Part III – Development Strategies and Activities

A. Past Year's Activities

Rockingham Economic Development Corporation (REDC) continued to build upon its partnership with the Economic Development Administration (EDA) of the U.S. Department of Commerce. Working in collaboration with the Rockingham Planning Commission (RPC) and the Nashua Regional Planning Commission (NRPC), REDC has fulfilled its responsibilities as the designated administrator for the Rockingham Economic Development District (EDD). Not only has REDC maintained its annual "grass-roots" CEDS planning process, supported regional economic development projects and provided technical assistance to economic development stakeholders at the local level, the agency has also increased funding opportunities for its communities and embraced the expansion of the EDD to include additional communities.

1. Program and Project Highlights

REDC continued its partnership with EDA through the maintenance of the "comprehensive, continuous grass-roots" CEDS planning process that has resulted in the Annual CEDS Update for 2011. Through the use of the EDA Planning Investment Grant, REDC has brought together economic development stakeholders in the region through four (4) CEDS Steering Committee meetings, outreach to the municipalities, non-profits and the business community and sponsorship of forums..

Below is a summary of the program and projects REDC participated in or helped facilitate during the 2010-2011 CEDS planning cycle.

1. **Brownfield's EPA grant award:** REDC received a $1 million dollar Brownfields' grant, which took effect October 1, 2010. This fund will be used to make loans and grants to clean up Brownfields' sites throughout the Region. This will support the CEDS goal of redeveloping Brownfields. REDC received one application for Brownfields' clean-up funding during the first application period. The Town of Hudson's application for a recreation field is currently in process, and is discussed in greater detail in the Brownfields' section of this update. REDC is working with our local planning commissions, who handle assessment funds, to market the Brownfields' remediation fund. We have contacted all 42 communities in our region regarding the availability of funds.

2. **Smuttynose Brewery Expansion:** This is one of the CEDS top priority projects. On behalf of the Town of Hampton and Smuttynose Brewery, REDC completed an EDA Public Works grant application. We are happy to report that this project was successful in securing a $250,975 grant award from EDA. We are currently working with the Town and a private developer to complete all of the required post-award special conditions. Construction is scheduled to begin in the fall of 2011.

3. **Pettengill Access Road:** This is another one of the CEDS top priority projects. The project involves the development of a boulevard-type roadway with the necessary utility work which when completed, will provide access to approximately 1,000 acres of undeveloped commercial/industrial land. This will allow for the eventual creation of 4,000-6,000 new jobs within 15-27 years after completion. REDC, on behalf of the Town of Londonderry, has submitted an EDA Public Works grant application requesting $1,895,000 to complete the sanitary sewer line upgrades necessary for

this project. An application was submitted at the end of September, but was returned to REDC to be filed under the new Federal Funding Opportunity (FFO). REDC filed a second application, under the new FFO for the December 2010 deadline. This application was deemed competitive, but incomplete. REDC quickly addressed the outstanding items and submitted a third application for the March 2011 deadline. Unfortunately, although the application was considered competitive, we learned in late April, 2011, that it would not be considered for funding. We will continue to work with the town and EDA to find funding for this critical public works project.

4. **REDC Regional Business Development & Training Center:** REDC plans to relocate our offices to Raymond, NH, thereby centrally locating our facility within our large region. In addition, we will be including a much needed regional business development and training center to provide local entrepreneurs with access to instruction, computers, and reference materials to facilitate the creation of new rural businesses and the expansion of existing businesses. The Center will house a reference library, computer center with high-speed internet service, classrooms, a conference room and short-term office space. REDC submitted an application to the EDA for assistance in funding this Priority Project in September 2010, but was returned to REDC to be filed under the new EDA FFO (October 2010). REDC completed a preliminary review for the project and expects to submit a full application in September 2011.

5. **2011 CEDS update**: The Steering Committee held 4 meetings throughout our region during the CEDS update cycle. In addition, we have scheduled a public REDC Board Meeting for June 23rd 2011 to present the 2011 CEDS and findings. We reached out to several of our 2010 CEDS Steering Committee members, who returned for the 2011 cycle. In addition, we reached out to private business sectors in an attempt to expand that component of our committee. We were successful in adding two new private-sector members to our committee.

6. **Events and Outreach:** REDC continues to present at business expos, chamber of commerce events, economic development committee meetings as well as working with congressional representatives to further economic development in the region. Some highlights include;

    - Hosting of the State of Alternative Financing in NH in Concord NH which brought together alternative lenders from across the State.

    - Participation in Governor John Lynch's Jobs Cabinet meetings throughout the Region.

    - Visitation to members of the Commercial Fishing Industry with Senator Shaheen and with Congressman Frank Guinta.

    - On April 27th, REDC was pleased to welcome Willie Taylor, Congressman Guinta and Alan Brigham to tour the region and to visit the sites of several pending and approved EDA grant applications. The tour included the Pettengill Access Road project in the Town of Londonderry, the planned site for New Hampshire's first fish processing facility at the Yankee Fisherman's Cooperative in Seabrook, a visit to Hampton to view the future site of the Smuttynose Brewing Company, and

finally a visit to the New Hampshire Innovation Commercialization Center (NH-ICC) in Portsmouth.

- On May 9 to May 11, 2011, REDC hosted the EDA Assessment Team Visit as part of the Department of Commerce's mission to learn about the region, our economy and the current state of the New Hampshire commercial fishing industry in light of the recent NOAA regulation changes. All interested stake holders were invited to share the input concerning strategies for the commercial fishing industry and economic development for the entire Seacoast area. A comprehensive report is expected to be available to all the participants mid-summer.

7. **NH Housing Authority:** Executive Director, Laurel Bistany has recently joined the Housing and Community Development Planning Council whose directive, via Executive Order, is to develop New Hampshire's Consolidated Plan.

8. **Lending:** Besides serving as the administrative entity for the Rockingham County EDD, REDC manages the Regional Revolving Loan Fund for the thirty-one communities in Rockingham County NH and five communities in Hillsborough County as well as manages Community Development Block Grant (CDBG) funds to non-entitlement communities in the Counties. Additionally, REDC manages a revolving loan fund of $ 1,000,000 under the Intermediary Relending Program (IRP) for the United States Department of Agriculture (USDA) Rural Development.

   In the past year, REDC has made 12 loans totaling $1.7 million dollars which have created or retained 192 new jobs and leveraged millions more in private funding. Some new clients include Resonetics, a micro-machine manufacturer for the healthcare industry, Integron, an engineering firm working for the defense industry and the Compounding Pharmacy of Londonderry.

2. EDA Assessment Team Visit

U.S. Commerce Department – Economic Assistance Outreach Program for New England Fishing Communities

The Commerce Department visited the REDC region in May 2011 as part of an Economic Assistance Outreach Program created to meet with New England Fishing communities to, "develop solutions for economic development." The Outreach Program team included representatives from the Department of Commerce, Department of Agriculture, Environmental Protection Agency, Economic Development Agency, and private citizens with knowledge of economic development need in fishing communities.

EDA staff reviewed expectations for their site visit, which included listening to local officials, residents, business owners and others about economic development needs, ideas, and strategies for the region, with an emphasis on challenges facing the local fishing industry. EDA will have a response and report from this meeting within 60 days.

Meeting participants included fishermen, state agency officials involved with fisheries management and economic development, representatives from economic development organizations, chambers of commerce, local decision makers, local business owners, university researchers, and banking industry representatives.

EDA staff explained that Economic Development Teams have been meeting with fishing communities in the region to discuss economic development challenges and opportunities and to identify local and regional strengths and assets. EDA wants to make sure local fishermen and officials are aware of existing federal support and of opportunities to share best practices learned from other communities.

The meeting began with an opportunity for participants to highlight their concerns regarding the future of the local fishing industry in NH. Concerns expressed included:

- Lack of access to micro-credit and small business loans to support local fishermen;
- Fishing is important to Seabrook and the region and is an important part of the community's heritage;
- Visitors and residents expect to buy and eat local fish; local fish is branded as "NH Fresh and Local" but more work is needed to expand this effort;
- Investment is needed in critical shorefront infrastructure to serve fishermen;
- Fishing, fishermen, and NH's working waterfront are very important to NH tourism and jobs.

There was a great deal of discussion on the impacts of Amendment 16 on NH's fishermen. Participants described these impacts, which include the lack of quotas available to NH fishermen, resulting in a sharp decrease in the number of active fishing boats in NH's fleet.

Amendment 16 resulted in a 47 percent decrease in the amount of groundfish landed by NH fishermen in 2010. Simply put, the new permit system has not served NH well because it is a small boat fishery with little access to funds to purchase permits in the way other states and fishing communities have been able to do. NH fishermen need an equitable allocation of fish to survive. It was estimated by one participant that NH needs $20M to invest in purchasing quotas for fishermen in order to sustain the industry.

Fisheries in MA, ME, and RI have access to capital that has enabled them to bank permits and expand operations. In addition to a lack of quotas or permits (which translates into a lack of fish), NH's fishermen are also faced with the rising cost of fuel, health insurance, and mandatory fees associated with monitoring and enforcement. Fishing infrastructure in NH is used by fishermen from MA and ME. Fishing industry representatives estimate 50 percent of the fishing boats working in 2008 have left the industry permanently. They cautioned against accepting the reports from NOAA indicating fishermen are making more money now than in the past. That is not the case with a small boat fishery such as New Hampshire's. Lobster is the largest income fishery for NH and groundfish is second. Local fishermen supplement these two species with monkfish, tuna, whiting, herring, dogfish and scallops.

It was stated by several participants that the region's economy, indeed the state's economy, is very dependent on tourism and that people visit the region to eat local seafood and spend time on a working waterfront. Thirty percent of all the rooms and meals tax collected in NH comes from Rockingham County. An economic analysis of the impacts of NH fishery has not been completed and is needed. UNH is working on producing a study on the broader social impacts of the changes in regulations on the fishing community.

EDA asked participants to identify the economic engines of Seabrook and the region. Participants identified alternative energy, high-tech manufacturing, medical devices, tourism, and the Portsmouth Naval Shipyard.

Participants discussed diversifying NH's fishing industry to enable the direct marketing and processing of fish, to add value and branding to the product and increase the return to local fishermen. Less than 7 percent of the fish harvested in NH stays in the state. There is reluctance on the part of the fishing community to invest in value-added due to uncertainty with regulations and the current lack of fishing quotas. There is a need for a discussion at the state and regional level on what kind of fishery NH wants to have in the future.

Access to funding was discussed. Unlike other New England states, NH did not receive Federal funds to support the industry through earmarks. There is an identified need for micro-lending but several participants stated that microloans are too expensive to manage because not enough interest or fees are collected to cover lender costs. Community banks are important partners in the region, partnering on revolving loan funds and small business loans.

Participants identified the following needs for the fishing industry in the region:

- Outright grants or low interest loans for fishermen to buy permits;
- Decrease costs associated with operating and regulating small boat fishery;
- Increase value of what fishermen are paid per pound;
- Marketing assistance to add value to catch;
- Value added processing ability so fishermen can sell direct to grocery stores, etc.;
- Investment in existing fishing infrastructure;
- Microloans

B. EDA Funding Core Evaluation Criteria

On October 14, 2010, The Department of Commerce, Economic Development Administration (EDA) released an updated Federal Funding Opportunity (FFO) for specific grant programs such as Public Works, Economic Adjustment, Design and Engineering Assistance under the Public Works or Economic Adjustment Programs, and Revolving Loan Fund Assistance under the Economic Adjustment Program. The changes impact both the actual application and submittal requirements and the EDA review process. A summary of the new process and requirements is following. For addition information, please visit the EDA website (www.eda.gov). The new FFO number is EDA10142010EDAP.

The EDA changed the submittal process in two fundamental ways. First, it no longer accepts grant applications on a continual basis. Applications must be submitted by or on quarterly deadlines. The deadlines generally run about the 10th of each month preceding the beginning of a new quarter in the US fiscal calendar. Applications may be submitted electronically or hard copy via mail, but must be in to the regional office no later than 5:00 pm on the deadline date. The EDA will review the application to determine if the application is technically complete and its merit worth: not competitive, competitive, or highly competitive. This process is supposed to take no more than 20 business days.

Second, the EDA now requires all submittal information as part of a complete application package. In the past, many of the more detailed and costly parts of the grant application

such as the detailed engineering report, environmental narrative and legal opinions, were only required if an application was deemed competitive and was selected to move forward to a second round of reviews. With the new review process, the EDA does not have a "second round," therefore all material is required up front. This can be an expensive burden for applicants that may not have the funding to move forward with a project unless EDA funding is secured. Estimates show that the increased cost for an EDA grant application on a construction project may run $10,000 - $20,000 more at the initial application.

EDA has also established a new optional preliminary review process for eligible applicants. EDA will conduct a preliminary technical and merit review within 15 business days of receipt. The applicant may submit a request for preliminary review at any time during the calendar year. The applicant will receive notification detailing any technical deficiencies as well as an initial assessment of the application's competitiveness based on the new core criteria. This process is a one-time shot and must be completed prior to the cycle deadline if the applicant wishes to utilize the feedback to improve the application prior to final submittal.

Finally, the EDA has updated its core evaluation criteria for funding applications. All applicants are expected to provide a clear and detailed explanation as to how a proposed project will meet one or more of the criteria. EDA will evaluate applications based on their ability to satisfy the following core evaluation criteria, with each criterion assigned the weight indicated:

1. ***National Strategic Priorities. (30 percent)***
   EDA seeks to fund applications that encourage job growth and business expansion, as well as promoting one or more of the following initiatives:
   - Technology-led economic development,
   - Support to small- and medium-sized businesses,
   - Global competitiveness and innovation,
   - Responses to economic dislocation because of auto industry restructuring or natural disasters,
   - Commercialization of research, and/or
   - Environmentally sustainable development.

2. ***Economically Distressed and Underserved Communities. (25 percent)***
   EDA seeks to fund applications that strengthen diverse communities that have suffered disproportionate economic and job losses or long-term severe economic distress, and/or are rebuilding to become more competitive in the global economy.

3. ***Return on Investment. (25 percent)***
   EDA seeks to fund applications that demonstrate a high return on EDA's investment by demonstrating that the project will:
   - Lead to the creation and/or retention of jobs, particularly high wage jobs for a particular community,
   - Serve as a catalyst for private sector investment, and/or
   - Are likely to stimulate economic development by demonstrating a high probability of leading to actionable projects or identifying specific benchmarks that will measure progress towards outputs.

