PLANNING & ECONOMIC DEVELOPMENT COMMITTEE

MARCH 1, 2016

A meeting of the Planning and Economic Development Committee was held on Tuesday, March 1, 2016, at 7:00 p.m. in the Aldermanic Chamber.

Alderwoman Mary Ann Melizzi-Golja, Chair, presided.

Members of Committee present: Alderman-at-Large Daniel T. Moriarty, Vice Chair
Alderman-at-Large Brian S. McCarthy
Alderman Tom Lopez
Alderman Benjamin M. Clemons

PUBLIC COMMENT – None

MOTION BY ALDERMAN MCCARTHY TO SO FAR SUSPEND THE RULES AS TO TAKE UP R-16-008 MOTION CARRIED

NEW BUSINESS – RESOLUTIONS

R-16-008

Endorsers: Mayor Jim Donchess
Alderman-at-Large Brian S. McCarthy
Alderwoman Mary Ann Melizzi-Golja

ADDING FOUR ADDITIONAL PARCELS TO THE "SPIT BROOK ROAD ECONOMIC REVITALIZATION ZONE"

MOTION BY ALDERMAN MCCARTHY TO RECOMMEND FINAL PASSAGE

ON THE QUESTION

Ms. Kim Cadorette, 8 Old Mill Lane

I am representing BAE Systems and I also sit on the Board of Directors for the Greater Nashua Chamber of Commerce. We are requesting to review and amend the ERZ. We are in a period of growth at BAE Systems where we will be expanding our manufacturing space at Spit Brook Road. We have already leased additional space at 10 Tara Blvd. to allow us to increase that manufacturing space. This is in recognition of the growth that we will be seeing over the next four to five years.

Alderman Moriarty

The Economic Revitalization Zone has to do with the city having the authority to establish revitalization zones so that the state can allow property tax discounts, is that correct?

Alderman McCarthy

No, it's the PED and BBT.

Alderman Moriarty

So by the City of Nashua defining Economic Revitalization Zones, it allows the state to preferentially reduce BPT to people in those zones. I would think that the purpose is to revitalize blighted areas or areas that we want to target. A perfect example is the area on Simon Street I think that doesn't get a lot of traffic that we are

trying to beef up. In my opinion, BAE Systems is a pretty well established company that is not in the business of revitalizing an area so I don't think this is appropriate. Ms. Cadorette, how does this apply to revitalization?

Ms. Cadorette

We will be providing close to 200 - 300 manufacturing jobs at the Spit Brook Road location, which I would think would translate into local revitalization whether it's on that property or whether it's with local businesses. I think the fact that we are growing and adding manufacturing jobs as well as establishing the office space that we are currently leasing.

Alderman McCarthy

I would think that it actually fits perfectly into the intent of the Economic Revitalization Zones. This is a census tract that has below whatever the standard is for wages to allow it otherwise we couldn't be doing this. They are creating jobs that are within that census tract which is the intent of the legislation. The basic discount is on the jobs that you have created in that census tract. That seems to be exactly the intent of the state law.

Alderman Lopez

I know that, for example, Royal Crest is viewed as a higher end housing establishment because the buildings and the community is nice but I also know that they had an occupancy issue for several years. I know that some of the other areas over there have housing availability but it's not full. Does that area need revitalization even though it's not necessarily an urban area?

Chairwoman Melizzi-Golja

In my mind it would be what you are looking at. As Alderman McCarthy said, when you look at what some of the income is in the area that although those apartments are there if they are not affordable for people who live in the area, this will bring in jobs that might provide residents who can afford those apartments.

Alderman Lopez

My question is revitalization, do the people there not have jobs and so there are a lot of people there but they are economically depressed or does it mean that area isn't vital? There aren't a lot of people coming and going from it and not a lot of people earning incomes, from that perspective that area could use a little bit of a boost. BAE is the major provider there and it seems like they are the most solid. The inclination is to say that BAE doesn't need revitalization themselves but that's not the point, BAE is adding more jobs that will make that area more vital.

