transportation Projects Ranking

Transportation Projects	Geography	Reg. Sig. Key (1-3)	Timely Key (1-3; design 1, permitting 2, 3 local \$ match)	Goal 1: Maintain regional quality of life (1-3)	Goal 2: Develop, maintain and strengthen adequate hard and soft infrastructure (1-3)	Goal 3: Promote the region (1-3)	Goal 4: Identify support for implementing CEDS (1-3)	Goal 5: Streamline local permitting process & create a business friendly environment (1-3)	Goal 6: Business promotion and development (1-3)	Total Score
River Rd Reconstruction	Weare	3	3	3	3	1	3	1	2	19
Storrs St Expansion	Concord	3	2	2	3	1	3	1	3	18
Hopkinton Intersection Improvements Rt 202 & Maple St	Henniker, Hopkinton	3	1	3	3	1	3	1	3	18
New Airport Terminal Building	Concord	3	1	2	3	2	3	1	3	18
I-293 Exit 6 & 7 Improvements	Manchester	3	1	2	3	1	3	1	3	17
Upgrade Manchester St	Concord	3	2	1	3	1	3	1	2	16
King St & North Main St Upgrades	Boscawen	1	2	2	3	1	3	1	2	15
Hopkinton Village Intersection Improvements	Hopkinton	2	1	2	3	1	3	1	1	14

Table A.6: Sewer/Water Projects Ranking

Sewer/Water Projects	Geography	Reg. Sig. Key (1-3)	Timely Key (1-3; design 1, permitting 2, 3 local \$ match)	Goal 1: Maintain regional quality of life (1-3)	Goal 2: Develop, maintain and strengthen adequate hard and soft infrastructure (1-3)	Goal 3: Promote the region (1-3)	Goal 4: Identify support for implementing CEDS (1-3)	Goal 5: Streamline local permitting process & create a business friendly environment (1-3)	Goal 6: Business promotion and development (1-3)	Total Score
Water and Sewer Improvements Downtown *	Hillsborough Town	2	2	1	3	1	3	1	3	16
Extend Water along Rt. 3A (Bow Junction) *	Bow	1	3	1	3	1	3	1	3	16
Sewer Pump Station and Mains River Road/NH3A *	Bow	1	3	1	3	1	3	1	3	16
Upgrade Sewer/Water Rt. 103&I-89 Exit 9 *	Warner	1	2	2	3	1	3	1	3	16
Sewer/Water: water storage tank Goffstown/ West Side	Manchester	1	2	2	3	1	3	1	2	15
Sewer/Water: Water Treatment Plant West Side/Hooksett	Manchester	2	1	2	3	1	3	1	2	15
Create a New Water District *	Henniker	1	1	1	3	1	3	1	3	14
Exit 11/3A Public Sewer *	Hooksett	1	2	1	3	1	3	1	2	14
Cooperative Water Drive Extension	Goffstown	1	1	2	3	1	1	1	1	11
Extend Water & Sewer along Rt. 101 *	Bedford	3	2	2	3	1	3	1	3	18

Table A.7: Study Projects Ranking

Study Projects	Geography	Reg. Sig. Key (1-3)	Timely Key (1-3; design 1, permitting 2, 3 local \$ match)	Goal 1: Maintain regional quality of life (1-3)	Goal 2: Develop, maintain and strengthen adequate hard and soft infrastructure (1-3)	Goal 3: Promote the region (1-3)	Goal 4: Identify support for implementing CEDS (1-3)	Goal 5: Streamliner local permitting process & create a business friendly environment (1-3)	Goal 6: Business promotion and development (1-3)	Total Score
CEDS Region Website *	CNHRPC	3	3	2	3	3	3	2	3	22
Regional Broadband Internet Access *	CNHRPC	3	3	3	3	2	3	1	3	21
Broadband Planning *	Canterbury	3	3	3	3	2	3	1	3	21
Create a Town Business Incubator *	Bradford	2	3	2	3	2	3	2	3	20
Passenger Rail	Manchester	3	2	3	3	2	3	1	3	20
Downtown growth study	Manchester	3	2	2	1	2	3	1	3	17
Riverwalk feasibility study	Manchester	2	1	3	2	2	3	1	2	16
Feasibility Study for expansion of municipal sewer and water to Daniel Plummer/ RT 114	Goffstown	1	1	3	3	1	3	1	3	16
Study & Install New Water Lines in District *	Epsom	1	2	2	3	1	3	1	2	15
Update Town Development Strategy *	Bow	1	3	1	1	1	3	1	3	14
Exit 10 Gateway *	Sutton	1	2	2	1	1	3	1	2	13
Commercial Street upgrades (ped/safety)	Boscawen	1	2	1	2	1	3	1	2	13

