

CORRIDOR NEWS

I-93 CTAP Updates & Highlights

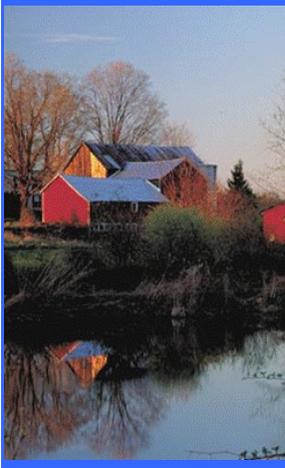
Fall 2006

Highlights:

- Summaries of CTAP Year One Programs
- Year One Time Line

Contents:

CTAP Overview	2
Outcomes & Achievements	2
CTAP Vision Map	3
I-93 Reconstruction~ Salem to Manchester	3
CTAP Year One Programs	4
Leveraged Partnerships and Parallel Programs	6
Link between Transportation & Land Use	7



Letter from the Commissioner

The New Hampshire DOT is pleased to announce the roll-out of the year-one work plan of the Community Technical Assistance Program (CTAP). This first year program is the culmination of a ten-month comprehensive strategic planning effort that included hundreds of individuals representing local governments, local non-profit organizations, community groups, and state, regional, and federal agencies. This

work-plan, unanimously approved on September 14, 2006 by the elected CTAP Steering Committee, includes thirteen programs and a budget of \$1.02 million.

Programs under this work plan, which start this fall, will provide a wide range of technical assistance, trainings, and access to tools for innovative land-use planning that will directly assist the 26 local governments in this region plan for growth. The year-

one work plan is the first phase of a five year, \$3.5 million the CTAP initiative that will support growth planning assistance to the towns and cities influenced by the I-93 expansion project.

I would like to thank the hard work and dedication of the many people who put in tireless hours to see the development of the CTAP Year One Programs through to completion.

-Carol Murray
Commissioner, NHDOT ■

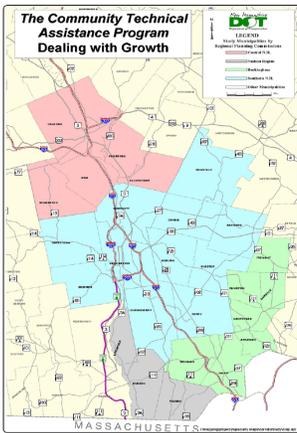
Goals and Purpose of CTAP

The NHDOT is committed to a five year comprehensive Community Technical Assistance Program (CTAP) to support a region of 26 towns and cities that are in the area influenced by the reconstruction of I-93. As part of this comprehensive growth management initiative, the NHDOT is interested in engaging the public and a wide range of stakeholders including local governments, the non-profit sector, the business sector, and governmental agencies.

CTAP is designed to provide technical assistance to communities in the I-93 corridor area on sound land-use planning practices. The primary purpose of CTAP is to minimize the unplanned and negative effects of growth on community services, remaining open space, schools, existing traffic patterns, quality of the environment, and existing residential and commercial zones.

CTAP is unique in that the NHDOT did not predetermine the specific

type or form of assistance that communities can receive. Instead, over the past ten months through a series of work sessions facilitated by Antioch New England Institute, the NHDOT engaged local governments, local non-profit organizations, community groups, and state, regional, and federal agencies in both planning the technical assistance that is needed and working together in providing this assistance over a five-year period. ■



The 26 CTAP communities.

“Without the right tools and use of these tools, things won’t happen.”
 -CTAP Participant



Discussing the options at the February 18, 2006 session.

An Overview of the CTAP Process to Date

The Year One Programs were made possible by a cast of hundreds who spent the summer meeting and working tirelessly to develop the activities for the coming year. At the end of the strategic planning sessions that took place over four meetings last winter/spring, the CTAP community elected a 13-person steering committee to represent the interests of Local Governments, Non-Government Organizations, and State Agencies and guide the development and implementation of the program.

The CTAP Steering

Committee, facilitated by Antioch New England Institute, organized and synthesized the information from the planning sessions into four themes that became the summer working groups: Community Infrastructure, Environmental Protection, Land Use and Open Space Protection, Downtown Village Centers and Community Vitality, and Local Economy.

Over the summer, each of the working groups met twice to develop recommended activities for Year One. The overriding goal of this process was to develop

appropriate responses and solutions to the identified issues facing the 26 communities in addressing the anticipated growth of the region.

The working group co-chairs used the recommendations of the summer working groups to define thirteen year one programs and applied a preliminary budgetary cost and timeline to each program. On September 14, 2006, the Steering Committee met to review the recommendations made by the summer working groups and approved the Year One CTAP Programs. ■

Outcomes and Achievements to Date

Before Year One gets underway, it is important to acknowledge the number of accomplishments already achieved as a result of the dedication and collaboration of the region’s stakeholders who have come together since December.

Some of the many achievements include:

- Regional collaborative efforts
- The identification and prioritization concerns

pertaining to the expected growth in the region.

- The development of a regional vision on how communities picture themselves in next 20 years
- A plan on how to incorporate the expected growth in that vision, and
- A strategic plan identifying overall goals, next steps to accomplish those goals, and obstacles that need

to be overcome to achieve this vision.

Three resource books were developed and published for communities to use for guidance in proactive growth planning. These resource books can be downloaded free at: www.RebuildingI93.com.

Continued on page 8.