Alderman Moriarty

In general when we try to attract business' to a city there are a few things that we try to do, things that aren't tax related or offered (inaudible) the education systems having to train people and the of course the obvious ones which come to mind are tax incentives to encourage companies to come in. If I wanted to encourage people to come into the Millyard area or the Cotton Mill District on Front Street and Franklin Street which is a perfect example of an area that needs revitalization and we want to encourage companies to come in and we give them a sort of short-term tax break just like we did with Cotton Mill; we gave them a five year reprieve on property tax in order to encourage them to develop something. BAE Systems is a mature company and this area is fully developed. When you drive by it you don't look at it and say we need to attract companies to come in, in fact, this has nothing to do with attracting companies to come in, what you need is the companies that are mature and there to continue to pay their taxes where they are. I respectfully disagree with Alderman McCarthy; I don't think this is the purpose of revitalization. We are not trying to encourage companies to come

in and fortunately since I no longer work with BAE Systems there is no longer a conflict of interest so I will not be abstaining from this and I am certainly going to vote no.

Alderman Clemons

I respectfully disagree with my colleague, Alderman Moriarty. One of the things that the city has to do is to not only ensure that we are attracting new businesses but keeping the businesses that we have here. This is certainly one of those times when we can help achieve that goal by putting the revitalization zone there and letting them get some tax credits for opening up 300 more jobs or so. I think that's what we want to be encouraging as a city. I think it's the right direction to and it's something that I fully support. To me it's a shame that this is the only area we are doing it in right here. I know we have done it across the city in several other places. I wish it could be expanded to other places but I certainly will support this.

Alderman Lopez

As a point of clarification, if this is approved as a revitalization zone it's not just applicable to BAE. If someone else uses that zone or the property is sold it's still a revitalization zone?

Alderman Clemons

Yes.

Alderman Lopez

The quality of the jobs you are looking at, I heard Alderman McCarthy talk about meeting a certain economic station. Are the 300 jobs that you are predicting to bring in, are they in a specific income bracket, are they all going to part-time jobs, will there be some full-time with benefits, what kinds of jobs are we talking about?

Ms. Cadorette

They are manufacturing positions which are hourly workers and they will be full-time positons.

Alderman Lopez

Is BAE planning on building new buildings or doing new developments in this area?

Ms. Cadorette

Not adding on to the infrastructure that we have. We are investing and changing in the space that we do have from office space to manufacturing space.

Alderman Moriarty

I agree with Alderman Clemons that it is good economic practice of the city to keep its spending low in order to keep the property tax low overall across the city and one way to adhere to keeping the spending under control is to adhere to the spending cap. If you are going to propose or support tax reduction as an economic stimulus then that should be a broad base for healthy existing companies then we should apply that universally to the city and adhere to the spending cap and keep the spending under control. I totally agree with you on that on. When you are targeting, when you are giving preferential treatment and the purpose of preferential treatment is to encourage new businesses, and if BAE Systems has a strategy of eliminating high paying jobs in order to encourage more lower paying jobs then they have every right to do that but as a city I do not believe that we should give preferential treatment to that large of an organization that already exists.

Alderman McCarthy

Are there other places in the state that you could locate those jobs?

Ms. Cadorette

Yes.

Alderman Moriarty

Can you name one or two?

Ms. Cadorette

We have several within the state. We have locations in Hudson and Merrimack. It's not only within the state but it could be outside of the state also.

Alderman Moriarty

Is Merrimack equipped for manufacturing?

Ms. Cadorette

Yes.

Alderman Moriarty

Which building is equipped for manufacturing?

Ms. Cadorette

Both buildings that are currently in Merrimack, otherwise known as Merrimack 24 and Merrimack 15; they both have manufacturing within those buildings.

Alderman Moriarty

I wasn't familiar with that. I spent 11 years in Merrimack 15 and I didn't realize there was manufacturing in the building. Still, I don't think that BAE Systems; there manufacturing location is south Nashua on Canal Street. It's extremely unlikely that they are going to put capital investment into a different facility when the plan is not even to build a new building in south Nashua. It's just a matter of opinion.

Ms. Cadorette

If I can just clarify that, we are looking to invest, we are growing and we have manufacturing locations within those campuses now and we are investing mostly in south Nashua but we are investing in the other campuses. The company is investing.

Alderman McCarthy

The manufacturing is in Nashua but I guess I would have to ask whether either of the other locations is in the census tract where a crop zone could be created that will exempt the jobs from the BPT when they are put in that town instead of Nashua.