   Please note that the first two criteria above will be applied to applications for Construction Assistance, and the third to applications for Non-Construction Assistance.

4. ***Collaborative regional innovation. (10 percent)***
   EDA seeks to fund applications that support the development and growth of innovation clusters based on existing regional competitive strengths, which may be demonstrated by the extent to which an investment will:
   - Promote collaboration among multi-jurisdictional leadership,
   - Link and leverage regional assets,
   - Implement or build upon effective planning efforts.

5. ***Public / Private Partnerships. (10 percent)***
   EDA seeks to fund applications that use both public and private sector resources, and/or leverage complementary investments by other government/public entities and/or non-profits.

C. REDC CEDS Priority Projects

1. Project Selection Criteria

Using the 2010 CEDS Priority Project List, REDC utilized its "RFP" (Request for Projects) process to update and create the 2011 Priority Project list. The CEDS RFP process was updated in 2009. The RFP solicitation was expanded to include all communities within the CEDS Region REDC put together a package consisting of the 2010 Priority Project list, the 2010-2014 CEDS Goals and Objectives, the CEDS Project Criteria, an explanation of the CEDS process and projects, and a new Project Submission form. In addition, a form for "updates" to existing priority projects was included for those communities with projects already on the list. The request for new projects was also sent via email to all towns and followed by a telephone call. Forms were also available on the REDC website. Current project proponents received the CEDS Project Update form via email, postal service mail and a follow-up telephone call. Once again, REDC received many new project submissions.

After collecting the new and updated project proposals, REDC staff reviewed each to ensure compliance with at least one of the six CEDS goals and objectives. Projects were presented to the CEDS Steering Committee throughout the year, and each project was discussed in detail with the project proponents. REDC Staff made recommendations for additions and changes to the CEDS Priority Project List based on its review of the materials submitted by the municipalities and organizations. The finalized list with recommendations was presented to the CEDS Steering Committee, which ratified the list at its April 2011 meeting.

A summary of the six CEDS Goals and Objectives is listed below:

1) Economic Development
To create high-skill, higher-wage jobs within innovative clusters as a means to diversify the regional economy and improve the economic conditions in the area.

- Develop a diversified industrial and commercial base that is competitive in the global economy;
- Target innovation clusters, such as "green" technology, high tech industries and biomedical firms;
- Foster growth of the job support network necessary to maintain the high-skill positions and cluster developments;

- Redevelop properties for industrial and commercial uses in “pockets of distress” areas, downtowns and village centers through the use of targeted financial resources; and
- Encourage the development of an economic development strategy and financial incentives at the state level that complements the business needs in southern New Hampshire.

2) Infrastructure Development

To invest in infrastructure improvements, such as roads, bridges, sewers, water facilities and broadband, and multi-modal transportation systems that will strengthen and diversify the regional economy.

- Maintain and expand the Region’s infrastructure to address the needs of existing businesses and residences, as well as to accommodate the needs of new and expanding businesses;
- Target infrastructure improvements to “pockets of distress” in accordance with sustainable development principles;
- Expand public transit systems through investments in bus and rail service as a means to maximize the mobility of the workforce; and
- Identify and redevelop “brownfields” sites to return them to productive economic use.

3) Regional Cooperation

To develop cost-effective regional solutions to local problems as a means to improve municipal budgets and maintain the quality of life in the Region.

- Consolidate local services to create economic efficiencies and improve the effectiveness of service delivery;
- Develop regional partnerships through the regional planning commissions that encourage collaboration;
- Develop TIF-Districts and other economic development partnerships in order to create jobs; and
- Work collaboratively on the development and implementation of infrastructure projects that will lead to high-skill and higher-wage jobs.

4) Workforce Development

To leverage the resources available through the workforce development and university/community college systems to address the growing skill needs of the business community and regional workforce.

- Facilitate collaboration among the economic development stakeholders in the economic development, workforce development and education sectors to address the current and future skill needs of the business community and regional workforce;
- Identify and address the employment and skill needs of firms within the specific innovative clusters in the Region;
- Support Green Launch Pad as a collaborative approach to university – private business partnerships;
- Foster workforce development at the high school and vocational, trade and technical school levels; and

- Collaborate with REDC on joint funding opportunities under the US. Department of Labor to address layoffs in the Region.

5) Workforce Housing

To develop diversified workforce housing options for all income levels to ensure the availability of workers for expanding businesses and new firms in the Region.

- Work with employers, state and local housing and development entities, banks and private developers to encourage the development of workforce housing on a regional basis;
- Address the foreclosure issue as it has impacted the region and create new housing opportunities through the resolution of this issue;
- Promote pedestrian-friendly mixed-use (residential and commercial) developments in the downtowns and village centers of the region;
- Balance workforce needs with housing needs as a means to identify the extent of need for workforce housing in the Region; and
- Develop financial incentives for communities to work together on a regional basis to address the Region's workforce housing needs.

6) Environmental Preservation

To maintain the unique qualities of life in southern New Hampshire through the preservation of natural and historic resources and a balanced approach to economic development.

- Preserve and protect the region's natural and historic resources and open space through active maintenance efforts and purchases of additional vacant land;
- Encourage investment in environmentally sustainable development related to "green" products, processes and buildings as part of the "green" economy;
- Support the agricultural and fishing industries serving the region;
- Preserve and enhance the unique environmental and historic characteristics of the region;
- Address the high energy costs of the region through conservation initiatives and working with the public utility companies; and
- Promote tourism and recreational activities that reflect the historic, cultural and natural resources of the Region.

2. 2011 Priority Project List

The RPF process brought in 12 new priority projects for the 2011 CEDS. In addition, the Windham Sewer Extension project was removed at the request of the community after failed passage at Town Meeting, the Capitalization of Regional Loan Fund project was temporarily removed while new funding sources are identified, and the Hampstead Town Beach Drainage project was removed after numerous attempts to receive an update on the project. One project, The Infrastructure Improvements for Smuttynose Brewery Expansion was awarded a $250,975 EDA Public Works grant in May 2010. In addition two other projects have EDA applications in process, with several more projects have identified some or all of the funding necessary to complete the work. The following is the Priority Project List for 2011. For more detailed updates regarding each project, please refer to the Project Matrix and Project Details sections.

Short Term Priority Projects (0 – 24 months)

Project Name	Sponsor/ Location
Derry Rail Trail	Derry
Route 28 / Manchester Road Widening Project	Derry
Squamscott Community Commons – LEED Certified	SCC sponsored, Located in Exeter
Exeter Train Station: Parking Area Expansion	Exeter
Infrastructure Improvements for Smuttynose Expansion	Hampton
Pettengill Road Commerce Park	Londonderry
Lamprey River Mill Re-Development	Newmarket
Development of Railroad Station	Plaistow
Greenland Well Upgrade	Portsmouth
Route 1A / Sagamore Bridge Replacement	Portsmouth
Flint Hill Eco-Sensitive Low Impact Design Business Park	Raymond
Exit 5 Economic Development Master Plan	Raymond
Raymond Route 102 Water Line Extension	Raymond
REDC Regional Business Development & Training Center	REDC sponsored Located in Raymond
West End Exit Two Subarea Construction Project	Salem
NH Route 107 / I-95 Bridge Expansion	Seabrook
Route 1 Expansion South of Route 107	Seabrook
NH Community Fish Processing Facility By Yankee Fisherman's Cooperative (YFC)	YFC sponsored Located in Seabrook
Stratham Gateway Project	Stratham
Well Development/Testing/Permitting (Water System Phase I)	Stratham
Water System Treatment/Storage/Distribution Design (Water System Phase II)	Stratham
Waste Water Disposal/Testing/Permitting (Waste Water System Phase I)	Stratham

Intermediate Priority Projects (2-4 years to completion)

Project Name	Sponsor/ Location
Route 28 Water & Sewer Extension	Derry
Alrose Multi-Family Workforce Housing Project	Exeter
Front & Franklin Street Mill District	Nashua
Black Bear Business & Industrial Park	Newmarket
Water/Waste Water Engineering & Needs Assessment	Plaistow
Water Supply System Construction *(Water System Phase III)*	Stratham
Sewer Collection/Treatment/Disposal Design (Waste Water System Phase II)	Stratham
Waste Water System Construction (Waste Water System Phase III)	Stratham

Long Term Priority Projects (5+ years to completion)

Project Name	Sponsor/ Location
Hampton Intermodal Transportation Center	RPC/Hampton sponsored Located in Hampton
Bridge Street Waterfront Development Site	Nashua
Mohawk Tannery Cleanup & Redevelopment	Nashua
Pelham/Route 38 Water/Sewer Study	Pelham
Regional Biosolids/Septage Treatment Facility	Portsmouth
Town of Raymond Route 101 Exit 4 Development	Raymond
Stratham Town Center Project	Stratham

3. Project Matrix

2011 REDC / CEDS PRIORITY PROJECT MATRIX

SHORT TERM PRIORITY PROJECTS (0 – 24 MONTHS TO COMPLETION)							
Project Name	***Project Description***	***Project Proponent***	***Estimated Cost***	***Possible Funding Source***	***Start Date***	***Goals Targeted***	***Update from 2010***
Capitalization of Regional Loan Fund	Increase loan capital for business expansion	REDC	$750,000	HUD, USDA, EDA	n/a	1, 3, 4	Temporarily removed, in process of identifying additional funding
Derry Rail Trail	Construction of a rail trail	Derry	$250,000	Local, State, Private, EDA	On-going	2, 3, 4	Funding secured. Expected construction in 2011.
Route 28/Manchester Road Widening Project	Reconstruction of approximately 3,350 sf (0.65 miles) of Route 28, a vital industrial and municipal corridor	Derry	$6.5 million	Funding secured	On-going	2	Funding secured. Expected construction in 2011.
Squamscott Community Commons – LEED Certified	Renovation of existing building for to house service organizations and community center.	Squamscott Community Coalition	$5 million	HUD, CDIP, local, private, brownfields	2012	1, 3, 4, 6	Project significantly scaled back to 20K sf structure. Focus on support agencies. New fund-raising efforts will take place. Will include a limited amount of public recreation space.
Exeter Train Station Parking Area Expansion	Expansion of existing parking area adjacent to the Exeter Train Station.	Exeter	$1.35 million	Local, private, CMAQ, DOT, TIF	2011	2, 6	New submittal.
Town Beach Drainage System Improvements	Improve drainage in/around beach.	Hampstead	$78,000	Local, private	n/a	2, 6	Project removed after numerous attempts of communicating with town.
Infrastructure Improvements for Smuttynose Expansion	Completion of required offsite improvements and construction of a LEED certified development to expand current business.	Hampton	Infrastrctr. only: $700,000	EDA, State, Local, private	2011	1, 4, 6	EDA application awarded $250,975 for offsite sewer improvements.

2011 REDC / CEDS PRIORITY PROJECT MATRIX

SHORT TERM PRIORITY PROJECTS (0 – 24 MONTHS TO COMPLETION) CONTINUED							
Pettengill Road Commerce Park	Develop new roadway/boulevard to gain access to over 1000 acres of commercial/industrial land.	Londonderry	$12.3 million	EDA, TIF, local, private	2011	2, 3, 4	Permitting is completed. Completed EDA grant application, but did not receive funding. Was encouraged by EDA regional director to reapply in June 2011.
Lamprey River Mill Re-Development	Purchase and renovate historic mill building for mixed use	Newmarket / Newmarket Community Development Corp.	$8.5 million	EDA, state, DOT, local, private	2008	1, 2, 4, 6	Final permitting completed, funding secured, construction has begun on the mill, first tenant moved in, other tenants committed. Apartments expected to be ready Fall 2011.
Development of Railroad Station	Construct railroad station for regional access to existing commuting routes	Plaistow	$8.4 million	EDA, CMAQ, local, Brownfields, MBTA	On-going	1, 2, 3, 4	Discussions with MBTA and other key players continue. Current has $8.4 million CMAQ funding, including approximately $1.6 million in local match funds to be provided by the MBTA. Moved from Intermediate.
Greenland Well Upgrade	Upgrades at Greenland Well to improve reliability & efficiency of region's water source	Portsmouth	$1 million	Municipal Bonding	2011	2, 3, 6	No changes. Ready to begin as soon as funds are available.
Route 1A / Sagamore Bridge Replacement	Replacement of out-dated bridge that carries loads well in excess beyond designed limits	Portsmouth	$5 million	State Funding secured	2010	2, 3, 4	Funding received from NHDOT, work began in 2010.
Flint Hill Eco-Sensitive Low Impact Design Business Park	Development of 70-acre town-owned parcel into an eco-sensitive; low impact business park.	Raymond	$1.2 million	TIF District, private, EDA, public grants	Prelimi-nary work under way	1, 2, 3, 4, 5, 6	70 acres of site have been reserved for development purposes. Survey is underway. Access needs to be identified.

2011 REDC / CEDS PRIORITY PROJECT MATRIX

SHORT TERM PRIORITY PROJECTS (0 – 24 MONTHS TO COMPLETION) CONTINUED							
Exit 5 Economic Development Master Plan	Development of Master Plan and economic growth strategy for the area surrounding Exit 5 off Highway 101.	Raymond	Master plan only: $30,000 Project: $10 million	CTAP, public, private, local	2009	1, 2, 5, 6	Hired engineering firm and consulting team to conduct waste water feasibility study, Special Advisory Council working on final recommendations.
Raymond Route 102 Water Line Extension	Water line extension of approx.. 2 miles from 102/107 intersection.	Raymond	$2.5 million	US EPA/ NHDES	2010	2, 3, 6	New submittal.
REDC Regional Business Development and Training Center	Construction of new 5,000 sf regional business development and training center with new REDC offices.	REDC sponsored Located in Raymond	$1.1 million	EDA, REDC, CDFA tax credits, USDA	2011	1, 3, 4, 6	New submittal.
West End Exit Two Subarea Construction Project	Multi-phased infrastructure program to expand traffic carrying capacity & allow for expansion of industrial/office park	Salem	$4.4 million	Local, Private, EDA	2011	1, 2, 3, 4, 5	EDA application submitted in March 2011, but did not receive funding. Will reapply in June 2011.
NH Route 107 / I-95 Bridge Expansion	Widening a bridge that provides access to the Seabrook business district and is the connector b/w eastern and western portions of the town	Seabrook	$8.5 million	Private, State, local	2011-2010	1, 2, 3	Project is scheduled to begin design work 2011/12 and construction 2012. Funding sources for bridge replacement identified and partially secured. Moved from Intermediate.
Route 1 Expansion South of Route 107	Widening main road through Seabrook business district for improved traffic flow	Seabrook	$1.5 million	Private businesses, State DOT, local	2011-2010	1, 2, 3	Project is scheduled to begin design work 2011/12 and construction starting 2012. Funding sources identified and partially secured. Moved from Intermediate.