Table A.8: Municipal Projects Ranking

Municipal Projects	Geography	Reg. Sig. Key (1-3)	Timely Key (1-3; design 1, permitting 2, 3 local \$ match)	Goal 1: Maintain regional quality of life (1-3)	Goal 2: Develop, maintain and strengthen adequate hard and soft infrastructure (1-3)	Goal 3: Promote the region (1-3)	Goal 4: Identify support for implementing CEDS (1-3)	Goal 5: Streamline local permitting process & create a business friendly environment (1-3)	Goal 6: Business promotion and development (1-3)	Total Score
Bradford Town Hall Renovations+	Bradford	3	3	2	2	1	3	1	2	17
Construct a Public Safety Substation *	Bedford	2	2	2	3	1	3	1	2	16
Hillsborough Downtown Revitalization *	Hillsborough Town	2	2	1	1	2	3	1	3	15
Bradford Fire Department Expansion	Bradford	2	1	2	3	1	3	1	2	15
Woods Woolen Mill Hazardous Waste Cleanup *	Hillsborough Town	2	2	2	1	1	3	1	2	14
Upgrade Downtown Sidewalk Network *	Henniker	1	2	1	3	1	3	1	2	14
Upgrade Downtown Sidewalks *	Hillsborough Town	1	2	1	3	1	3	1	2	14
1913 Library Renovations	Boscawen	2	2	2	1	2	3	1	1	14
Create a Community Center *	Hillsborough Town	2	1	2	1	2	3	1	1	13
Public Safety Communication Improvement Enhancement	Weare	2	1	2	3	1	1	1	2	13

Table A.9: Recreation Projects Ranking

Recreation Projects	Geography	Reg. Sig. Key (1-3)	Timely Key (1-3; design 1, permitting 2, 3 local \$ match)	Goal 1: Maintain regional quality of life (1-3)	Goal 2: Develop, maintain and strengthen adequate hard and soft infrastructure (1-3)	Goal 3: Promote the region (1-3)	Goal 4: Identify support for implementing CEDS (1-3)	Goal 5: Streamline local permitting process & create a business friendly environment (1-3)	Goal 6: Business promotion and development (1-3)	Total Score
15 Mile Paved Merrimack River Greenway Trail *	Concord	3	2	3	2	3	3	1	2	19
2.85 Mile Rail Trail Construction *	Goffstown	3	2	3	2	3	3	1	2	19
Manchester Merrimack River Riverwalk	Manchester Connects	2	2	2	3	2	3	1	3	18
Riverwalk project development	Manchester	2	2	2	3	2	3	1	3	18
Manchester Merrimack Riv. Ped foot bridge	Manchester Connects	1	1	1	2	1	3	1	3	13

Table A.10: Other Projects Ranking

Other Projects	Geography	Reg. Sig. Key (1-3)	Timely Key (1-3; design 1, permitting 2, 3 local \$ match)	Goal 1: Maintain regional quality of life (1-3)	Goal 2: Develop, maintain and strengthen adequate hard and soft infrastructure (1-3)	Goal 3: Promote the region (1-3)	Goal 4: Identify support for implementing CEDS (1-3)	Goal 5: Streamline local permitting process & create a business friendly environment (1-3)	Goal 6: Business promotion and development (1-3)	Total Score
Reclaim Lot for Business Use - along length of East Main (Naughton Property) *	Bradford	2	2	2	3	2	3	1	3	18
Reconstruct Fair Grandstand *	Hopkinton	3	2	3	1	3	3	1	2	18
Web tool to enhance collaboration amongst governments, nonprofits, foundations	Hope Wheel	2	3	2	2	2	3	1	1	16
Program expansion startup (adults with disabilities)	Dreamcatchers	2	3	2	1	1	3	1	1	14
Reclaim Lot for Business Use - Rt. 114/Jones Rd *	Bradford	1	1	1	2	1	3	1	2	12