Alderman Clemons

My only point is this. Nashua is not going to lose any tax revenues off of this because it incentivizes so that it comes off of their business profit tax. To not do this would just be to basically poke BAE in the eye and everybody else that wants to move to that; these two particular tracts and say well, we are not going to do it because we are just not going to do it. I don't understand why we wouldn't do it. There is no argument that would persuade me another way.

Alderman Lopez

With respect to the point without this being intended for revitalization in specific economic areas, actually I am addressing Alderman Moriarty, is that our concern? Is Nashua going to get scored down if we assign this zone to somewhere? Are there any negative impacts to us or is it more of well it's not the tool that it was developed for so we shouldn't do it?

Alderman Moriarty

Alderman Lopez and Alderman Clemons, it is true that the business profit tax and business enterprise tax is a state tax and by identifying this as a revitalization zone and BAE Systems could then apply to the state for the tax reduction but we already heard many times, the Mayor can attest that part of what we call downshifting from the state of costs onto the city, the state gets its revenues via the BET so if they reduce the amount…if the amount of taxes BAE goes down that they are paying to the state then the states going to have to make up that revenue somewhere and ultimately the cost will come back to the city. It doesn't scar the city or give it a bad image if you identify it as an economic revitalization zone. I'm just convinced if we leave it the way it is then BAE Systems will still do what it's going to do, those jobs will still go to south Nashua and continue doing what they were doing and in my opinion, the only organization, state or city that benefits from this is BAE.

Alderman Lopez

If they move it into Hudson which I find more likely to meet the census tract than Merrimack, don't we still have the downshifting because the revenue is still going to be reduced by the state and therefore the universal impact of state services would be reduced? If that's going to happen anyway or more than likely, wouldn't we at least want to make sure that the jobs are still in Nashua?

Alderman Moriarty

That's the risk. Having worked for the company for 11 years and understanding what facilities are where, it's my opinion that it's extremely unlikely that these jobs will go to Hudson. The manufacturing facilities are in south Nashua and Canal Street but primarily south Nashua. It would not make economic sense to completely relocate the facility to Hudson. That's just my opinion.

Alderman McCarthy

There are two areas on this chart. One is BAE which is the smaller of them and one is the Tech Park which is largely unoccupied except for the southern piece where the buildings already are and something that we would like to get more businesses into. As for Nashua getting a black eye, the Business and Industry Association and the Department of Resources and Economic Development says the thing that is the largest impediment to getting new business into New Hampshire is the business profits and business enterprise tax. The second one is the cost of electricity. If I were a CEO that was watching this meeting and I was considering talking to Flatley about locating across the street I would turn off the T.V. and go look for another site at this point. It does give us a black eye when we say we are not willing to solve the biggest impediment to business that the city faces. It basically sends a message that says we don't want you here go somewhere else and they will.

Alderman Clemons

And they have. If you look at GE, nobody thought they would leave New York either. It's how you treat your local businesses that employ your neighbors and friends that ultimately end up with whether or not a business decides that it's worthwhile to stay where they are or locate somewhere else. I believe that is why our Millyard is vacant because 100 years ago the Cotton Mills closed up and they left for the south and nobody thought that would happen 20 years before that either. We can either learn from history or we can keep repeating the same mistakes but I'm not going to repeat the same mistakes.

Alderman Lopez

I would expect this debate to be had by any responsible decision making body and the points that Alderman Moriarty brought up in terms of is this what was meant by that and is this going to do what we think and do we need to do this. These are questions we should be asking. Through the course of the dialogue I think for the most part, my opinion hasn't been swayed in terms of voting in favor of this because I don't want to see a major job creator start developing other interests in other cities when Nashua specifically is looking for these kinds of jobs. It does seem like that area could use, not necessarily revitalization because I don't think it's necessarily; it's a thriving place with a lot of growth but I think making sure that business owners and developer's know that the city is aware of their needs and is willing to work to support them is an important message to send and making sure that people who are looking for work and trying to maintain their housing and their quality of living is another message we really need to send. I know from my own professional experience that there are a lot of companies that are pulling jobs in half and giving them out to two different people rather than single people. Companies that are really willing to support their workers are difficult to find so if BAE is willing to put 300 new jobs in here that are full-time with benefits then I think we should definitely support that.