2011 REDC / CEDS PRIORITY PROJECT MATRIX

SHORT TERM PRIORITY PROJECTS (0 – 24 MONTHS TO COMPLETION) CONTINUED							
NH Community Fish Processing Facility By Yankee Fisherman's Cooperative (YFC)	Construct a small-scale fish processing facility adjacent to the YFC building. Will allow for NH commercial fishermen ability to direct market and diversify current products.	YFC sponsored located in Seabrook	$1 million	EPA,	2011	1, 3, 6	New submittal.
Stratham Gateway Project	Upgrade water lines in business corridor for job growth	Stratham	$1 million	EDA, local, private	2009	2, 6	Zone code changed, Arch. & Design guidelines adopted, some studies completed.
Well Development/ Testing/Permitting (Water System Phase I)	Complete analysis of 2 potential well sites, construct production well, test water quality/quantity, seek NHDES permits to use as water supply for Rt 108 commercial corridor/Town Center.	Stratham	$150,000	Local, state, coastal	2011	1, 2, 3, 6	New submittal.
Water System Treatment/ Storage/Distribution Design (Water System Phase II)	After Phase I completed: design a water supply treatment, storage and distribution system for 108 corridor /Town Center. May be a multi-jurisdictional project with Exeter.	Stratham	$400,000	TIF, State revolving funds, bonds, local	2012	1, 2, 3, 6	New submittal.
Waste Water Disposal/ Testing/Permitting (Waste Water System Phase I)	Evaluation and testing of potential site for waste water discharge for Rt 108 commercial corridor/Town Center; obtain DES permits.	Stratham	$175,000	Local, state, coastal	2011	1, 2, 3, 5, 6	New submittal.

2011 REDC / CEDS PRIORITY PROJECT MATRIX

INTERMIDIATE PRIORITY PROJECTS (2 – 4 YEARS TO COMPLETION)							
Project Name	***Project Description***	***Project Proponent***	***Estimated Cost***	***Possible Funding Source***	***Start Date***	***Goals Targeted***	***Update from 2010***
Route 28 Water & Sewer Extension	Extend utilities to town line for future development	Derry	$5,000,000	Local, Private, EDA	2013	1, 2, 4	Funding secured for studies, will be completed within the year. Actual construction still out 2-4 years.
Alrose Multi-Family Workforce Housing Project	Purchase site of former Alrose Shoe factory to redevelop for multi-family affordable units.	Exeter	$5.85 million	NHFA, CDBG tax credits, private	2012	5	New project.
Front & Franklin Street Mill District	Redevelopment of mill district to private, mixed-use with public infrastructure	Nashua	Infrstr only: $3.1 million	Private, TIF district, local, Federal, EDA	2011	2, 5, 6	No changes.
Black Bear Business and Industrial Park	Development of area for industrial/commercial use, new access and rail upgrades	Newmarket	$12 million	Private, TIF, EDA	Unknown	1, 2, 4	Town is investigating 2 possible access points to site. Are in discussions with potential investor/developer
Water/Waste Water Engineering & Needs Assessment	Update a comprehensive engineering and needs assessment report from the 1970s addressing water supply and wastewater treatment	Plaistow	$150,000	EPA, USDA, State, local	2010	2, 6	Established Plaistow First Committee in 2010 to better address issues around land use, with a subcommittee to study water/waste water issues. No change in status of funding or scope of project. Moved from Long Term.
Water Supply System Construction (Water System Phase III)	After Phase II completed – construct water system for 108 corridor/Town Center. May be a multi-jurisdictional project with Exeter.	Stratham	$4.5 million	TIF, state revolving funds, bonds, local	2014	1, 2, 3, 6	New project.

2011 REDC / CEDS PRIORITY PROJECT MATRIX

INTERMIDIATE PRIORITY PROJECTS (2 – 4 YEARS TO COMPLETION) CONTINUED							
Sewer Collection/ Treatment/ Disposal Design (Waste Water System Phase II)	After Phase I completed: design a sewer collection, treatment, and disposal system for 108 corridor/Town Center. May be a multi-jurisdictional project with Exeter	Stratham	$600,000	TIF, state revolving funds, bonds, local	2013	1, 2, 3, 5, 6	New project.
Waste Water System Construction (Waste Water System Phase III)	After Phase II completed – construct waste water system for 108 corridor/Town Center. May be a multi-jurisdictional project with Exeter.	Stratham	$6million	TIF, state revolving funds, bonds, local	2015	1, 2, 3, 5, 6	New project.
Sewer Extension Project	Provide for a future connection to the Town of Salem's municipality sewer system	Windham	Unknown	Unknown	n/a	1, 2, 3, 4, 5, 6	Project removed from list at request of municipality.

2011 REDC / CEDS PRIORITY PROJECT MATRIX

LONG TERM PRIORITY PROJECTS (5+ YEARS TO COMPLETION)							
Project Name	***Project Description***	***Project Proponent***	***Estimated Cost***	***Possible Funding Source***	***Start Date***	***Goals Targeted***	***Update from 2010***
Hampton Intermodal Transportation Center	Development of an intermodal transportation center at the Route 1 – Hwy 101 interchange - constructing new center w/ park and ride facility, and several multi-user transportation participants.	Rockingham Planning Commission with Hampton	Center: $3.5-4 million With road recon-figuration: $19 million	Federal Highway programs (CMAQ), state DOT, Brownfields	Feasibility study: 2011. Unknown for project.	1, 2, 3, 6	New project.
Bridge Street Waterfront Development Site	Rebuild at 30-acre site into mixed-use, new-urbanist designed community	Nashua	$4.3 million	NH DOT, EPA Brownfields, private, TIF, EDA	2013	2, 6	No changes.
Mohawk Tannery Cleanup & Redevelopment	Revitalization or former tannery site, cleanup, and reuse of 39-acres for mixed use	Nashua	$5.65 million	Private, EPA, EDA, Federal	2011-2014	2, 5, 6	No changes.
Pelham/Route 38 Water/Sewer Study	Engineering study to determine how to provide infrastructure along Pelham's business corridor to foster economic growth and development	Pelham	$30,000-$50,000	Unknown	2010	2, 6	Trying to identify funding sources. No changes.
Regional Biosolids/Septage Treatment Facility	Design and construction of a regional biosolid/septage treatment and energy recovery facility.	Portsmouth	$6-7 million	Private, user fees, local, State/Fed grants, EPA, EDA	By 2015	1, 2, 3, 6	Project moving forward. No changes.

2011 REDC / CEDS PRIORITY PROJECT MATRIX

LONG TERM PRIORITY PROJECTS (5+ YEARS TO COMPLETION) CONTINUED							
Town of Raymond Route 101 Exit 4 Development	Development of 300 acres for mixed use and wastewater treatment	Raymond	$80 million	EDA, TIF, USDA, CDBG, private	Unknown	1, 2, 3, 4, 5, 6	Project on hold due to economic conditions. No changes.
Stratham Town Center Project	Infrastructure Improvements and Master Plan study aimed at increasing development potential, future job growth and housing needs	Stratham	$90,000	Local – municipal	2010	1, 2	Planning to submit NHDOT TE grant. Master plan for area under development.

4. New Priority Project Details

The following is a descriptive listing of the 12 new priority projects on the 2011 list.

Exeter Train Station: Parking Area Expansion

Location: Exeter

Project Description: The Town of Exeter has the good fortune of being one of three stops within New Hampshire on the Down Easter Amtrak train service. The Exeter Train Station services multiple communities in the Seacoast Region with this service. One of the many projects identified for this area includes the creation of additional parking. This will attract more riders, locally within the region, and help continue towards the town's goal of creating a central transportation hub. The present parking area is full to capacity on a daily basis. Expanding the parking area has been one of the top priorities for the town over the past several years. The town would like to begin development of the expanded parking area as soon as funds are identified and secured.

Timeframe: SHORT TERM

Alrose Multi-Family Workforce Housing Project

Location: Exeter

Project Description: The Town of Exeter has developed a West Exeter Master Plan area. Within that area, there are multiple properties, which due to their rundown appearance, have been identified as potential Brownfields clean-up sites. One of these sites, the Alrose shoe factory was once a hub of activity, but over time, its use and appearance have diminished substantially. Now used in part as storage, this parcel has been the center of much discussion as a potential site for redevelopment into workforce housing. The project would consist of purchasing the property, review of Phase 1 and 2 Brownfields site investigation, creating a private/public partnership for the redevelopment of the property, and finally work through planning, design and permitting to construct multifamily affordable housing units. The goal is to begin the process of purchasing the land in 2011, with final occupancy in 2014.

Timeframe: INTERMEDIATE

Hampton Intermodal Transportation Center

Location: Rockingham Planning Commission (RPC) and Hampton sponsored, located in Hampton

Project Description: The proposed Hampton Intermodal Transportation Center (HITC) project involves two key components: 1) reconfiguring the existing highway interchange at the intersection of US Route 1 and NH Route 101 to remove the current circuitous ramps and free up land for development; 2) construct an intermodal transportation center and park-and-ride facility that will serve as a hub for new transit services. Development of the center will improve local and regional mobility. Potential users for the HITC include: local shuttle connecting Hampton's town center to the Hampton Beach State Park, I-95 intercity bus service to Boston, new East-West service to Manchester, and potential expansion of COAST Transit service. In spring 2011, the town was awarded a $30,000 grant from NH DOT to complete a feasibility and conceptual planning study.

Timeframe: LONG TERM

Raymond Route 102 Water Line Extension

Location: Raymond

Project Description: The Town of Raymond is working on an EPA/NHDES funded water line extension of approximately 2 miles from the NH Routes 102/107 intersection to the Blueberry Hill neighborhood. Funding is identified and project is underway. This project is a solution to a water contamination problem created by the Mottolo Superfund Site. The solution creates opportunity for both the community and potentially the region, in terms of job creation. The Town of Raymond Planning Board is in the process of developing a master plan for this area. Part of that process is examining the area in terms of creating tax base and employment opportunities. A couple of areas of opportunity that have been discussed involve medical supply distribution and technology.

Timeframe: SHORT TERM

REDC Regional Business Development & Training Center

Location: REDC sponsored, located in Raymond

Project Description: REDC is constructing a 5,000 square foot Regional Business Development and Training Center in Raymond, NH. One-quarter of the structure, 1,250 square feet, will be used for the REDC offices and the remaining area (plus shared space) will be a dedicated workforce training center. The purpose of the Center is to provide local entrepreneurs with access to instruction, computers, and reference materials to facilitate the creation of new rural businesses and the expansion of existing businesses. Establishment of the Center is the cornerstone of the REDC's strategic plan for community and economic development designed to offset the loss of over 40,000 manufacturing jobs in the region, and is consistent with the USDA Rural Development State Strategic Plan. The Center will house a reference library, computer center with high speed internet service, classrooms, a conference room, and short-term office space. REDC hopes to begin construction in 2011, with a completion date in spring-fall of 2012.

Timeframe: SHORT TERM

NH Community Fish Processing Facility by Yankee Fisherman's Cooperative (YFC)

Location: YFC sponsored, located in Seabrook

Project Description: The proposed project will construct a 60' x 100' small-scale fish processing facility adjacent to the existing Yankee Fisherman's Cooperative (YFC) building in Seabrook, NH. This facility would be available to any NH commercial fishermen to have their catch processed to be marketed by the YFC or through their own outlets. The facility will also include a small retail outlet for fresh lobster and fish to be sold directly to the community. The ability to direct market and diversify current product streams is critical for the survival of the NH Commercial Fishing industry. The YFC is working on site plans and engineering documents during spring 2011, with hopes of submitting an EDA Public Works grant in the fall of 2011. Goal is to complete construction and open facility late 2012 to early 2013.

Timeframe: SHORT TERM.

Well Development/Testing/Permitting (Water System Phase I)

Location: Stratham

Project Description: Coinciding with the rezoning efforts to create the Gateway Commercial District, the Town initiated a comprehensive evaluation of the water supply for fire suppression and the potential conversion to a potable water system to service the Route 108 commercial corridor and the Town Center. In May of 2010, the Town's engineering consultant completed the fire suppression and potable water supply study for the Public Works Commission. The Town has continued to work with its engineering consultant to identify the most cost effective source of supply for the system and system design costs. Acting upon the recommendations stated in the 2010 report, the Town is currently completing the initial studies/investigation and identified two properties as potential sources of water supply. Most recently, in December 2010, the Town completed the Groundwater Geophysical Survey for both identified properties.

The scope of this project will continue the Town's efforts to complete the analysis of both properties and then proceed to construct/drill the production well. Upon completion of the production wells, the Town will perform a series of pump tests and analysis to determine water quantity and select water chemistry parameters. The final stage of this scope will be for the Town to seek the necessary Town and NHDES permits and approval to allow the well sites to supply the Route 108 commercial corridor and Town Center.

In addition to its own efforts and initiatives, Stratham has begun discussions with the Town of Exeter to explore and examine regional and local opportunities to best manage water, wastewater, and stormwater. It is envisioned that the sources of water supply identified as part of the scope of work may serve the multi-town/regional system.

Timeframe: SHORT TERM

Water System Treatment/Storage/Distribution Design (Water System Phase II)

Location: Stratham

Project Description: After Phase I completed: The scope of this project builds upon the Town's efforts to construct/drill and permit the water supply on the two identified properties. Upon completion of the permitting process to bring the water supplies online, the Town will utilize the services of an engineering consultant to design and engineer the physical water treatment, storage, and distribution system to service the Route 108 and Town Center commercial properties. In addition to its own efforts and initiatives, Stratham has begun discussions with the Town of Exeter to explore and examine regional and local opportunities to best manage water, wastewater, and stormwater. It is envisioned that the sources of water supply and engineering identified as part of the scope of work may serve the multi-town/regional system.