CENTRAL/SOUTHERN NEW HAMPSHIRE COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY UPDATE - PROJECT NOMINATION FORM

Basic Details	Please Complete
Project Name	
Community	
Sponsor	
Sponsor Contact	
Project Description	
Estimated Project Cost	

Linkage to CEDS Goals	Please Check All That Apply
Goal 1: Maintain the Region's quality of life as an attractive place for living, working and recreating.	
Goal 2: Develop, maintain and strengthen adequate hard and soft infrastructure for business development.	
Goal 3: Promote the region.	
Goal 4: Identify support for implementing the CEDS.	
Goal 5: Streamline local governmental processes and create a business friendly environment.	
Goal 6: Business promotion and development.	

Readiness	Please Check One
Short-term: 12 to 18 Months to Complete	
Intermediate Term: 19 Months to 4 Years to Complete	
Long-Term: More Than 4 Years to Complete	



ADRESSEE
ADRESSEE
ADRESSE

October 19, 2017

Mr/Ms ADDRESSEE:

The Central New Hampshire (CNHRPC) and Southern New Hampshire (SNHPC) Planning Commissions are working together with seven municipalities in Hillsborough County (Bedford, Deering, Goffstown, Hillsborough, New Boston, Weare, and Manchester) and most of the municipalities within Merrimack County to develop and update a Comprehensive Economic Development Strategy (CEDS) for this region (see attached map). In 2014, CNHRPC and SNHPC developed a CEDS, and have been working with an Advisory Committee to update the CEDS to reflect recent changes in the economy and the region's demographics (see attached 2014 CEDS). Additionally, the City of Manchester has been included in this CEDS update which will help to create a regional strategy that reflects central and southern New Hampshire's economy.

A CEDS is an US Economic Development Administration (EDA) funded economic development planning process that develops a strategy to coordinate the economic development efforts of the individual communities comprising the region by identifying projects based on needs and priorities. A CEDS is required for municipalities to qualify for EDA funding assistance under its public works, economic adjustment, and planning programs, and is a prerequisite for potential designation by EDA as an Economic Development District.

At this time, our Advisory Committee (which is made up of representatives from many of the municipalities within this CEDS region) is developing the first CEDS for this area. **As part of this CEDS, the Advisory Committee will include a list of priority projects. Therefore, we are seeking your input and identification of regional projects that would impact your community.** These projects can range from traditional infrastructure water and sewer projects, streets and regional roadways to broadband internet connections. They can also include workforce training and internship opportunities. **Please feel free to contact planning commission staff with any questions related to project applicability.**

Your projects upon submittal may be included on a project list in the final CEDS based upon applicability and regional economic impact. Though the list itself will not constitute the submittal of a grant application or a specific guarantee of funding, projects included in a CEDS may seek EDA funding (if eligible). If an identified project is not eligible for EDA funding, its inclusion in the CEDS may strengthen the case for other future funding opportunities.

Enclosed, please find two attachments to assist you in working through the project identification process. First, you will find a map of the CEDS area. Next, you will see the actual project submittal form. Please fill this out and return it to either of the following by November 6, 2017:

Page 1 of 2



Michael Tardiff
CNHRPC
28 Commercial Street
Concord, NH 03301
mtardiff@cnhrpc.org

Sylvia von Aulock
SNHPC
438 Dubuque Street
Manchester, NH 30102
SvonAulock@snhpc.org

Please contact Matt Monahan (mmonahan@cnhrpc.org) or Cam Prolman (cprolman@snhpc.org) if you have any questions about these forms. We want to thank you again for your help with this CEDS as it will help to move our region forward in the global economy in the 21st Century. Please note that a similar letter will also be sent to non-profits and business entities in the region as well.