Alderman Moriarty

The current property that is listed on this map that's west of the Everett Turnpike, the Dozer Road; that's undeveloped and I agree with Alderman McCarthy 100% that we would like to encourage businesses to come in and we want to send that message loud and clear to companies to relocate there. The idea of keeping taxes low via spending under control, I agree with Alderman Clemons that is a general good policy to have and combining the two I move to amend R-16-068,

MOTION BY ALDERMAN MORIARTY TO AMEND R-16-008 TO ELIMINATE TRACT A-12 FROM THE REVITALIZATION ZONE

Alderman Clemons

Can we have a roll call please?

A Viva Voce Roll Call vote was taken which resulted as follows:

Yea:	Alderman Moriarty	1
Nay:	Alderwoman Melizzi-Golja, Alderman McCarthy, Alderman Lopez, Alderman Clemons	4

MOTION FAILED

Alderman Lopez

Was the roll call vote with the amendment in mind?

Chairwoman Melizzi-Golja

That was just to consider the amendment. Now we are back to looking at just the original R-16-008.

Alderman Clemons

Can we have another roll call please?

A Viva Voce Roll Call vote was taken which resulted as follows:

Yea:	Alderwoman Melizzi-Golja, Alderman McCarthy, Alderman Lopez, Alderman Clemons	4
Nay:	Alderman Moriarty	1

MOTION CARRIED

DISCUSSION

Rail Update

Mayor Donchess

I thought I would introduce the people who are with me. We have Aly McKnight who has been working in the Mayor's office since early January. She went to William Smith College which is the sister school to Hobart and graduated last May and has been following the rail issue quite closely. We also have Manny Espitia who just started with us yesterday. He went to Princeton and graduated three or four years ago and has been doing work for politically and government for the last three to four years. Aly has been on the issue a little longer having worked here for more than a day but Manny went today to watch the deliberations on the rail issue. In terms of what we are doing locally is we held an initial meeting of a business oriented pro rail coalition last week and I'd say 25 – 30 businesses showed up and all were very enthusiastic about the rail initiative and are looking to help support it and we will hold follow-up meetings and take additional steps. A very encouraging step in that direction was that there was a rail press conference yesterday supporting the current bill and that was organized by the PR firm named Montauge from Manchester and they work for the Rail Transit Authority. They have got a grant from the Charitable Foundation which requires some level of match but they have gotten a grant that would enable them to help organize a statewide pro rail business coalition so I thought that was interesting. I will let Aly and Manny tell you where the rail bill stands right now.

Chairwoman Melizzi-Golja

Before Aly and Manny start could you just give us a sense of that business coalition, what it looks like, large businesses, small businesses, across the city, across the region?

Mayor Donchess

I would say that it's mostly medium sized businesses, although Fidelity was represented. I think some of the larger businesses support rail but haven't yet decided to actually engage in the fray and take a position. We had some manufacturers, some service industry, utilities, hospitals and a college was there; Rivier University. I think in general mostly businesses that employ a few hundred people or maybe something less than that. We can get you a list of who was there.

Ms. Aly McKnight, Assistant to the Mayor

As many of you are aware the two proposed sites for commuter rail stops within Nashua are the 25 Crown Street site which has already been acquired through FTA funds as well as a site that has not been selected yet in south Nashua but will be somewhere towards the eastern side of Nashua. As far as what is going on at the State House right now, there is a proposal in the governor's 10-year transportation plan that has a two part funded proposal for an engineering and environmental impact study for rail which would be the next step in getting rail to the New Hampshire Capital Corridor Rail Project here after the December of 2014 study. The funds will be coming from the Federal Transit Administration funds that are specifically for urbanized zones and these funds would be for Boston urbanized zones. That would be $3.2 million or 80% of the funding and then the other half of the funding would come from toll credits which are not actual dollars that the state has but they can be used as federal dollars. Right now the state has a $283 million surplus in toll credits and this project would cost $800,000 of that large amount and that would be the other 20% all together equaling the $4 million which has been cited in this 10-year plan which will most definitely be voted on tomorrow by the Public Works and Highways Committee which Manny was at today and Mayor Donchess has testified at. At first we anticipated that the committee may have suggested an amendment to take the funding out but as the funding costs not one penny of state money or municipal money for that matter, and there's really nothing else that either of these funds are being used for right now, the state would likely lose the money that could be used for these if it wasn't used for this particular study. It's hard to form an argument in the opposite direction of doing the Engineering and Environmental Impact Study. We don't at this point anticipate that an amendment will be put forth that will prevent the study from going through the Public Works and Highways Committee and it will go to the floor of the House for a vote there and then it will be moved on to the Senate. That vote in the committee will take place tomorrow.