Timeframe: SHORT TERM

Water Supply System Construction (Water System Phase III)

Location: Stratham

Project Description: After Phase II completed: Utilizing the system design from the previous phase, the scope entails full construction and of the water treatment, storage, and distribution system to service the Route 108 and Town Center commercial properties. In addition to its own efforts and initiatives, Stratham has begun discussions with the Town of

Exeter to explore and examine regional and local opportunities to best manage water, wastewater, and stormwater. It is envisioned that the engineering design and construction of the system identified as part of the scope of work may serve the multi-town/regional system.

Timeframe: INTERMEDIATE

Waste Water Disposal/Testing/Permitting (Waste Water System Phase I)

Location: Stratham

Project Description: The 1998 Town Master Plan identified the need to pursue a municipal wastewater system to allow for future development opportunities within the commercial and industrial zoning districts. To pursue the development of a municipal wastewater system, a detailed study would have to be undertaken to address issues such as storage, treatment, design, and financing of capital and maintenance costs. Coinciding with the approved rezoning to create the Gateway Commercial District, the Town initiated a comprehensive evaluation of the water supply for fire suppression and the conversion to a potable water system to service the Route 108 commercial corridor and the Town Center. In May of 2010, the Town's engineering consultant completed the fire suppression and potable water supply study for the Public Works Commission. The Town has continued to work with its engineering consultant to identify probable locations for discharge and a treatment facility. Through these initial efforts, the Town identified a potential location for further investigation and analysis.

The scope of this project will entail completing the evaluation and testing of the property to determine its suitability and hydraulic load. The final stage of this scope will be for the Town to seek the necessary Town and NHDES permits and approval to allow the site to serve the Route 108 commercial corridor and Town Center. This will require the Town to submit a Groundwater Discharge Permit application to the NHDES.

In addition to its own efforts and initiatives, Stratham has begun discussions with the Town of Exeter to explore and examine regional and local opportunities to best manage water, wastewater, and storm water.

Timeframe: SHORT TERM

Sewer Collection/Treatment/Disposal Design (Waste Water System Phase II)

Location: Stratham

Project Description: After Phase I completed: The intent of the project is to build upon Town's efforts post permitting of the identified discharge site for the waste water disposal system to serve commercial properties along Rte. 108 / Portsmouth Avenue from Route 101 north to Bunker Hill Avenue. Upon completion of the permitting process to bring the waste water discharge area online, the Town will utilize the services of an engineering consultant to design and engineer the physical sewer collection, treatment, a disposal system to service the Route 108 and Town Center commercial properties. In addition to its own efforts and initiatives to design an independent waste water system, Stratham has begun discussions with the Town of Exeter to explore and examine regional and local opportunities to best manage water, wastewater, and storm water.

Timeframe: INTERMEDIATE

Waste Water System Construction (Waste Water System Phase III)

Location: Stratham

Project Description: After Phase II completed: Utilizing the system design from the previous phase, the scope entails full construction and of the sewer collection, storage, and treatment system to service the Route 108 and Town Center commercial properties. In addition to its own efforts and initiatives to design an independent wastewater system, Stratham has begun discussions with the Town of Exeter to explore and examine regional and local opportunities to best manage water, wastewater, and storm water.

Timeframe: INTERMEDIATE

D. Regionally Significant Development Projects and Programs

1. Manchester-Boston Regional Airport

Manchester-Boston Regional Airport (MBRA) is strategically located less than 50 miles north of the City of Boston and is generally recognized as the premier commercial passenger and air cargo airport serving Northern New England. The airport markets itself as the "Convenient alternative to Logan", "Hassle-free from roadway to runway", and "A better way to travel." Recent enplaning passenger surveys revealed that the renaming and rebranding initiative which began 2006 has significantly increased the number of out-of-state air travelers who are discovering and choosing Manchester-Boston Regional Airport to access the region (33 percent to 44 percent).

Manchester-Boston Regional Airport continues to play an increasingly important air transportation role in New England. The airport now contributes more than one billion dollars annually to the New Hampshire economy and is an economic engine for the entire region, creating jobs, facilitating commerce and providing access to the global marketplace.

A recent economic impact study (conducted by Jacobs Consultancy, Inc.) revealed that airport activity supports approximately 4,000 jobs and visitors to our region spend approximately $750 million dollars annually. The average visitor to our region spends $459.00 which is broken down as follows:

- 56 percent Lodging
- 29 percent Food and Beverage
- 10 percent Retail stores
- 5 percent Other areas

Although the airport has faced its share of recent challenges e.g., economic recession, fuel cost instability and greater competition from other New England airports, Manchester's air service market remains strong. In 2010, MBRA welcomed approximately 2.8 million passengers and processed nearly 175 million pounds of cargo. The airport is served by most major airlines and currently offers 14 non-stop flights to cities across the US with one-stop service to destinations around the globe.

The NH Department of Transportation (NHDOT) is constructing a new airport access road with direct connection to the F.E. Everett Turnpike, providing an easier route for passengers traveling to the airport, including those from Massachusetts. NHDOT estimates that the Manchester Airport Access Road will be open for use by November 2011. The $170 Million dollar NHDOT project has two primary goals:

1. To provide direct access from the F.E. Everett Turnpike to the Manchester-Boston Regional airport, and

2. To open up the industrial land south of the airport for economic development.

2. Pease Tradeport

The Pease Development Authority (PDA), based in Portsmouth, NH, is an independent state agency established in 1991 in order to develop the land and many of the assets of the former Pease Air Force Base. Eighteen years after the base closed, its successor, the Pease International Tradeport, is recognized by the Department of Defense as one of the most successful military to civilian conversions in the country. Due to the PDA's strong management track record, the State of New Hampshire has since placed two other entities within its oversight: the Division of Ports and Harbors (DPH) joined the Pease family in 2001 and then in 2009, Skyhaven Airport, located in Rochester, NH, came on board.

As of the spring of 2010, the Pease International Tradeport was home to approximately 250 companies occupying more than 4.4 million square feet of office, research and industrial space and directly employing an estimated 7,000 people. Businesses at the Tradeport range from sole proprietors to companies with upwards of 700 employees including aviation, biotech, computer software, business support services, networking, manufacturing, construction, engineering, research and development, telecommunications, financial services, real estate, energy, healthcare, insurance, accounting, law and non-profits. The Federal Government has a presence at the Tradeport as well represented by the United States Department of State Passport Center and the National Visa Center along with the Portsmouth office of United States Senator Judd Gregg. Additionally, five colleges have facilities at the Business Park, offering both day and evening classes.

Current economic estimates indicate another 3,500 people are indirectly employed by companies located off Pease but doing business with companies located at Pease. The total annual wages paid for both indirect and direct employment is approximately $500 million dollars.

The annual estimated State revenues to the State of New Hampshire are in excess of $10 million:

Business Profits Tax	$ 3,200,000
Business Enterprise Tax	4,400,000
Rooms and Meals Tax	2,800,000
	$ 10,400,000

In 2009, the total assessment for Pease properties was approximately $ 405 million and the City of Portsmouth received in excess of $ 5,000,000 in tax revenues.

While the current economic slowdown has caused some reductions in employment and several businesses to close, the overall economic activity at Pease remains strong. A 2009 independent real estate survey for commercial property conducted by the CB Richard Ellis Company indicated that while the Seacoast region had an office space vacancy rate that increased from 16.3 percent to 18.5 percent during that time, the amount of available space

at Pease actually declined with the vacancy falling from 18.7 percent to 11.7 percent. In 2010 the vacancy rate was further reduced to approximately 10 percent.

Construction activity in 2010 continued with Great Bay Community College completing a $10 million renovation and expansion initiative while Northeast Rehabilitation Health Network continues construction of a 46,000 square foot 33 bed rehabilitation facility anticipated be ready for occupancy summer 2011. The United States Passport Center completed construction of a 25,000 square foot expansion to their building now totaling 100,000 square feet.

BayRing Communications started construction of a 15,000 square foot addition planned for completion during the summer of 2011. Pease also completed construction of a new 7,200 square foot Golf Course Clubhouse which was opened to the public in March 2010. The new facility includes a restaurant / function room and bar, three golf simulators, a patio for outdoor dining, and lower level golf cart storage.

On a more general note, Pease continues to serve various special public events. During the past year these included: New Heights St. Paddy's Day 5 Miler; Richie McFarland Children's Center Touch a Truck; the SASS Kid Safe 5K Road race, Breathe NH Bike Rally; Runner's Alley – Redhook Ale Brewery Memorial Day 5k; Working Dog Foundation Car Show, the annual St. Charles Children's Home 5K Road Race; and Tech World 2010. The 2010 air show featuring the United States Blue Angels was a tremendous success with over 70,000 people attending the two day event. In July 2011 the United States Thunderbirds will be performing at the Portsmouth International Airport.

3. Interstate 93 Corridor Activities

a. I-93 Expansion

Interstate I-93 is one of two interstate highways in Rockingham County (I-95 being the other) and New Hampshire which provide vital transportation links between the region and the rest of New England. I-93 is the busier of the two, carrying some 105,000 cars per day in 2010, compared to about 86,000 for I-95 (both measured at the state line). While I-93 carries 20 percent more traffic than I-95, it has much less capacity due to its 4 lane (2 NB, 2 SB) configuration compared to I-95's 8 lanes. As a result, travel on I-93 has been hampered with chronic congestion and a high accident rate for more than a decade. Safety during congested travel times is impaired by the lack of adequate breakdown lanes throughout much of the 20 mile project length. Projections indicate that traffic will increase to 140,000 vehicles per day in Salem by the year 2020, resulting in worsening congestion and further compromises in safety for most of this segment unless the deficiencies are addressed.

The reconstruction of I-93 is the single largest infrastructure project (measured by cost) ever undertaken in New Hampshire. Congestion on I-93 has significant economic and community development costs to the region as the unreliability of travel on I-93 during commute times is extending the commuting period well beyond a typical "rush hour", is diverting traffic to secondary roads, and is affecting decisions about business location and expansion. As explained in Section 1B, it is the most significant transportation infrastructure limitation in the County and all of southern New Hampshire at present, and has become the State Legislature's stated top priority for resolution.

As far back as 1991, the State DOT and Rockingham Planning Commission (MPO) identified the need to undertake a major upgrade and expansion of I-93 from Salem to Manchester to address capacity and design deficiencies and the project was included on the State's Ten Year Transportation Improvement Program at that time. Due to requirements of the federal Clean Air Act that the state develop a statewide travel demand model with which to design the project, and do to higher state transportation priorities, such as the completion of the NH 101 widening, the design work for I-93 was put on hold for most of the 1990s. The Final Environmental Impact Statement for the project was released in April of 2004, and the issuance of a Record of Decision occurred in June of 2005. In that same year the Conservation Law Foundation successfully sued the State over contended inadequacies in the Environmental Impact Statement (EIS). A supplemental EIS (SEIS) was prepared and released in September, 2009 to address the faults that the Court decision identified in the original EIS. A Supplemental Record of Decision was released in September, 2010 reaffirming the selected alternative and giving NH DOT the authority to begin full construction of improvements.

NHDOT's Selected Alternative, as detailed in the Final and Supplemental Environmental Impact Statements (FEIS and SEIS), involves a combination of transportation infrastructure improvements and strategies for the 19.8-mile corridor study. The main element of the improvement involves widening I-93 from the existing limited access two-lane highway in each direction to a limited access four-lane highway in each direction, beginning at the Massachusetts/New Hampshire Stateline and extending northerly through Salem, Windham, Derry and Londonderry, and into Manchester, ending at the I-93/I-293 interchange.

As part of the project, three new park-and-ride lots have been added and bus service facilities have been constructed at Exits 2 (2008), and 5 (2008). Improvements were made to the existing park-and-ride facility at Exit 4 and a new bus terminal opened there in May 2007. Future plans include an upgraded park-and-ride at Exit 3. Early construction of the park-and-ride facilities at Exits 2 and 5 plus the implementation of expanded bus services were proposed in advance of the mainline highway widening work to provide options for commuters seeking alternatives during construction.

In addition to the highway expansion itself, the project includes four other significant 'non-construction' components: (1) an extensive commuter bus program for service to Boston, serving the planned park and ride facilities with up to eight round trips per day; (2) an incident management program, including Intelligent Transportation System (ITS) components (such as variable message boards, highway advisory radio broadcasts, web site information, automatic email updates, emergency reference markers, and coordination strategies among safety agencies) to reduce delays associated with accidents, project construction and congestion; (3) a Community Technical Assistance Program (CTAP) to help communities in the primary and secondary impact areas better plan for and manage growth that may result from the highway's expansion; and finally (4) a long range major investment study of future Transit Alternatives for the I-93 Corridor from Boston to Manchester undertaken by both states to begin planning for future travel demand in the corridor.

Project Construction & Cost

Through the course of development of the current Ten Year Plan (FY 2011-2020), it became evident that the capital available to the highway program statewide would not support constructing all of the I-93 improvements along with other statewide commitments on the

existing and expected revenues. The estimated final project cost has risen dramatically over the years, increasing from approximately $160M (2000) to $380M (2005) to $800M (2010). Approximately $415M of the total is programmed in the current Statewide Transportation Improvement Program and Ten Year Plan, and while some of the funding has already been expended, a large portion remains unfunded and has been deferred to beyond the 10 Year Plan. The use of GARVEE bonds (which leverage future expected FHWA funding to pay for construction now) was authorized for this project by the NH Legislature in 2005 to speed up the construction of the project, and these funds are being applied however, uncertainty over funding the balance of the project due to current fiscal constraints is keeping both the final cost and scheduling uncertain.

Although various alternatives have been discussed as methods to produce additional revenues, nothing has been implemented to date. As a consequence numerous projects may have to be further delayed or suspended. The NHDOT has divided the construction components of the project into three major sections – (1) the MA Stateline to Exit 3; (2) I-293 through Exit 5, and (3) the remaining middle section, from north of Exit 3 to south of Exit 5. In the new Ten Year Plan only the first and second of these is fully programmed; the middle section is largely deferred except for red listed bridge replacements. The rationale for this is that the segments of I-93 south of Exit 3 and north of Exit 5 suffer the worst congestion and safety problems, and have the lowest current and projected levels of service.