Sincerely,

Central/Southern CEDS Committee

APPENDIX D: Partners for Economic Development/Additional Funding Sources

Additional funding for the various projects can be broken into several categories: Federal Grants, State Grants and Incentives, Not-For-Profit Grants, and Local (i.e. Town of Loudon) Incentives. Potential funding sources for the various projects and recommendations include:

FEDERAL GRANTS:

- Economic Development Administration (EDA): EDA grant investments fall under the following categories: Public Works, Economic Adjustment, Partnership Planning, Trade Adjustment Assistance for Firms, University Centers, Research and National Technical Assistance, and Local Technical Assistance. An important component to consider with EDA funding is that many of the programs require that a particular project be part of a regional Comprehensive Economic Development Strategy (CEDS). EDA's full complement of programs can be found here: <http://www.eda.gov/>
- US Department of Agricultural Rural Development (USDA): USDA Rural Assistance provides many grants and the full list can be found on their website here: <https://www.rd.usda.gov/programs-services>. Grant categories include Business and Cooperative Assistance Grants, Housing and Community Facilities Grants, and Utilities Grants.
- US Federal Communications Commission (FCC): FCC Connect America Fund. Grant to provide funds to quickly expand broadband infrastructure in rural communities; must be completed in three years. Match is required. For more information: <http://www.fcc.gov/document/over-255-million-connect-america-funding-authorized-41-states>

STATE GRANTS AND INCENTIVES:

- Community Development Finance Authority (CDFA): The Community Development Finance Authority (CDFA) was established by legislation (RSA 162-L) in 1983 to address the issues of affordable housing and economic opportunity for low and moderate income New Hampshire residents. Today it administers several programs and manages several grant programs. CDFA administers nearly \$57 million in funding resources, which includes a combination of state tax credits and federal Community Development Block Grant, Neighborhood Stabilization, and Energy Reduction Funds. Their website illustrates their full complement of programs here: <http://www.nhcdfa.org/>.
- Community Development Block Grant Program: The primary purpose of the CDBG program is the development of viable communities by providing decent housing, suitable living environments, and expanding economic opportunities, principally for low and moderate income people. The program is sponsored by the US Department of Housing and Urban Development (HUD). CDFA distributes CDBG grants to New Hampshire's cities, towns, and counties. A nonprofit agency may also apply through its municipality or county as a sub-recipient of CDBG money. All eligible municipalities and counties can apply for up to \$500,000 in CDBG funds per year.
- Tax Credit Program, also known as the Community Development Investment Program (CDIP), CDFA gives a 75% state tax credit against a donation made to any approved project. The tax credit may be applied against the New Hampshire business profits tax, business enterprise tax, and/or the insurance premium tax. The donation also may be eligible for treatment as a state and federal charitable contribution. In most cases, businesses only pay about 11 cents on the dollar for their

contribution. It lets businesses vote with their dollars about which programs mean the most to them and their communities.

- **Neighborhood Stabilization Program:** The Neighborhood Stabilization Program (NSP) is designed to address the effects of abandoned and foreclosed properties in certain communities and neighborhoods in order to put them back into service for the benefit of rehabilitation and extended affordability. NSP communities work with the private sector to obtain abandoned properties and, in many cases, rehabilitate the homes and make them available to low-to-moderate income residents.
- **Housing Futures Fund:** The Housing Futures Fund (HFF) awards grants, through the Tax Credit Program, to assist community-based nonprofit housing organizations. HFF grants are intended to build the capacity of participating nonprofits to investigate opportunities, secure financing, and test innovative new solutions for area residents. The HFF provides operational grants and technical assistance to its grantees (nonprofit housing organizations). The operational grant program enables grantees to focus on housing development and educational outreach to individuals and families in need of quality affordable housing. The technical assistance aspect of the HFF program is implemented by the New Hampshire Community Loan Fund. It provides grantees with several areas of assistance including: supplying needed capital and related technical assistance for projects undertaken for which financing from other sources is unavailable, enhancing the grantees technical capacity, and affordable housing advocacy efforts to create a political climate that is user-friendly for nonprofit affordable housing developers.
- **Job Retention Fund:** The CDFA Job Retention Fund helps New Hampshire businesses without access to existing credit or equity resources. Loans are made to qualified economic development entities (EDEs), such as the ten Regional Development Corporations, to meet the immediate needs of area businesses. These EDEs then make loans or offer lines of credit to be used solely to assist businesses in keeping open and operating.