Mr. Manny Espitia

The bill is HB2016 and it was a 10-year plan and it basically was to take out the $4 million and analyzed it. The Department of Transportation explained that this $4 million is money that the federal government has given us to do a project and that if we don't do it then it gets taken away from us. It's not state money, its federal money just to conduct a study just to do research, there's no engineering going on. I think a lot of legislators understood that and started to form a better opinion about having a research study done and figuring out what to do from there.

Chairwoman Melizzi-Golja

How many members of the City Delegation sit on that committee?

Mr. Espitia

Two.

Chairwoman Melizzi-Golja

What was your sense? Were they in favor of this?

Mr. Espitia

I know that one of them is definitely in favor and I can't be certain about the other one. Most of us here in Nashua are in favor so we will see.

Chairwoman Melizzi-Golja

Can you tell us when it is going to the House floor for a vote once it passes this committee?

Ms. McKnight

I can keep the committee posted but I don't have it in front of me.

Alderman Lopez

What are the names of the two who are on the committee?

Ms. McKnight

Representative Marty Jack of Ward 9 and Representative Carl Sudell of Ward 1.

Alderman Clemons

The front of this mentions the stops. Is that part of the study or is that, and I would assume that this study is for the entire corridor up to Concord, is that correct?

Mr. Espitia

That would be the study.

Ms. McKnight

The study actually may only go to Manchester as that will be the first piece of implantation.

Alderman Clemons

It's just an environmental impact study?

Ms. McKnight

It is an environmental impact but also engineering. This would help us put the nuts and bolts together of what it would actually take as far as exact funding to make this happen and what kind of infrastructure is going to be necessary.

Alderman Clemons

It studies I assume from where it stops Lowell all the way to Manchester or just from the border up?

Ms. McKnight

It studies from Lowell to Manchester however the part of it that is in Massachusetts would not be something that would be coming from state funds at all.

Alderman Clemons

The reason that I mention that is because I know that for a while it was thought that maybe we could just get the line extended to Tyngsboro and build something at the mall in conjunction with an Exit 36 south. I think it would be interesting to see if that would pan out and how the state would leverage something like that because

they would have to work with Massachusetts but it does logically seem like one of the best spots, particularly if we are going to go ahead and build an Exit 36 south.

Mr. Espitia

The Mass DOT have been waiting for us to get active and start moving the ball because they don't want to just build up the border and then see what happens from there. This will give us some leverage to figure out whether or not it is a good idea to do rail.

Ms. McKnight

Also the MBTA have significant strides towards acquiring the Pan Am tracks that currently run along this path which I think is important to note.

Mayor Donchess

I would add that the word "study" is used kind of loosely. This will do an environmental impact statement and prepare federal applications, both of which are necessary to qualify for federal funds. It will provide more detail regarding the project and put the project in a position where the state can apply for the federal support necessary to undertake the project.

Chairwoman Melizzi-Golja

Will the study look at both of the possible locations in south Nashua?

Ms. McKnight

Likely, yes. One other thing was that the study that was released in December of 2014, does have a very detailed pros and cons list of what the options were. There were seven options for how we could expand transportation to the Boston area and the final solution was this Nashua/Manchester link, that is what the outside consultants determined but if you are looking for more information about that I found that study really helpful in understanding why this is the best option and what the ridership would look like and what the development around the rail stops would look like.