Construction for the project began in 2006, focusing on the park and ride lots at Exits 2, 4 and 5, and construction of the Cross Street Bridge associated with the Exit 1 interchange reconstruction. To date, approximately $218.7 million in improvement work has been completed (9 projects) or is underway (3 projects) along the I-93 corridor. Three more projects are set to begin in early 2011 with the remaining funded work occurring in the next few years. Additional work is planned for after the current 10 Year plan and bond payback will extend through 2026. This construction schedule may be further altered pending availability of funding. Since the start of construction, the following project activity has taken place:

Completed ($108.5M)	**In Progress ($39.6M)**	**2011 Construction ($70.6M)**
• Exit 5 bus maintenance facility • Exit 5 ramps and bridges • Exit 4 full-service bus terminal • Exit 5 park-and-ride/ bus terminal • Exit 3 SB off-ramp • Exit 1 ramps and bridges • Exit 2 park-and-ride • Cross Street bridge • Bus procurement for expanded service	• Exit 3 northbound mainline • Phase I Intelligent Transportation Systems (ITS) • Brookdale Road bridge	• Exit 5/Route 28 interchange • South Road mitigation • Exit 1 area, northbound and southbound mainline

b. Exit 4a update – new ramp

The proposed new exit would be located in Londonderry north of Exit 4 on I-93. The connector road from the new exit would feed into Derry along Madden and Folsom Roads into Ross's Corner and Route 28. This would open up commercial and industrial parcels in both Londonderry and Derry as well as provide better access to Derry's commercial/industrial Tax Increment Finance District (TIF) along Route 28 (Manchester Road). Additionally, the new access road and exit would help reduce traffic congestion along Route 102 in Derry and Londonderry and help the Town of Derry in its revitalization efforts of the Downtown. Future development and tax base expansion in both towns and employment opportunities would occur with the development potential in the vicinity of the new exit/interchange.

The Final Environmental Impact Study (FEIS) Draft Report was completed in November 2010 and submitted to the Federal Highway Administration (FHWA) and the New Hampshire Department of Transportation (NHDOT) for their review and comments. A preliminary FEIS is expected to be submitted in February 2011 to the various other state and federal permitting agencies for their review and comments. A Draft Record of Decision is targeted for submission to the FHWA in July 2011.

Once a final decision is made by the FHWA and the NHDOT for a potential approval for the new interchange funding sources would be pursued to seek both federal and state money as well as a financial commitment from the towns of Derry and Londonderry.

c. Manchester-Boston I-93 Transit Inventory Study

As reported in the 2010 CEDS, the New Hampshire Department of Transportation (NHDOT) has completed the I-93 Transit Inventory Study in draft form. However, due to lack of funding the study was placed on hold without finalizing any recommendations. The project continues to remain a high priority for the region; therefore the information reported in last year's CEDS is republished, below.

It was recognized during the course of the I-93 project design that transit alternatives could not solve present congestion and high levels of travel demand in the I-93 corridor. It was also understood, however, that such alternatives will need to take a major role in addressing travel demand beyond the design life of the expanded highway. This is supported by then NHDOT Commission Murray's assertion that no further expansion of I-93 will occur beyond the present project. In keeping with this, a commitment was made by the NHDOT to undertake a transit alternatives study to determine the most appropriate long term transit investments necessary to accommodate future travel needs in the I-93 corridor from Boston to Manchester. In 2003, the NHDOT secured $1.0M in funding to undertake this study.

Since the completion of the 2005 CEDS, The New Hampshire Department of Transportation (NHDOT) has completed the study in draft form. It was overseen by the NHDOT through a cooperative agreement with the Massachusetts Executive Office of Transportation (MA EOT) and in cooperation with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). A Technical Advisory Committee of involved parties was established composed of staff from the two partner States, the FHWA, the FTA, Rockingham Planning Commission, Southern NH Planning Commission, Nashua Regional Planning Commission, Northern Middlesex Council of Governments, Boston MPO, Merrimack Valley Regional Planning Commission, Merrimack Valley Regional Transportation Authority, Concord Trailways, Massachusetts Highway Department (MHD), Massachusetts Bay Transportation

Authority (MBTA), US Environmental Protection Agency (EPA), to provide input to the study oversight, direction and review for the study. The TAC met 10 times from 2006-2008 to review the study's progress, provide input and comment on various components.

The study focused on three primary transit corridors: the I-93 median (for fixed guideway or bus rapid transit (BRT) alternative); the Manchester-Lawrence railroad ROW (for commuter rail), and the B&M New Hampshire Maine Line (for MBTA commuter rail extension to Nashua and Manchester). The intent was that the study be designed in a manner that will support an FTA 'New Starts' application for commuter rail or other fixed guideway transit service.

The project advisory committee eventually narrowed the range of viable alternatives from 8 to 2. These were (1) the restoration of commuter rail in the existing Manchester-Lawrence rail line (currently state owned and used in sections as a recreational rail trail) and (2) a "Bus-On-Shoulder" Option that would utilize both existing and new I-93 Park and Ride lots and travel on the highway shoulders during congested periods to avoid congestion delays. The NH Maine Line Rail route has been eliminated as an alternative because does it not adequately meet I-93 corridor travel needs; the I-93 median ROW reserved as part of the highway design has been eliminated because it is much more costly yet offers no significant ridership increase over the bus-on-shoulder option.

Though ridership estimates for the two remaining options are similar, the cost for the bus-on-shoulder option is significantly less. The rail alternative is estimated to cost approximately $250 million, (including track capacity upgrades on the Wildcat/Haverhill line in Mass.), while the bus-on-shoulder alternative is estimated to cost about $130 (both estimates in 2008 dollars). Also considered in the study, were the assumptions that bus-on-shoulder can be implemented more quickly, and that the large number of at-grade road crossings involved in the rail alternative (39 in New Hampshire) will be problematic. Other challenges with the rail option include the existing use of the rail bed for a popular multiuse trail in Salem, Windham and Derry and track ROW interruption at the Manchester Airport. While less costly, the bus-on-shoulder option will require significant expansions of I-93 in several locations, including Methuen, Andover, Woburn and Medford spread into 5 phases

The final report, though not yet released, will likely recommend the bus on shoulder alternative be implemented in the short-to-medium term together with specific widening projects in Massachusetts that are necessary for continuous bus-on-shoulder capacity to Boston. While restoration of the Lawrence-Manchester service is clearly identified as a long term option, it is yet uncertain what specific recommendation is likely to be made as to future implementation of this alternative.

4. Hampton Beach Redevelopment

The Hampton Beach Area Commission was established by State law in 2003. One of the purposes of the Commission is to consult and advise the State and the Town on implementation strategies for the Hampton Beach Area master plan, including capital improvements and economic development.

For the past several years, the Commission has been working on a plan to bring more year-round industry and jobs to the beach area. In May 2010, the Commission sponsored an Economic Summit held at the Ashworth Hotel on Hampton Beach. More than 50 public- and

private-sector representatives met to discuss alternative funding, zoning issues, and tax incentives. Several action items were developed, with the three most significant items being:

- Reconstruction of Ocean Boulevard, including new drainage and a sidewalk on the western side of the street. Ocean Boulevard is a state-owned and maintained roadway and requires action by NH DOT.
- Extending the season of the beach in the spring and fall months. At the time of writing this update, the Beach Commission was working with the University of New Hampshire to study the economics of the area/region and hope to develop a "how to" plan of action.
- Improve the parking situation. The Commission is working with Rockingham Planning Commission to determine if the existing parking space volume is adequate, but improvements are needed for getting visitors to the spaces, or if more parking is needed (and identify where that parking could be located.)

In addition, the Commission is looking at the possibility of hiring an Economic Development director/manager to assist in meeting the goals of the Hampton Beach Area Commission and Master Plan.

The State of New Hampshire Department of Resources and Economic Development (DRED) is also doing its part by heading major upgrades and renovations at several key sites at the beach, including the visitor's center and Seashell Complex. It is believed that these upgrades will spur private investment and develop more year-round features at the beach. Upgrades to the State's structures are critical and necessary as no upgrades have happened in a number of years and capacity is currently limited.

The specifics of the State's plan include: a new visitor's center, office spaces, restroom facilities, life guard towers, and an entertainment area (clam-shell type) all in the location of the existing Seashell Complex. In addition, there will be new outdoor shower facilities and a covered sidewalk in the same area. The plans also include creating two new restroom facilities on the beach – one located near the Monument/Ashworth Hotel and the other near Haverhill Avenue.

In March, 2010, Harvey Construction Corporation of Bedford was hired to oversee the construction of the entire redevelopment project. The construction project was estimated to cost roughly $12.8 million. Funding came from the 2010-2011 Capital Budget. The official ground breaking was May 2010.

Since the ground breaking last May, construction has progressed on schedule and on budget. The North and South Bathhouses will be open to the public in April. The Seashell Complex was demolished late September and reconstruction of the complex began immediately, continuing through the winter. Some visitor services are expected to be opened to the public in the North and South pavilions in June. The Seashell Building including the stage will be under construction this summer. A temporary stage will be constructed on the beach this summer to continue the traditional nightly entertainment. The contract for this project ends November 2011. A grand opening for the facility is planned for the spring of 2012.

5. Public Transportation

a. E/W Bus Service Ports-Manchester (via 101)

An East-West transit service connecting the Seacoast with the Merrimack Valley has long been identified as a need in the Long Range Transportation Plans on the MPO's serving both urbanized areas, and in the NHDOT's 2003 Statewide Intermodal Transportation Planning Study. In particular, connections to Manchester Boston Regional Airport (MBRA) and Downtown Manchester are recognized priorities. At present, traveling from Portsmouth to Manchester by transit requires a connection in Boston.

In 2008 the Rockingham Planning Commission and Southern NH Planning Commission completed a feasibility study for such a service, with a focus on travelers to Manchester-Boston Regional Airport. The study identified demand for such a service among airport travelers, though concluded that the relatively low cost of parking and ease of access to MBRA from the Seacoast would make it difficult to charge a fare high enough to support the service out of farebox revenue as is done with intercity bus services in the I-93 and I-95 corridors. The study recommended interlining a Park & Ride-based transit service with an existing door to door airport shuttle service. In this way premium fares for door to door service could support lower fares for park and ride users.

In 2010 NHDOT conducted a procurement process to select a contract for a pilot service, and in early 2011 successfully secured $2.5M in Congestion Mitigation and Air Quality (CMAQ) funding to cover startup costs and three years of operating subsidy for the project. Service is scheduled to commence in the summer of 2011. Hourly scheduled service will include stops at Portsmouth Transportation Center, the Epping Park-and-Ride, the Manchester Airport and downtown Manchester. Optional (flag) stops will occur on demand at the Exeter Train Station.

b. Capitol Corridor Commuter Rail

The NH Capital Corridor (NHCC) passenger rail service will run on upgraded tracks between Boston MA and Concord NH, a distance of approximately 78 miles. The proposed passenger service will connect Concord, Manchester, Manchester-Boston Regional Airport and Nashua NH with Boston MA's North Station. Four stations are planned on opening day – Concord, Manchester Airport (at Access Road), downtown Manchester and Nashua. The conceptual cost to extend from Lowell to Concord is estimated at $250 million to $300 million.

The proposed operations for the passenger rail service on the corridor will consist of an express service with medium frequency, four to five trains during peak morning rush hours between 5AM to 9AM and afternoon rush hours between 4PM and 6PM, with service every 90 minutes during off peak hours (9AM to 4PM and 6PM to late hours). Stops will include four NH rail stations: Concord, Manchester, Manchester Airport and Nashua, and potentially three MA stations: Lowell and Anderson Transportation Center, Woburn MA (a Downeaster stop and where MassPort's Logan Airport Shuttle Service originates) and North Station. Run time between Manchester and North Station is projected to be less than 80 minutes and less than 100 minutes between Concord and North Station.

Potential benefits of the project include:

The NHCC will provide real and lasting stimulus to the State and national economy. As the train stations are built, private money will redevelop key areas focused on multi-modal transit-oriented development. Train stations will become a reality through a public private partnership with the NHRTA.

Preliminary studies show that the NHCC will provide jobs, both short and long-term, on the project itself from associated real estate development and from new business opportunities in rebuilt communities.

The NHCC will focus green technologies, environmental benefits and long-term infrastructure while providing much needed services and offering genuine value for money.

The NHCC will connect several major cities within the Northeast to Boston, MA, Concord, Manchester and Nashua, NH. This is responsible development for both today and tomorrow.

The State of NH formed the New Hampshire Rail Transit Authority (NHRTA) in 2007 with the responsibility to develop and oversee rail and related rail transportation services in New Hampshire. NHRTA has a broad based, 28-member board including representatives from all areas of the State. Governor Lynch supports the project, stating that the passenger rail project is a priority for his administration and has provided key support at critical points in the legislative process. Former Congressman Bass, Congressman Hodes, Congresswoman Shea-Porter and Senator Shaheen have worked diligently to identify and garner funds and have actively supported the return of passenger rail to NH. The biggest variable cost for operation of the passenger rail service is liability insurance. Legislation modeled on the MA liability cap was introduced and passed by the NH Legislature during the 2008 session and was signed by Governor Lynch in June 2008.

Future Tasks:

◇ **Station Site Acquisition and Development:** NHRTA must finish the identification and acquisition of station sites in Nashua, downtown Manchester, near Manchester-Boston Airport and Concord. Station locations are extremely important due to their influence on ridership and the opportunities for revenue generation. Actual property acquisition and development activities will follow completion of all the federally required studies and approval of funding. Either the municipalities or the NHRTA could end up as owners/operators of the stations.

◇ **Operating Agreements:** The MBTA was successful in negotiating operating agreements with Pan Am for the passenger rail service in the Capitol Corridor. The NHRTA and NHDOT are working to clarify what impact this will have on the project.

c. Plaistow Commuter Rail

MBTA commuter rail extension to Plaistow has been under active consideration since the early 1990s with the establishment of the Plaistow Area Transit Advisory Committee (PATAC). In 1991 an origin-destination survey of commuters on NH 125, NH108 and NH 121 which registered very strong support for commuter rail. PATAC, working with the Rockingham Planning Commission/MPO developed a three part plan to improve commuter oriented transit service in Plaistow and surrounding communities. Phase 1 involved a successful CMAQ project to initiate commuter bus service in the NH125 corridor in 1994; Phase 2 established a commuter park-and-ride lot in 1997, also using CMAQ funds, off

Westville Road. The park and ride was designed to serve the commuter bus users, but long term to be used as the parking area for a future commuter rail station. The site is located directly adjacent to the Pan Am Mainline railroad. The third phase involved MBTA service extension from Haverhill. Nearly $1.0 million in CMAQ funds were secured in 2000 to fund this extension, the project never moved forward because Pan Am would not allow additional passenger service on its rail ROW in Plaistow unless significant capacity upgrades occurred (double tracking to Dover).