Money from the CDFA Job Retention Fund has been used to retain employment in a variety of sectors across the state. Financing made to Country Hearth & Home in Conway saved five full-time positions and created three new ones. A loan to Rescue Welding in Somersworth preserved five jobs. A line of credit to the Pease International Tradeport helped capitalize on money-saving rebates which retained 40 jobs and created eight new ones.

- **NH Department of Resources and Development (NHDRED):** DRED is the primary state government economic development agency: <http://www.nheconomy.com/>.
- **Economic Revitalization Zone Tax Credits (ERZ Tax Credits; RSA 162N).** The local community, working with NHDRED, can apply to have a portion of the community designated as an Economic Revitalization Zone. RSA 162N governs the requirements - some of which are economic distress. Once the zone is set up (via application from the Town to NHDRED), an employer looking to move into the zone can then apply to NHDRED for up to \$40,000 off of their state business taxes.
- **Grants. Community Development Block Grant:** This assistance can be in the form of a grant to the municipality for public infrastructure improvements on behalf of an expanding business or a loan to the business itself. The maximum amount of funding available for any given project is \$500,000, regardless of size of the community applying for the grant. All grants are one-year duration, and one job must be created for each \$20,000 in CDBG funds granted. The key to this federal program is

that a minimum of 60 percent of the jobs created must be filled by low and moderate-income persons. For more information, visit the NH Community Development Finance Authority website.

- **Job Training Fund:** Talent development is a major component of New Hampshire's economic vitality and businesses large and small realize the importance of a skilled and educated workforce. That's why the New Hampshire Job Training Fund was created, designed to enhance worker skills and help companies stay competitive in the global marketplace.
- **Loans. Industrial Revenue Bonds:** This program is only for companies that manufacture or produce tangible personal property in New Hampshire. At least 75 percent of bond proceeds must be spent on core manufacturing space and equipment. Storage, office and R&D space must be excluded from this calculation. To be cost effective, loans must be between \$1.5 and \$10 million. The interest rate is about 70 percent of prime and can be used for the purchase of land, buildings and capital equipment.
- **Other Programs. Loan Guarantees:** For companies that need credit enhancement, the state offers the Capital Access Program, Working Capital Line of Credit Guarantee and Guarantee Asset Program.
- **Import/Export Loans:** The state also offers Foreign Buyer Credit, Export-Import Bank of the United States and other sources.
- **SBA 504 Program:** This loan program is designed to work in conjunction with commercial banks to provide 90 percent long-term, fixed-rate financing for small to medium-sized businesses in owner-occupied buildings that provide employment opportunities.

NOT-FOR-PROFIT GRANTS:

- **Capital Region Development Council (CRDC):** CRDC is a local not-for-profit economic development organization. Their primary purpose is to assist business with funding, but they also provide cleanup funds for brownfields. A brownfield is a site that, through actual or perceived contamination is difficult to develop (they are present in nearly every NH community). With regard to small business loans, a role for the Town of Loudon could be to make companies aware of the opportunity. CRDC's programs can be found here: <http://www.crdc-nh.com/> and include Small Business Loans and Brownfields cleanup grants and loans.

LOCAL INCENTIVES:

- **NH RSA 79E:** If the provisions of RSA 79E are adopted by Town Meeting, the Board of Selectmen have the authority to delay any increase in taxes for property owners in the Downtown if they replace or substantially rehabilitate their property. Its goal is to encourage the rehabilitation and active reuse of under-utilized buildings.

How it works: In a municipality that has adopted this enabling legislation, a property owner who wants to substantially rehabilitate a building located in a designated district may apply to the local governing body for a period of temporary tax relief. The temporary tax relief, if granted, would consist of a finite period of time during which the property tax on the structure would not increase as a result of its substantial rehabilitation. In exchange for the relief, the property owner grants a covenant ensuring there is a public benefit to the rehabilitation. Following expiration of the finite tax relief period, the structure would be taxed at its full market value taking into account the rehabilitation.