COMMUNICATIONS – None

UNFINISHED BUSINESS - None

NEW BUSINESS – ORDINANCES – None

GENERAL DISCUSSION

Alderman Moriarty

You heard it here first, driverless ride sharing vehicles. I am the champion of driverless ride sharing vehicles. Recently I had an opportunity to talk to an engineering consulting company based out of California and they are consulting with companies that are doing the driverless vehicles. The reason I think that will be important is that you have companies like Google battling General Motors as to who can get the biggest share of the market of driverless vehicles. If I had the money to invest I would invest in some mechanism that would make a profit and I would bet you that we will have those driverless ride sharing vehicles within five years and it will completely obviate commuter rail. There are laws that are state by state that require you to have a driver's license in order to be in one of these driverless vehicles. What if you are blind and you can't drive or handicapped? There was a large contingent of blind and handicap people who were at the R&D meeting who

were saying please change the law so we don't have to have a driver's license in order to own one of these vehicles or to call it up. Representatives up in Concord might want to think about what kind of legislation New Hampshire can enact to encourage to make New Hampshire a great place to enable this. It's going to take $260 million in capital to build a train from Lowell up to Manchester; I don't know how much money Tessler is spending on their research for these vehicles but I bet $260 million of investment by the State of New Hampshire sure would buy quite a lot of equity in driverless vehicles. In Sweden I read that for a $1 million they added magnets in the lanes for many miles so you could take a $10.00 electronic item and put it in a car and it would help him track so the idea of being able to have driverless vehicles greatly reduces the crash rate with just augmenting the road. It's coming and it's worth thinking about.

Alderman Lopez

I don't think that driverless vehicles are completing ridiculous, I just think that a more immediate return are trains because we've had them forever. I had to comment about the 25 Crown Street site. I know that in the initial presentation that Sarah Marchant gave to us she put down the warehouse that was part of the Armstrong Cabinet Company was likely to be demolished, is that correct?

Alderman McCarthy

The intent was to tear down the building to build a parking lot for the Park and Ride.

Alderman Lopez

I would love to look at that more closely because that building looks pretty solid. If it's a two-story cement warehouse that has large enough openings and ceiling overhead to bring vehicles in, it should be considered if it could be converted into a parking garage.

Alderman McCarthy

I don't think the second floor is strong enough to do that but I have asked that we take a look at trying to keep it and use it for something else. There is a belief that we can fit the Park and Ride lot around the building on the existing site. I agree with you that there may be some better use for that building.

Alderman Lopez

Even parking on the first floor would probably be advantageous for some people. I would like to take a closer look at it before we try to take on any costs of demolishing it when it might be something that we are likely to need a building for later.

Alderman McCarthy

With respect to autonomous vehicles I hardly think that they will be predominant in five years. I think there are tremendous lethargic issues around state legislation and around liability that will keep the deployment in any large amount away for years and years to come as much as I'd like to see it happen sooner rather than later. While the decisions made by the autonomous vehicle are probably better than those made by drivers' on the road today you can't overlook the fact that between here and Boston every square foot of real estate is covered with a car during the morning and afternoon rush hours. That doesn't change if any of those cars are autonomous. They will be operated a little bit less aggressively than they are today but it doesn't fix the capacity problem and it certainly doesn't provide the additional capacity that will be needed with any kind of economic growth in five to ten years in the Boston area.

Alderman Moriarty

I do disagree a little bit because I am commuting on Route 3 south. You can eliminate the gaps between cars which is already pretty small when its rush hour and essentially you can have an ad hoc train built out of autonomous vehicles that are bumper to bumper so the capacity could conceivably double. Commuting for 30 minutes isn't such a big deal but what really make it difficult is when you have to be totally on your toes because it stops and then speeds up and a little bit now. It would be great to just be able to throw the switch and kick back and let it drive for you.

Alderman Clemons

I'd rather control my own car on the road than it have controlled for me.