In the fall of 2008 the concept has been revived at the initiative of the MBTA. The MBTA has had a long standing interest to move their existing layover facility in Bradford to the northern end of their service extension. They approached local officials in Plaistow in November of 2008 with the proposal to provide commuter service to the Westville Road station site in Plaistow if the layover could be successfully moved to a Plaistow site nearby. The concept was that, with the layover site close to the station site, commuter service could be offered to the town at very low or no operating subsidy. The MBTA proposed a funding partnership similar to the Pilgrim Partnership used to extend commuter rail into Rhode Island. New Hampshire would provide transit capital funds (via CMAQ) in exchange for a 5 to 7 year operating agreement to provide commuter service.

2010 was a pivotal year for the Plaistow rail project because all of the previous barriers that had placed the project on hold were removed. It started in January when another round of Congestion Mitigation Air Quality (CMAQ) funding availability was announced by the NH DOT; letters of intent to apply for this round of funding were also submitted in January, 2010. The project received a award of CMAQ funding in the 2000 round of funding but because of the barriers none of the money could be reasonably spent. The barriers included the following:

1. No identified source of the 20 percent local match of approximately $195,000.
2. Excessive cost of getting rights to allow passenger trains on the tracks in Plaistow; Pan Am Railways was requiring double-tracking from the Massachusetts state line and to the Maine state line at a cost of approximately $20,000,000.
3. No source of funds for the on-going operating costs in excess of fare box revenues.

In meetings with the MBTA, NHDOT, and RPC the MBTA reported they were eager to move the layover facility from the Bradford, MA location to a site north of the Haverhill, MA station and that one of the identified locations was the former Westville Homes site in Plaistow. This site is also very close to the proposed location of the Plaistow rail station. With the layover station close to the rail station, the projected fare box revenues exceed the incremental costs of providing the service. Furthermore the MBTA suggested the use of an agreement similar to the one used in Rhode Island to extend the MBTA service into Rhode Island, known in Rhode Island as the “Pilgrim Partnership”. This kind of arrangement would require New Hampshire to purchase capital equipment for the MBTA in exchange for providing the commuter rail service. The MBTA also requires that bi-level rail cars be purchased to handle the additional capacity of NH ridership. Although no final details have been worked out, the kind of capital equipment purchase required by such agreements are a good fit for the CMAQ funds. With an agreement, to be known as the “Pentucket Partnership”, in place between the MBTA, NHDOT, and Plaistow, barrier number 3 will be overcome.

Throughout 2009, 2010, and 2011 the MBTA and Pan Am Railways have worked out a trackage rights agreement which for the Plaistow extension project means that the MBTA now has the rights to operate passenger trains on the existing Plaistow tracks and since the MBTA will not require any double tracking, barrier number 2 has been removed.

The results of the discussions with the MBTA on this project resulted in a combined project of the layover facility and the rail station. Since the MBTA cannot own land outside of Massachusetts, the NHDOT will purchase the former Westville Homes site and lease it back to the MBTA. The MBTA will not only incur the cost of designing and constructing the layover facility but will also supply the 20 percent local match for the combined project thus removing barrier number 1.

The combined project also contains the following changes from the original project as presented in the 2000 round of CMAQ funding:

1. The originally proposed rail platform will be upgraded to a fully enclosed "green" rail station that will incorporate the requisite handicap accessibility into the design and not provide as an add-on. Other green amenities are being proposed such as composting toilets and solar cells to generate electricity for the site.
2. The rail station will be located on a rail siding adjacent to the main line tracks. The addition of this siding to the project allows the trains to load and unload without stopping on the main line tracks, hence helping to increase (or at least not decrease) track capacity for the existing freight and Amtrak Downeaster service. An easement for the full-length siding and boarding platform will need to be obtained from the adjacent Freedom Tire site.
3. Money for the purchase of 1 bi-level rail car is included in this round of CMAQ funding instead of presumably cash for any operating subsidy that may have arisen in the original project proposal.
4. Money to purchase the Westville Homes site.
5. Money to complete environmental studies and mitigation for the potential fumes and noise on the layover site.

The 2010 CMAQ application was approximately $7.3 million including the 20 percent local match which when combined with the 2000 CMAQ application totals approximately $8.4 million that includes approximately $1.6 million in local match funds. We are applying for CEDS funding to help fund some of the "green" station amenities and site improvements, the detailed costs of which are not yet available.

The next steps being undertaken are work on the Pentucket Agreement and getting out letter of intent for the environmental studies.

The potential economic development benefits of this commuter rail service to the region are significant. They include the immediate benefits from expansion of non-Single Occupancy Vehicle (SOV) commuting options for southern Rockingham County residents and the reduction of congestion and accidents along the southern-most 5 mile segment of NH 125 in Plaistow and Haverhill. These factors alone generate a net benefit-cost ration for the project of 2.3-to-1, as determined by NHDOT's TIGERII consultant, HDR. Long term, the rail project will also bring great potential for mixed-use, transit oriented development to Plaistow, especially in and around the town center.

d. Cooperative Alliance for Regional Transportation

The Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART) transit system provides shared-ride, demand response (curb to curb) public transportation service five days a week in the communities of Chester, Derry, Hampstead, Londonderry, Salem and Windham. Out of region service to medical facilities in Manchester is provided on Tuesdays and Thursdays. In 2011 CART anticipates launching its first fixed-route bus service connecting Salem, Windham and Derry; funded with a Federal Congestion Mitigation Air Quality (CMAQ) pilot grant.

In addition to providing general public transportation services, CART was established with a goal of coordinating the transportation services provided by health and human service agencies in the region through a centralized call center handling scheduling and dispatching services. The intent of such coordination is to simplify rider access, improve cost effectiveness, identify new opportunities to combine trips and pool resources to better leverage federal transit funding available to the region. CART is a partner in the Greater Derry-Salem Regional Coordinating Council for Community Transportation (RCC), one of a network of regional transit coordination initiatives around the state. CART is currently working with Easter Seals of New Hampshire and the Rockingham Nutrition Meals on Wheels Program to pilot a senior shopper shuttle in Derry and Londonderry that expands service by using pooled agency funding to leverage additional Federal Transit Administration funding.

e. Commuter Bus Service Expansion

The I-93 Expansion Project includes a project to significantly expand commuter bus services available in the corridor. The expanded bus service began operation on November 17, 2008. NHDOT contracts with a private firm, Boston Express, to operate the expanded service and new facilities at Exits 5 and 4 in Londonderry and Exit 2 in Salem. The bus service operates seven days a week from Exits 5 and 2, and weekdays only from Exit 4, providing up to 22 roundtrips on weekdays and 18 roundtrips on weekends. The buses serve South Station and Logan Airport. Initially, the startup of the new park-and-ride based service coincided with the termination of service to downtown Manchester. Manchester strongly objected to this and ultimately, Bus service from downtown Manchester was reinstated and will continue with six round trips each day.

Example of motor coashes used in the I-93 commuter bus service

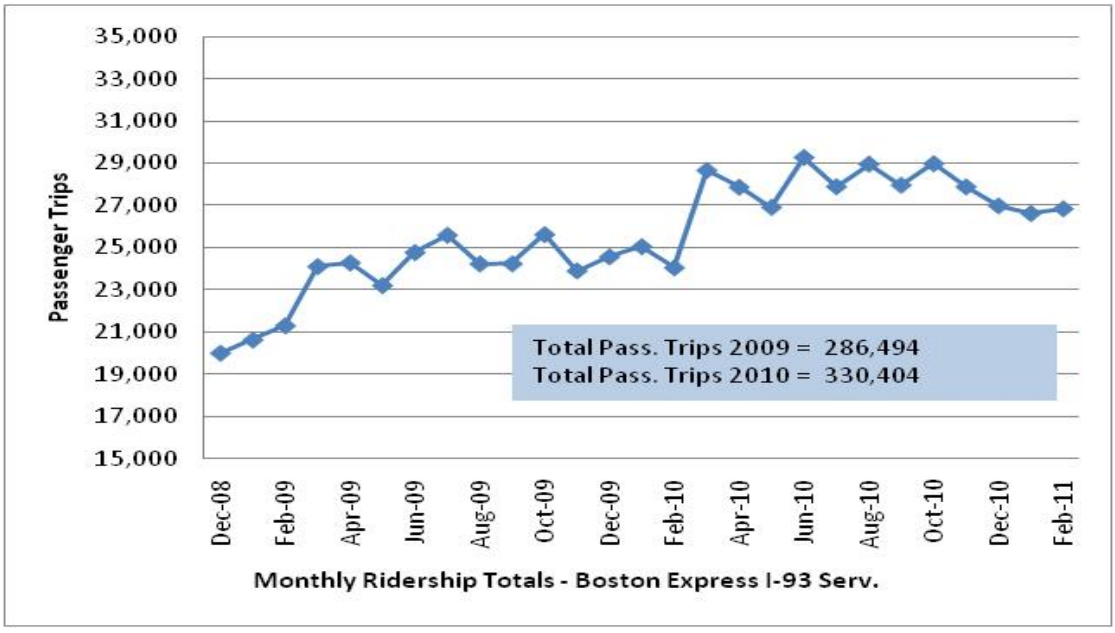
The implementation of this project began as a traffic growth mitigation measure included in the I-93 Environmental Impact Statement. To provide the expanded service, NHDOT has constructed new park-and-ride lots with bus terminals at Exit 2 in Salem and Exit 5 in Londonderry, as well as a bus maintenance and storage facility near Exit 5. A new bus terminal at Exit 4 in Londonderry was opened in 2007. The service itself is provided on state of the art intercity passenger motor coaches which were purchased using a combination of Federal Highway Administration's Congestion Mitigation and Air Quality Program (CMAQ) as well as Federal Transit Administration formula grant funds. The operation has been

implemented as a public-private partnership, with the private carrier responsible for upkeep and maintenance of the bus terminals and buses and the public funds used for initial capital costs and three years of operating subsidy. The funding model for the service calls for operating costs to be paid for entirely through the farebox by the end of the third year of service. Farebox recovery was at about 75 percent at two years in to the service.

Ridership has been strong and growing in the first two years of operation, although ridership from the Salem Park and Ride lot continues to be significantly lower than expected. Projected total ridership for the expanded service made prior to service start was 371,000 passenger trips in th first full year, increasing to 522,000 in the third year. Actual ridership in the first year (Jan 2009-Dec 2009) was 286,494 and grew to 330,404 in 2010, and increase of 15.4 percent. While this is below projections, those numbers did not account for the building of ridership which typically occurs in the startup phases of new service of this type. In addition, these counts do not include Logon passengers or Logan passenger service which would add about 8 percent to the ridership totals.

New intermodal terminal at Exit 2 in Salem

FIGURE 9
BOSTON EXPRESS RIDERSHIP TOTALS
I-93 COMMUTER SERVICE



Boston Express also provides service to the Nashua area off of Route 3/F.E. Everett Turnpike at Exits 6 and 8. Eleven daily weekday round trips are provided to South Station and Logan Airport.

More detailed information on the I-93 Expansion Project and its various components can be found at the NH DOT website for the project at: www.rebuildingi93.com.

6. Memorial Bridge

Over the last two years, the States of New Hampshire and Maine have been studying the 3 bridges (The Memorial Bridge on US 1, the Sarah Mildred Long Bridge on the US 1 Bypass, and the high-level I-95 Bridge) that cross the Piscataqua River between Portsmouth, New Hampshire and Kittery, Maine to identify the long-term multimodal transportation needs of the area and evaluate the transportation alternatives that best address those needs for crossing between the two communities and states. This was in response to structural issues with the Memorial and Sarah Long Bridges that would have meant closing both of them to traffic within 10 Years (1-3 for the Memorial).

The "Maine-New Hampshire Connections Study" as it is known, included a full analysis of transportation, land use, social, economic, and environmental conditions. It considered and evaluated a range of feasible alternatives, both build and no-build, and included an assessment of rail, highway, transit, marine navigation, pedestrian and bicycle modes of transportation. The study evaluated the engineering and built and natural environmental feasibility of the range of alternatives in order to identify the preferred alternative(s) and produced results in compliance with the National Environmental Policy Act (NEPA) and Maine's Sensible Transportation Policy Act (STPA). After an extensive analysis and public involvement process three alternative proposals were carried forward to be implemented; 1) Replacing the Memorial Bridge and rehabilitating the Sarah Long Bridge; 2) replacing both bridges and moving the Sarah Long Bridge upstream; and 3) replacing both bridges and moving the Sarah Long Bridge upstream and increasing the height of the bridge deck.

Due mainly to financial restrictions, the first alternative has been recommended for implementation and work has started to design the new Memorial Bridge and begin the building process. The project has currently programmed approximately $200 million for the replacement of the Memorial Bridge (beginning immediately) and the rehabilitation of the Sarah Long Bridge (beginning in 2016). Along with the I-95 high-level bridge, it is expected that the ongoing repairs, maintenance and operations of the bridges will cost another $300 million to operate and maintain over the next thirty years. It is expected that these funds will come from a combination of sources including FHWA, NH and Maine Turnpikes general DOT funds, and the Department of Defense. In addition, it has been recommended that the Interstate Bridge Authority (IBA) be reconvened to oversee the three bridges and a capital fund that would be contributed to equally by each state to be used for continued repair and rehabilitation of the I-95 and Sarah Mildred Long bridges. The project has received $20M in funding in TIGER II funding. Presently this funding may be jeopardized by actions in Congress to rescind ARRA-derived funds that have not been obligated or utilized.

7. East Coast Greenway

The East Coast Greenway, often referred to as an 'urban Appalachian Trail', is envisioned as an all-season, multi-use trail extending 2,900 miles from Calais, Maine to Key West, Florida, and connecting major cities along the Eastern Seaboard.

During 2007-2008, the Rockingham Planning Commission headed up development of a Conceptual Design and Implementation Plan for the New Hampshire segment of the Greenway, known as the NH Seacoast Greenway (NHSG). In late 2008 an interim on-road route for the Greenway, following NH Routes 1A and 1B, was designated and signed.

Work to implement the NHSG is overseen with a regional advisory committee composed of appointed representatives from corridor communities, Rockingham Planning Commission, NHDOT, Seacoast Area Bicycle Routes (SABR), the East Coast Greenway Alliance, and neighboring trail groups in Maine and Massachusetts.