APPENDIX E: Other Development Considerations

The purpose of this section is to identify other important improvements and initiatives within the region both existing and future which will have a significant impact on the region's economic growth and development. These include both infrastructure (water/sewer, transportation and broadband, etc.) and other key development initiatives which are not currently included in the Project List.

INFRASTRUCTURE

Some of the key infrastructure projects and initiatives currently under construction or planned to be constructed within the region are summarized below.

- The Town of Hooksett and Walmart have joined together in a unique public/private infrastructure partnership to extend sewer lines and improve sewer service at Exit 10 and surrounding areas adjacent to I-93. Walmart has agreed to upfront the capital costs for making these improvements with the costs to be reimbursed through customer connection fees paid through the town. The State Department of Revenue Administration is of the opinion that this arrangement is incurring long-term debt requiring town-meeting approval. However, the town does not agree with that opinion and is seeking legislation that explicitly allows it.
- The extension of the Epsom Village Water District to the west (under the Suncook River) to service parcels impacted by MtBE in and immediately adjacent to the Epsom traffic circle is currently in the engineering stage. The project is expected to be completed in 2019.

TRANSPORTATION

- **I-93 Transit Investment Study:** The I-93 Corridor in Southern and Central New Hampshire has developed rapidly during the past several decades, emerging from a rural setting to becoming an area of bedroom communities for the metropolitan Concord, Manchester, Nashua and Boston. In fact, several communities in the corridor have developed economic bases of their own, further increasing pressure on the transportation infrastructure. This growth has led to increased concerns for safety and efficacy of the overall transportation system, and plans to expand capacity.



I-93

The I-93 Transit Investment Study is intended to evaluate various transit alternatives in the travel corridor between Manchester and Boston. The study considered a range of bus and rail alternatives to help accommodate future travel demand on the corridor.

- **I-93 Bow-Concord Improvement Project (from I-89 including Exit 1 to between Exits 15 and 16):** The Bow-Concord section of Interstate 93 (from the I-89/I-93 interchange to the I-93/I-393 interchange) serves as a critical link for statewide travel north to the White Mountains and the Lakes Region, as well as an important local route within the Concord area. The continued pressures of high traffic volumes, coupled with geometric and operational problems suggest the need for improvements to the I-93 Corridor through Bow and Concord.



Aerial Exit 15

The 2019-2028 NH Ten Year Transportation Improvement Plan (Ten Year Plan) includes funding for preliminary engineering, right-of-way acquisition, and construction. Construction is scheduled in the Ten Year Plan to begin in 2024 and finish in 2028.

- **Town of Bedford, US 3 Widening from Hawthorne Drive North to Manchester Airport Access Road:** In the State’s Ten Year Plan, funding is programmed to widen US 3 in Bedford from Hawthorne Drive, north to the Manchester Airport Access Road. This project will have an immediate impact in relieving congestion in the southern portion of the Town’s Performance Zone.



Rendering of 101 Widening

- **Town of Bedford, Corridor Study of NH114 from the NH114/NH101 Intersection in Bedford to NH114/NH114A in Goffstown:** The NH DOT included in the FY 2019-2028 Ten Year Plan a project to study New Boston Road to Chestnut Hill Road in New Boston and the NH Route 114 Corridor from the Route 101 intersection to the Route 114/Mast Road in Goffstown. The Route 114 corridor north of Route 101 and New Boston Road create vital connections to the northwest area of Bedford and also serve as commuting routes for towns to the north and west.