PUBLIC COMMENT - None

REMARKS BY THE ALDERMEN - None

POSSIBLE NON-PUBLIC SESSION

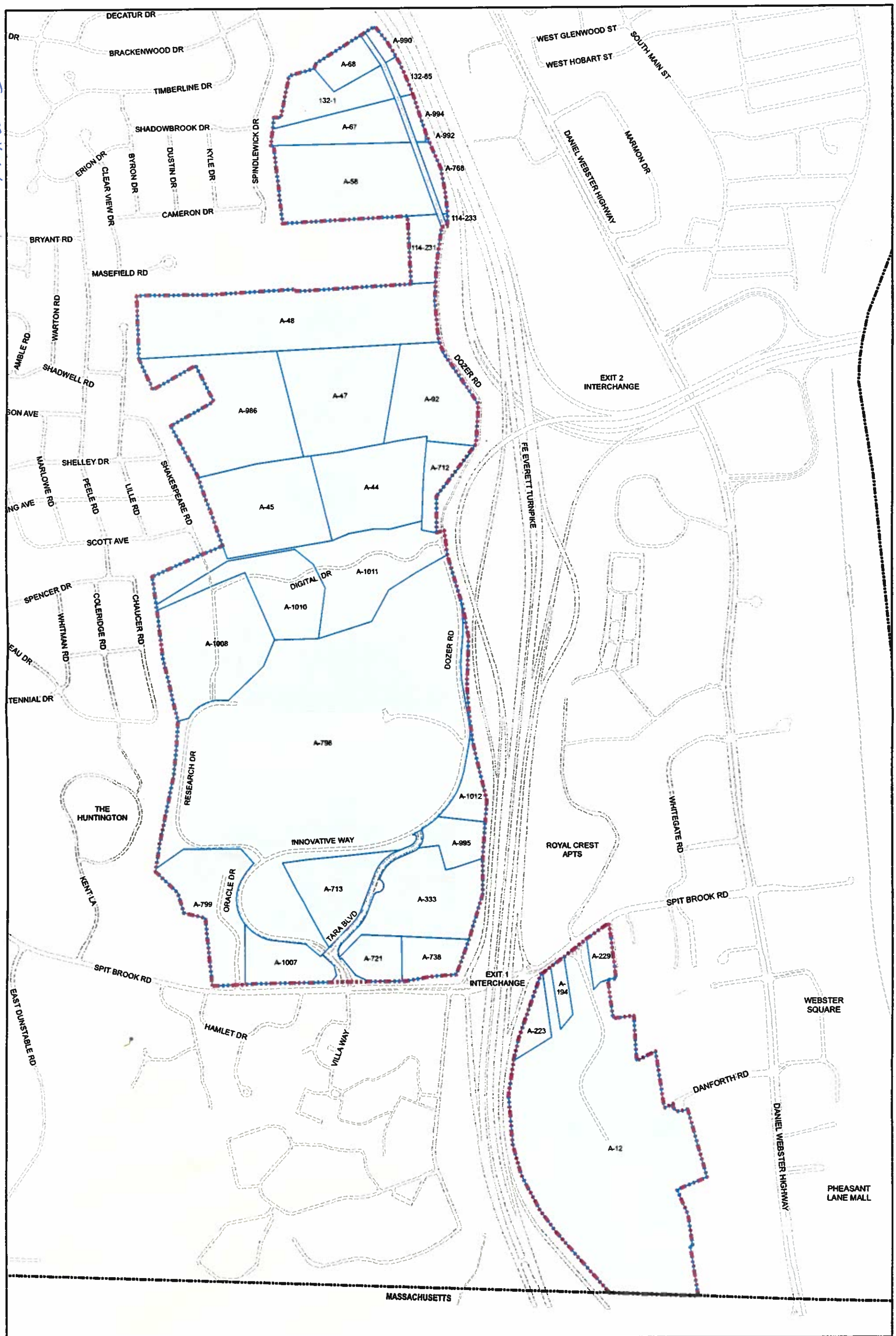
ADJOURNMENT

MOTION BY ALDERMAN LOPEZ TO ADJOURN
MOTION CARRIED

The meeting was declared adjourned at 7:43 p.m.