Current implementation work is focused on building a pilot section of off-road trail in Seabrook on the State-owned Hampton Branch rail corridor. A local trail committee, the Seabrook Rail Trail Alliance, is consolidating town support for the project, developing a trail management agreement with NHDOT and planning a capital campaign to generate matching funding needed to apply for federal Transportation Enhancement funds for trail construction. Work to build local support has been aided by the opening in mid-2010 of sections of the ECG in Newburyport and Salisbury, which have sparked local interest in trail development. The target for completion of the pilot section of trail is 2014.

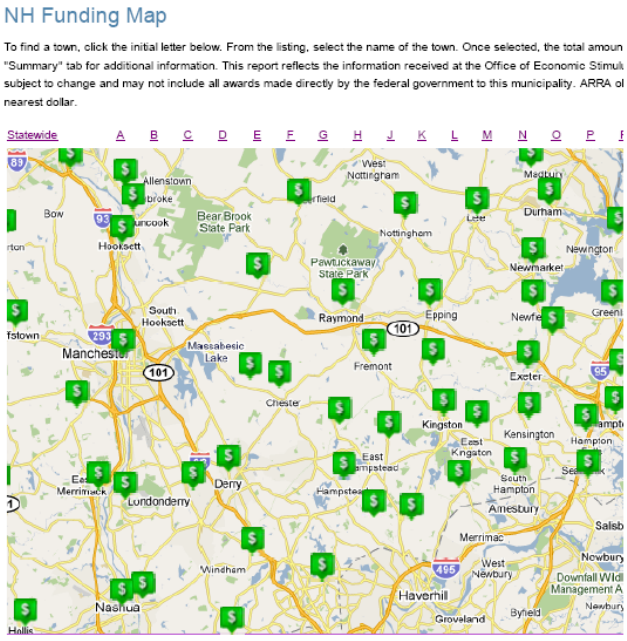
In order to have the necessary costs estimates and permit issues prepared for future trail development in Seabrook and communities to the north, the Advisory Committee is currently refining cost estimates and identifying environmental permitting issues for tail construction, particularly in the Hampton Marsh segment; conducting outreach in corridor communities, building local coalitions to support trail development; and completing as assessment of return on investment for trail construction in terms of economic development, public health benefits, and other community impacts.

In 2009, the NHSG Advisory Committee also partnered with NHDOT on a proposal for Transportation Enhancement funding to widen shoulders on a key segment of NH1A near Odiorne Point, and construct interpretive kiosks at three points along the route. Additional improvements to the on-road route will likely be identified through the proposed update to the Route 1A/1B Corridor Management Plan, the management plan for the NH Coastal Byway.

8. American Recovery and Reinvestment Act Projects (ARRA)

In February 2009, Congress enacted the American Recovery and Reinvestment Act of 2009 known as "ARRA" which was designed to provide stimulus to the economy through three main avenues: tax benefits, grants, and temporary entitlement expansion. Each received roughly one-third of the total stimulus package in terms of dollar value. The grant portion was primarily designed to fund infrastructure projects that were "shovel ready" – i.e. projects within existing programs for which design, permitting and approvals were in place or nearly completed so they could be implemented quickly. In New Hampshire, Governor Lynch established the Office of Economic Stimulus (OES) in January of 2009 to function both as the central coordinator of ARRA funding and the central point of contact to track the use of ARRA funds.

In its latest report, issued in March 2011, OES reported that the State had been awarded a cumulative total of $666.2M in ARRA funded grants in all program areas, and that a total of $978.6M had been awarded in New Hampshire in contracts, grants and loans to all entities including the State government, municipalities, universities and colleges, non-profits and businesses. In the seven OES reports issued to date, dating back to June of 2009, the cumulative jobs impact reported for the State is 6.912 million hours of work or 9,141 full time job equivalents (FTEs).



The NH Office of Economic Recovery includes an interactive map showing the location of ARRA funded project statewide. See www.nh.gov/recovery/map/index.htm

ARRA funds are divided into nine separate program areas including education, employment, energy and environment, health and nutrition, housing, public safety, technology and transportation. With respect to economic development projects of interest to the CEDS process, the most relevant are energy, environment and transportation. Energy projects are primarily in the form of energy conservation grants awarded to municipalities and other entities through the NH Office of Energy and Planning; environment projects are primarily sewer and water grants awarded to municipalities the NH Department of Environmental Services, and transportation projects are bridge, highway and public transportation grants retained by the NHDOT for its highway program, and awarded to municipalities and transit agencies throughout the State.

Aside from the obvious economic stimulus role that ARRA funding was designed to provide to the State's and region's economies, the additional infrastructure improvements that have been made possible are likely to prove important in regional economic development efforts in the longer term. These funds have provided a ready, if short lived, source of funding to move important infrastructure projects forward.

At this juncture, in the spring of 2011, the ARRA program is winding down. The vast majority of ARRA-funded grants were made in 2009 and 2010 and are completed or in various stages of implementation. Few new grants not already catalogued in the 2010 CEDS have been awarded. One notable exception is the successful award of $20M in TIGERII (an ARRA funded Federal Highway Administration competitive infrastructure grant program) for partial funding of the Memorial Bridge (Portsmouth-Kittery) reconstruction project – a very high priority transportation infrastructure project in the region.

In addition, two program areas of significance for economic development not tracked in the ARRA section of the 2010 CEDS are Broadband Technologies Opportunities Program (grant awarded to DRED and the University of New Hampshire and several other entities through National Telecommunications and Information Administration (NTIA), U.S.

Department of Commerce) and the EPA Brownfields program (two ARRA Brownfields assessment grants awarded to Rockingham Planning Commission)

Environment, Transportation and Energy ARRA grants that have been awarded for projects in the CEDS study area are summarized in Tables 28-A, 28-B, 28-C, and 28-D on the next few pages.

a. Wastewater System Projects

The State of New Hampshire (NH Department of Environmental Services) applied for and received $39.2M in ARRA funds to provide additional capitalization for the State's Clean Water State Revolving Fund (CWSRF). The entire ARRA Capitalization Grant was used as project subsidization, providing 50 percent of the funds for eligible and selected projects. The balance of the project costs were awarded from the base revolving fund. Of the ARRA funds available, the law stipulated that at least 20 percent be used for so called "green infrastructure projects" -- those involving, to a significant extent, water conservation, energy efficiency, non-point source pollution controls or estuary protection. $29.7M was allocated for use on conventional wastewater treatment projects and $7.8M was set aside for green infrastructure projects. DES received approximately 340 pre-applications for projects totaling approximately $625,000,000. In selecting projects, priority was given to those that would be ready to proceed to actual construction within 12 months of the enactment of ARRA, and to the highest priority project submitted in each community where more than one pre-application was received. In Rockingham and Hillsborough Counties (CEDS area only), the following wastewater projects were selected to receive ARRA funds:

TABLE 28-A: ARRA-FUNDED WASTEWATER PROJECT SRF PROJECTS IN THE REDC CEDS STUDY AREA

Municipality	Project	Total Cost	ARRA Funds	Status
WASTEWATER PROJECTS				
Portsmouth*	State Street Improvement – Utility and Road upgrade	$2,200,000	$1,100,000	City did not use ARRA funds for project
Exeter	Water Street Pipe Improvements	$270,000	$135,000	completed
Newmarket	New Village Utility Improvements	$940,000	$470,000	In progress
Epping	Mill Street Pump Station	$246,000	$123,000	In progress
Nashua	Hains Street Sewer Separation	$1,150,000	$575,000	completed
Merrimack	Interceptor Rehabilitation Project	$1,600,000	$800,000	completed
GREEN INFRASTRUCTURE NONPOINT/ESTUARY PROJECTS				
Exeter	Culvert replacements – Industrial Drive	$270,000	$135,000	completed
ENERGY EFFICIENCY PROJECTS				
Nashua	Net-metering at Waste Water Treatment plant	$500,000	$250,000	NA
TOTAL		**$7,176,000**	**$3,588,000**	

**Portsmouth ultimately elected not to use ARRA funding for this project.*

b. Water System Projects

The NHDES also maintains a Drinking Water State Revolving Fund (DWSRF) for capital improvements to drinking water systems. As with the waste water program, the NHDES used ARRA funding to augment the DWSRF. NHDES applied for and received $19.5M in capitalization grants. The State utilizes a ranking system to prioritize the order in which eligible projects will be financed under the DWSRF and this carried over to the ARRA funded projects as well. Public water systems eligible to apply for ARRA funded loans include community public water systems (public and private) and non-profit, non-transient non-community public water systems. Other ranking criteria included utilizing the State's capacity development list which has identified small public water systems in need of managerial, technical, or financial assistance. In addition, affordability, green infrastructure as well as water and energy efficiency was included in the ranking formula. As with the wastewater program, 20 percent of the drinking water funds will go to green infrastructure (water conservation, energy efficiency, etc.) projects. In selecting projects, priority was given to those that would be ready to proceed to actual construction within 12 months of the enactment of ARRA. In Rockingham and Hillsborough Counties (CEDS area only), the following drinking water projects were selected to receive ARRA funds:

TABLE 28-B: ARRA-FUNDED DRINKING WATER SRF PROJECTS IN THE REDC CEDS STUDY AREA

Municipality	Project	Total Cost	ARRA Funds	Status
Chester	Wason Pond – replacement well	$17,875	$8,938	Completed
Derry	PEU Glen Ridge Storage tank replacement	$98,000	$49,000	NA
Derry	Meadowbrook – conservation and well improvements	$40,000	$20,000	NA
Epping	Water Main Extension	$309,650	$154,825	In progress
Hudson	Hudson MHE – replacement well and storage	$112,000	$56,000	NA
Londonderry	Wagon Wheels – uranium treatment	$30,737	$15,369	NA
Portsmouth	Leak Detection Equipment and Rain Barrels	$55,000	$27,500	Completed
Seabrook	Construct new WTP	$5,000,000	$2,500,000	In progress
Raymond	Pump House Improvements	$38,000	$19,000	NA
Newmarket	Radio Controlled Meter Upgrade	$600,000	$300,000	In progress
Nashua - Pennichuck	South Nashua Booster Station	$300,000	$150,000	Completed
Nashua - Pennichuck	French Hill Water Main Rehabilitation	$1,300,000	$650,000	Completed
TOTAL		**$7,901,262**	**$3,950,632**	

In addition to these water system infrastructure projects, the NRPC and RPC have received ARRA funds to assist in regional water quality protection projects as follows. These projects are now complete.

NRPC

- Provide the nine NRPC-communities within the Souhegan River Watershed with maps and a community outreach brochure describing the Souhegan River Watershed and its importance;
- Assist communities within the Souhegan River Watershed in adopting the Souhegan River Watershed Management Plan as a formal part of each town's Master Plan;
- Assist five NRPC communities within the Souhegan River Watershed in adopting riparian buffer, floodplain, and/or storm water ordinances available through the NHDES-sponsored Innovative Land Use Guide;
- Assist any community within the NRPC region in adopting ordinances that support multi-density developments, environmental characteristics, or better site-level designs, also available through the NHDES-sponsored Innovative Land Use Guide; and
- Provide outreach to municipalities and technical support for the NHDES Innovative Permitting and Technical Assistance Initiative.

RPC

- Develop Fluvial Erosion model ordinance for statewide use;
- Assist communities in the Exeter River Watershed with adopting riparian buffer, floodplain, and/or storm water ordinances, environmental characteristics zoning, and

Low Impact Development designs, available through the NHDES-sponsored Innovative Land Use Guide; and

- Provide administration and planning assistance to the Exeter River Local Advisory Committee.

c. Transportation Projects

The largest portion of ARRA funds received in New Hampshire overall and in the CEDS study area itself has come in support of transportation infrastructure projects. A total of $158.8M in funds were allocated statewide to transportation projects, of which $129.7M were allocated to highway and bridge projects, $13.5M for transit projects and $5.6M for airports. Not including the $20M awarded for the memorial Bridge under TIGERII, about $63M of this total was awarded to projects in the CEDS study area, including $55M for highway and bridge projects (almost $30M of which was for a single project: the I-93 expansion), $2.5M for airport improvements and $6.2M for transit projects. See Table 28-C for a listing of ARRA-funded transportation projects in the CEDS area.

One of the challenges presented with ARRA funding was the necessity to spend the funds quickly, while fulfilling all normal project regulatory and permitting requirements. To maximize the stimulative effect of the funds, the legislation required that 50 percent of the ARRA transportation funds had to be obligated within 120 days of the law's enactment. For transportation construction projects especially, this meant that projects had to be limited to ones that were truly ready to advertise - or "shovel-ready." As a result, the projects selected by NHDOT were primarily either pavement resurfacing or projects that were fully designed and permitted and which could simply be advanced in construction timetable. The total ARRA funding received for the transportation sector amounted to approximately one-year's worth of total transportation project resources received in a typical year. The effect on many non-ARRA projects will be to advance their implementation because of the availability of additional funds.

Overall, New Hampshire had one of the best records of all states for obligating transportation funds in a timely way, ranking fifth out of 50 States. This is based on the percentage of Recovery Act highway funds put out to bid, under contract, and the number of projects underway.