- **Bedford, Market and Main:** Market and Main Mixed-Use Retail Development is a 16+ acre high-density mixed use development on South River Road, which will provide the region with additional



Photo: Prellwitz Chilinski Associates



Market on Main Construction, 2017. Photo: Derek Shooster

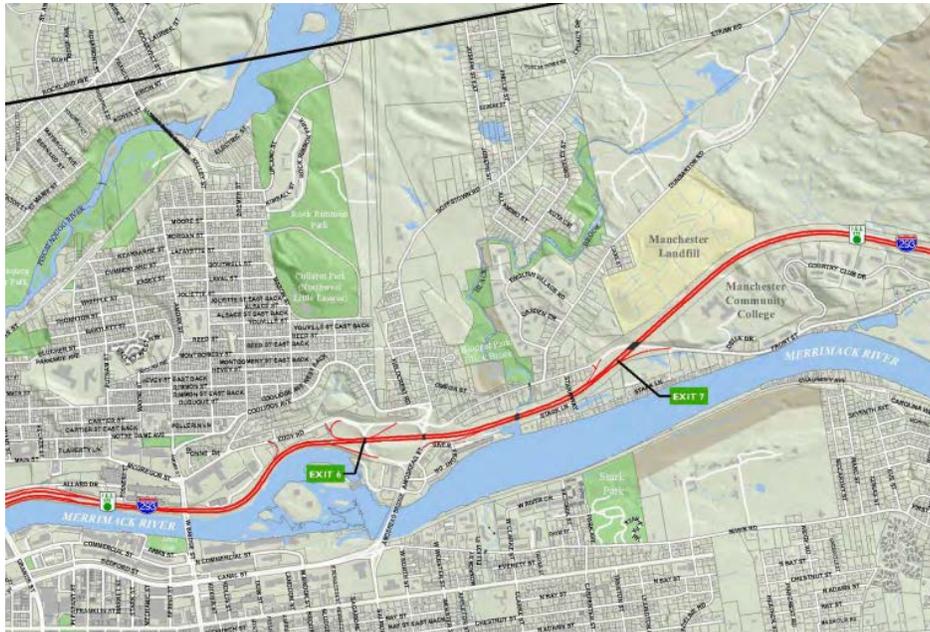
recreation, fitness, dining, and office space.

- **Town of Boscawen, US3/US4 (King Street) Multimodal and Safety Improvements:** A complete streets approach to improvements along King Street in Boscawen was included in the 2019-2028 NH Ten Year Plan. The project is an outgrowth of issues identified during the North Main Street/King Street Multi-Use Zoning Study.

The project seeks to address safety concerns related to opposing left turns and speeds at the northern US3/4 split. At the same time, the Town is interested in improving bike/pedestrian facilities and the overall aesthetics of the corridor. Preliminary engineering, right-of-way acquisition and construction are all currently scheduled for 2027 in the Ten Year Plan.

- **NH Capital Corridor Passenger Rail:** Increasing accessibility and mobility of people and freight is essential to sustain the economy of the region. This project involves developing plans to expand rail service from Massachusetts to Nashua, Manchester and Concord in the future. Funding was proposed in the NH DOT FY 2019-2028 Ten Year Plan for design and financial planning for rail expansion from Nashua to Concord; however the funding was not approved for the final Plan. There remains a need to connect the state's largest economic drivers with alternative modes of transportation.
- **I-93 Exits 5, 6 and 7 Improvements:** I-93 is a major, north-south, arterial circumferential highway extending through and around the City of Manchester. It also functions as a local connection to I-93 north and south, NH Rt. 101 (east and west) and US Route 3 (F.E. Everett Turnpike south to Nashua and into Massachusetts) and thus providing critical accessibility and mobility within the greater Manchester area as well as throughout southern-central New Hampshire. The NH DOT has initiated a project to address the transportation needs of a 3-mile segment of I-93 extending north from Granite Street interchange (Exit 5) to approximately one mile north of the NH Route 3A interchange (Exit 7) in Manchester. Phase A consisted of a planning-level study. Phase B consisted of preparing preliminary engineering plans and environmental documentation suitable for public hearing and Phase C consists of final design plans.

The planning level study has evaluated interchange configurations and system connectivity at Exit 6 and evaluated the potential for a new full-access interchange for Exit 7 north of the existing interchange providing access to NH Route 3A and Dunbarton Road. The next phase of the project will require environmental documentation, which will begin in the fall of 2018.



I-93 Exit 6 & 7 Corridor, Photo: NHDOT

- ZipLine Concord – MTA service:** The Manchester Transit Authority has a newly branded bus route – providing a key transit service between Manchester and Concord. This route will relieve vehicle miles traveled as well as provide an alternative mode of transportation for the region’s workforce.