Alderman-at-Large Daniel T. Moriarty
Committee Clerk

For Minutes



NASHUA NEW HAMPSHIRE GIS

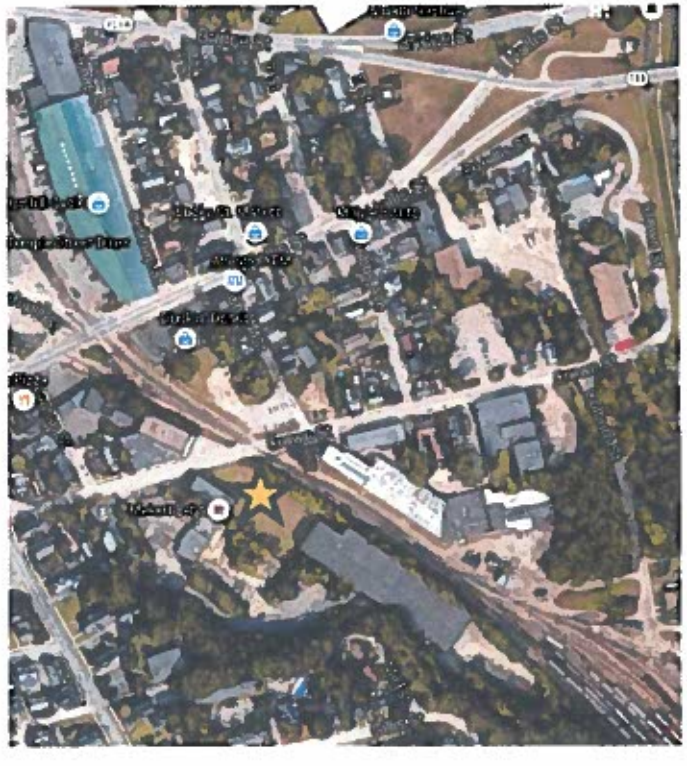
SPIT BROOK ROAD ECONOMIC REVITALIZATION ZONE

NASHUA, NEW HAMPSHIRE

0 1,000 FEET

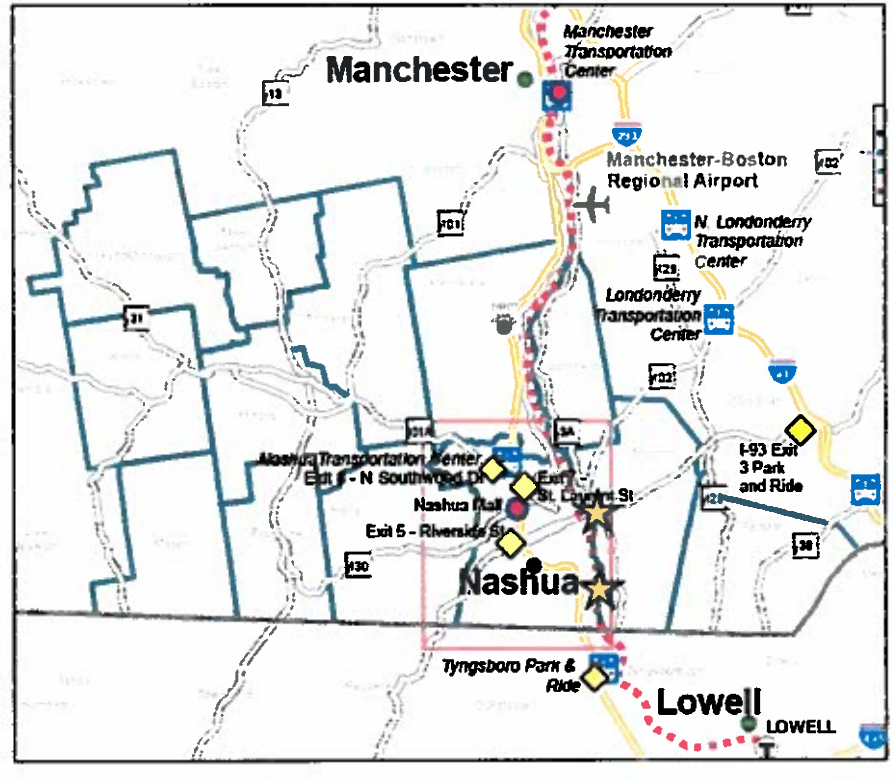
MAP PREPARED: JUNE 2009
REVISED: JANUARY 2016

COMMUTER RAIL STOPS IN NASHUA



NORTH:
25 Crown Street

SOUTH:
Site not selected



FUNDING FOR STUDY

Federal Transit Administration (FTA) Funds

- $3.2 million (80%)
- Must be used for a project in the Boston Urbanized Zone (southeastern most part of NH)
- NH Capitol Corridor Rail engineering & environmental impact study is the only project that qualifies

Toll Credits

- $800,000 (20%)
- State currently has $283 million surplus in toll credits
- Earned when toll revenue funds are used to fund interstate transit projects
- Allows state to utilize federal funds when no cash match is available