TABLE 28-C: ARRA-FUNDED TRANSPORTATION PROJECTS IN THE REDC CEDS STUDY AREA – 2011 UPDATE

Location	Project #	Description	Total Estimated Cost (ARRA)	Status
NHDOT MANAGED HIGHWAY PROJECTS				
Epping-Exeter	14923	NH 101 structural overlay	$ 9,500,000	Completed
Salem-Manchester	13933G	I-93, NB Mainline segment (Windham)	$ 31,000,000	In progress; completion in 2014
District IV, V, VI	15674; 15676	Highway resurfacing	$ 9,000,000	Completed
District IV, V, VI	15674; 15676	Highway resurfacing	$ 4,900,000	Completed
Portsmouth	15648	I-95 Traffic Circle to Piscataqua River Bridge	$ 2,500,000	In progess
Exeter-Hampton	14923	NH 101 Re-surfacing	$ 1,800,000	Completed
Memorial Bridge - Ports-Kittery (added to ARRA list)	13678F	Reconstruct Memorial Bridge on exist. Footings	$ 20,000,000	Design-construction bid in progress
		Sub-Total	**$ 78,700,000**	
MUNICIPAL BRIDGE PROJECTS (SAB)				
Plaistow	14390	Garden Road over Little River	$ 546,000	Completed
Salem	15593	Lawrence Road over Spicket River	$ 1,800,348	Completed
Danville	13535	Sandown Road over Exeter River	$ 688,475	Completed
Brentwood	15277	Crawley Falls Road over the Exeter River	$ 1,300,000	Completed
Derry	13650	Fordway Road over Beaver Brook	$ 1,305,000	Completed
Merrimack	15324	Turkey Hill Road over Souhegan River	$ 4,450,000	In progress
		Sub-Total	**$ 10,089,823**	
MUNICIPAL HIGHWAY PROJECTS (SAH)				
Londonderry	15589	NH Route 28/Page Road Intersection	$ 1,700,000	In progress
		Sub-Total	**$ 1,700,000**	
ARRA FUNDED TRANSPORTATION ENHANCEMENT PROJECTS				
Litchfield	14838	Albuquerque Avenue trail completion	$ 329,631	Completed
Hudson	13894	NH 102, construct sidewalk	$ 522,721	Completed
Windham	14830	Rehabilitate Windham Depot	$ 220,600	Completed
		Sub-Total	**$ 1,072,952**	
TRANSIT PROJECTS				
COAST (Portsmouth-Dover)	NA	Purchase 7 Transit Vehicles; misc. facility improvements	$ 3,322,782	Vehicles delivered
Nashua Transit System	NA	Purchase 3 trolley vehicles and support vehicles; 8 bus overhauls; downtown transit center improvements	$ 1,417,282	Completed
CART (Derry-Salem)		Purchase 3 small transit vehicles	$ 434,975	Completed
		Sub-Total	**$ 5,175,039**	
AIRPORT IMPROVEMENT PROJECTS				
Beire Field (Nashua)	NA	Airport terminal apron rehabilitation	$ 1,753,000	In progress; trees cleared
		Sub-Total	$ 1,753,000	
Total ARRA-Funded Trasnportation Projects in the CEDS Region			**$ 98,490,814**	

d. Energy Conservation Programs

Energy programs funded by ARRA includes the State Energy Program, Energy Efficiency Conservation Block Grant (EECBG) program and the Weatherization program. All energy program funding through ARRA is distributed through the NH Office of Energy and Planning**.**

Low income Weatherization Program - $23.2M in ARRA funds are directed to this existing weatherization programs which provide for insulation, air sealing and related weatherization in low income homes. The program is implemented through the State's existing Community Action Program agencies. In the CEDS region these agencies are Rockingham Community Action and Southern NH Services. Under the increased ARRA funding the average investment allowed for each dwelling unit weatherized increased from $2,500 to $6,500 and income eligibility was increased from 150 percent to 200 percent of the federal poverty guidelines.

State Energy Program (SEP) - is an ongoing, federally funded program operated by the Office of Energy and Planning. The overall goals for SEP are to increase energy efficiency to reduce energy costs and consumption for consumers, businesses and government, reduce reliance on imported energy,improve the reliability of electricity and fuel supply and the delivery of energy services, and reduce the impacts of energy production and use on the environment. Under ARRA, New Hampshire was awarded a formula grant of $25.8M to be used over a three year period. This compares to prior annual funding of about $250,000. The NH OEP used the funding in 16 different program areas directed to municipalities, businesses, UNH, state agencies and others.

Energy Efficiency and Conservation Block Grant Program – The program was established as a component of the 2007 Energy Independence and Security Act, the US Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG) Program was established to assist eligible entities in implementing strategies relating to the reduction of fossil fuel emissions, reduction of total energy use and improved energy efficiency in transportation, building and other areas. Under ARRA, New Hampshire is designated to receive approximately $17.3 million distributed using the following formula:

- 68 percent was distributed via a formula to the 10 most populated municipalities in the state; REDC CEDS communities included in this group are: Nashua ($0.834M), Derry ($0.133M), Salem ($0.131M), Merrimack (0.116M) , Londonderry ($0.106M) and Hudson ($0.104M), as well as both Rockingham ($1.96M) and Hillsborough ($0.630M) counties.

- 28 percent was distributed via a formula to each state's energy office, 60 percent of which is required to go to the municipalities who were not chosen as one of the 10 most populated municipalities. This funding were distributed through a competitive grant process. New Hampshire municipalities and counties submitted over 270 grant applications, totaling over $21 million dollars in requests. OEP awarded these EECBG grants in April of 2010 to 68 communities statewide. Fifteen REDC CEDS communities were awarded a wide variety of small energy conservation project grants as listed below: Atkinson, Deerfield, E. Kingston, Epping, Exeter, Fremont, Hampton Falls, Newfields, Newmarket, Newton, Portsmouth, Rye, Salem, Stratham and Windham.

TABLE 28-D: ARRA-FUNDED ENERGY EFFICIENCY CONSERVATION GRANTS (EECBG) REDC CEDS STUDY AREA – 2011 UPDATE

Applicant Name	Measure Description	Measure Category
Atkinson	Town Bldgs.	Building Energy Audits
Deerfield	Composting Ctr.	Waste Reduction
East Kingston	School, Solar PV	Building Energy Efficiency, Renewable Energy
Epping	Police cruisers	Idling Reduction Technology
Exeter	Solar PV	Renewable Energy
Fremont	Solar DHW, Town Bldgs.	Renewable Energy, Building Energy Audits
Hampton Falls	CHP	Renewable Energy
Newfields	Town Bldgs.	Lighting Upgrades
Newmarket	School	Lighting Upgrades
Newton	Schools, Town Bldgs.	Building Energy Efficiency
Portsmouth	Town Bldg.	Building Energy Efficiency
Rye	Street Lighting	Building Energy Efficiency, Renewable Energy
Salem	School, Solar PV	Reducing Commuter Vehicle Fuel Use
Stratham	Police cruisers	Building Energy Efficiency
Windham	Solar PV	Lighting Upgrades, Building Energy Audits

Finally, also funded within the EECBG component of ARRA is the Energy Technical Assistance and Planning for NH Communities (ETAP). ETAP is a two year program providing energy efficiency technical assistance free of charge to NH communities and counties. ETAP's goal is to advance energy efficiency in all NH municipalities and provide the tools communities need to monitor energy performance.

ETAP is intended to offer services for every community, regardless of where they are in the energy planning process. For communities just starting, assistance has been provided with energy inventories and preliminary roadmaps. For those communities that have already completed inventories and are looking to implement projects, ETAP provides services such as grant writing assistance, energy audits for municipal buildings, preparation of energy master plans and capital improvement plans for energy efficiency projects.

ETAP has been implemented through CLF Ventures, Peregrine Energy Group, Clean Air-Cool Planet, and NH's 9 Regional Planning Commissions, including NRPC, RPC, SNRPC and Strafford RPC, all in the CEDS region. Most communities in the CEDS region have or will receive individual energy planning and technical assistance through the program before it concludes in March of 2012.

9. Regional Brownfields Program

The US EPA's Brownfields Program provides competitive grants to states, municipalities, tribal authorities, and regional planning and economic development organizations to support the identification, assessment, clean-up, and redevelopment of properties that may be stigmatized by pollution or the perception of contamination. Such properties can include closed gas stations and auto body repair shops, large manufacturing mills, and commercial or industrial sites. These sites exist throughout the REDC region, in every community, and

represent enormous development potential. Cleaning up and reinvesting in these properties increases local tax bases, facilitates job growth, utilizes existing infrastructure and alleviates development pressure on undeveloped land in the region.

Brownfields Assessment Programs - Currently, two of the four regional planning commissions operating in the REDC region are managing Brownfields assessment programs – Rockingham Planning Commission and Southern New Hampshire Planning Commission. With grant funds from EPA, both planning commissions have created inventories of Brownfields sites and have assessed several of these sites for contaminants and redevelopment options. For current information on these site inventories and on the properties that have been assessed, contact the regional planning commissions – Rockingham Planning Commission, www.rpc-nh.org, 603-778-0885, and Southern NH Planning Commission, www.snhpc.org, 603-669-4664. The Nashua Regional Planning Commission has applied for EPA Brownfields assessment grant funds to re-start a program in that region and the Strafford Regional Planning Commission is considering submitting a grant application to EPA in October 2011.

Brownfields Clean-up Program - In May 2010, the EPA awarded the REDC $1M to establish a Revolving Loan Fund (RLF). The RLF is being used to capitalize a revolving loan fund from which the REDC will provide low interest loans and sub-grants to conduct clean-up activities on selected Brownfields sites in the region. The RLF funds are available for anyone anticipating cleaning up a contaminated property for redevelopment, as long as the applicant is not responsible for the contamination. Low interest loans, typically 3 percent, are available for expanding businesses, developers, non-profit organizations and municipalities. Sub-grants can be awarded to municipalities and non-profit organizations only. Eligible clean-up activities include the installation of fences and drainage systems, capping, excavation and removal of contaminated soils, and removal of drums, tanks and other sources of hazardous materials. The REDC is targeting sub-grant RLF funds towards projects that facilitate the creation of green space, benefits low income communities, and facilitate the use of existing infrastructure.

The Town of Hudson, NH has submitted an application to the REDC for Brownfields RLF grant funds for clean-up of a vacant 9.7 acre lot along Industrial Drive in Hudson. The Town is partnering with a non-profit community foundation to clean-up and redevelop the site into a recreational park with a football field, baseball field, parking lot, and service building.

For more information on the RLF and the application process, visit the REDC website, www.redc.com, or call the office, 603-772-2655.

The City of Nashua, NH manages a Brownfields Assessment and Clean-up Program for sites in that community. For more information, contact the City of Nashua's Community Development Department at 603-589-3095, www.gonashua.com.

10. NH Fisheries

Coastal NH has a small but economically viable fishing industry. In 2007, NH fishing businesses landed 3,321,702 lbs of groundfish, for a total value of $3,371,539. (This value excludes the lobster and spiny dogfish categories.) In New England, the New England Fishery Management Council (NEFMC) is charged with developing the management plans that meet the requirements of the Magnuson-Stevens Act (M-S Act). The most recent

version of the plan is known as Amendment 16 and was implemented on May 1, 2010. The economic impacts of this plan have been severe and may threaten the existence of the NH fishing industry. New Hampshire communities rely on groundfish, and the loss of trip revenue from the changes was severe. NH suffers the highest total revenue loss within New England. In 2010, NH groundfish landings (in metric tons) were less than half (44.8 percent) of the 2009 landings (prior to implementation of M-S Act). In addition, the revenue lost from 2009 to 2010 is 40 percent. The move to sector-based quota management has severely reduced the ability for NH commercial fishermen to make a living.

NH is a seafood processing limited state. There is significant interest by restaurants, fish markets and supermarket chains to purchase NH caught seafood, but they require a finished product (i.e. fillet). Direct marketing strategies will be critical for New Hampshire's fishing community to remain viable during these tough regulatory and economic times. The Yankee Fisherman's Cooperative (YFC) is pursuing funding through the Federal Economic Development Agency and the REDC, as well as the Community Development Block Grant Program, to construct a small-scale community processing facility at their current location in Seabrook, NH. The facility would be available to all NH commercial fishermen to have their catch processed and either marketed by the YFC or through their own outlets. The facility would have a similar foot print to the existing building (approximately 6000 square feet) and would also provide a retail outlet for locally harvested product.

The ability to process seafood will reduce the industries reliance on Maine and Massachusetts fish processors, which will increase revenue and fishing opportunities for NH fishermen. The YFC anticipates the creation of up to ten jobs, typically from low to middle income families, with the facility upgrade.

E. Short Term Actions

REDC will continue to meet its obligations as an Economic Development District (EDD) by (1) coordinating and implementing economic development activities in the District, (2) carrying out economic development research, planning, implementation and advisory functions identified in the CEDS and (3) coordinating the development and implementation of the CEDS with other local, state, federal, non-profit and private organizations.

Last year, through a grass-roots planning process and with public input, REDC developed CEDS goals and objectives for the current 5-year cycle. REDC and the other economic stakeholders in the region continue to address these goals and objectives with an on-going approach. The status of these goals is discussed in the next section of the CEDS (Part IV – Evaluation). However, the Short-Term Actions for the period from July 1, 2011 to June 30, 2012 will be as follows:

1. Continue CEDS "grass-roots" planning process:
   - Implement the EDA Planning Investment and update the 2010 CEDS for 2012 (June 30, 2012);
   - Schedule four (4) CEDS Steering Committee meetings as part of the program year;
   - Identify, recruit, train and orient private sector representatives for the CEDS Steering Committee. Key areas of interest include new and emerging technologies, expertise in green technologies, banking and financing, as well as real estate development;
   - Maintain Evaluation as an ongoing process;

- Update existing and identify new Priority Projects as part of the CEDS planning process;
- Host two public forums that focus upon effective municipal sharing and dissemination of the 2010 Census data and observations.
- Provide demographic data and information developed through Five-Year CEDS process to municipalities, businesses, non-profit groups and the public through an enhanced website and regular electronic updates.

2. Provide support for local economic development efforts:
   - Complete the construction of the REDC Regional Business Development & Training Center. Provide local entrepreneurs with access to instruction, computers, and reference materials to facilitate the creation of new rural businesses and the expansion of existing businesses;
   - Increase outreach to local communities in identifying and implementing Priority Projects through general technical assistance and recommendations;
   - Continue work with the Brownfield's Advisory Committee to redevelop blighted areas and encourage economic growth;
   - Meet with representatives from "pockets of distress" communities to identify infrastructure and community needs;
   - Provide funding for local projects that support the CEDS Goals and Objectives through the availability of additional EDA project funds; and
   - Assist other communities as requested.
3. Assist and provide technical assistance for regional economic development projects:
   - Continue to provide grant and load opportunities to the Region with the REDC $1 million EDA Brownfield's grant;
   - Provide technical assistance and support to municipalities in identifying federal, state, non-profit and private funds to support their economic development activities;
   - Provide technical assistance to the proponents of this year's Priority Projects, as needed. Identify key Priority Projects that are eligible for EDA funding opportunities. Provide grant writing and management assistance as needed for these projects.
   - Identify funding opportunities and provide technical assistance for grant writing and management for the Pettengill Access Road project in Londonderry, NH;
   - Identify funding opportunities and provide technical assistance for grant writing and management for the Yankee Fisherman's Cooperative project in Seabrook, NH;
   - Partner with state agencies to educate businesses about the availability of stimulus funds for infrastructure improvements and energy efficiencies; and
   - Provide financing for expanding businesses that create jobs.