The CTAP Vision Map

At the CTAP Kick-off event on December 1, 2005, 85 participants representing municipalities, state and federal agencies, non-governmental organizations, and other interested parties within the 26 town I-93 reconstruction corridor came together to begin the process of mapping out a vision for the future of the region. The keystone activity of that meeting was the creation of a vision map that sought to address the question, "What do you want this region to look like in 20 years?"

Through this process, the group generated a wealth of ideas, and a vision for the region's future began to emerge. Several major themes arose, including the desire to conserve New Hampshire's traditional rural landscape, to create vibrant walkable communities, to preserve open space and the working landscape, and to plan both locally and cooperatively throughout the region.

The themes which emerged from the visioning process have served as the base plate for CTAP and its year one programs.

A few of the major ideas from the Vision included:

- Preserved open space and rural character
- Affordable housing
- 10 minutes to 10 acres
- Mixed housing and business into new centers of communities
- Vibrant Main Streets
- Walkable neighborhoods
- Balanced economic growth and development

The results of the visioning process are included in Resource Book 2, which is available online at:

www.RebuildingI93.com



Creating the vision map at the December 1, 2005 Kick-Off event.

I-93 Reconstruction ~ Salem to Manchester

The section of I-93 from Salem to Manchester was built in the early 1960s to accommodate 60,000 vehicles per day. In 1997, average traffic volumes in Salem exceeded 100,000 vehicles per day and it is projected to increase to 140,000 vehicles per day by the year 2020.

I-93 is one of the State's principal arterials and is critical to the economic vitality of the state, region, and local communities. After carefully reviewing several alternatives and their impacts, NHDOT is preparing to implement

selected repairs to the I-93 corridor.

The overall goal of the I-93 reconstruction is to make the corridor safer and improve mobility by modernizing the road system and upgrading infrastructure. The DOT is aware of how important these improvements are and therefore is pursuing an aggressive schedule in order to complete the work within seven years.

Furthermore the DOT is committed to keeping the public informed during the design and construction stages of the I-93

reconstruction. For more information, visit the project website at:

www.RebuildingI93.com



CTAP Year One Programs: Summaries



External Communications Plan: This program will develop an effective communication approach for CTAP. The expected start date is January 2007.

Local Government Cluster Workshops: The Local Government Cluster Workshops will provide tailored training to Local Governments in specific areas identified by the summer 2006 working groups. An additional objective of this program is to encourage regional cooperation. Workshops will be comprised of 3-4 towns and representatives from all local government boards will be invited to attend. There will be roughly two workshops per cluster for a total of fourteen workshops. It is expected that this program will begin in March 2007.

Conservation Commission Institute: The goal of the Conservation Commission Institute is to provide ongoing education and training support to conservation commissions in the 26 community corridor. The institute will constitute a year long, ongoing regional training series directed towards conservation commissions. This program may rollover from year to year and is expected to serve as the foundation for Regional Conservation Roundtables. This program will begin in April 2007.

Local Government Discretionary Accounts: The discretionary accounts are designed to provide support to towns that are not covered under the other Year One Programs. These funds will be managed by the Regional Planning Commissions. They will provide guidance to towns, as necessary, in deciding how funds may be spent. The funds may be spent on a wide variety of items consistent with the CTAP directive and goals. It is expected that these funds will be available to towns in January 2007.

Connecting Transportation Planning and Land Use: This program will develop an approach to better integrate transportation and land-use planning at the local and regional scale. This program will be initiated and run via the Regional Planning Commissions. It is expected to begin in May of 2007.

	Oct. '06	Nov. '06	Dec. '06
External Communications Plan			
Local Government Cluster Workshops			
Conservation Commission Institute			
Local Government Discretionary Accounts			
Connecting Transportation Planning and Land Use			
Local Open Space Planning			
Economic Strategic Planning Inventories			
Enhanced GIS-Based Information			
Community Planning Assessments			
GIS Buildout Analysis and Alternatives			
Natural Services Network and Open Space Protection Research			
Regional Grant Writing Assistance			
Regional Cooperative Initiatives & Pilot Programs			

Local Open Space Planning: This program will assist towns in developing or updating local open space plans using a consistent approach and making use of new data and analysis. This program will also encourage the integration of Open Space Plans into Master Plans. This program will occur in successive years until all communities are completed. This program is expected to begin in May of 2007.

Economic Strategic Planning Inventories: The goal of this program is to provide baseline data needed to 1) formulate a strategic plan for a sustainable regional economy and 2) develop strategic regional economic marketing. This project will seek to inventory working farms, farm products, and regional economic development plans. This program will also identify and inventory local and regional economic development corporations. This program will begin in May of 2007.

Enhanced GIS-Based Information: The long-term objective of this program is to improve or enhance the base level of Geographic Information System (GIS) capabilities for all communities. In year one, this program will create an updated land-use GIS data layer based on 2005 aerial photography. This data layer is a key input to other CTAP programs and will be used for a wide variety of local and regional planning efforts, including, for example, local master plans, transportation studies and corridor plans, and open

space plans. It is expected that work on this program will begin in January 2007.

Community Planning Assessments: This program will collect base line information to help communities find out where they are on the planning curve. The results of these analyses will inform future CTAP activities and help communities determine how they might make the best use of the CTAP program. It is expected that this program will begin in January 2007.

Year One Programs
Continued on page 6.

Jan. '07	Feb. '07	March '07	April '07	May '07	June '07	July '07	Aug. '07	Sept. '07
Still Pending								



CTAP Year One Programs: Summaries (continued from page 5)



GIS Buildout Analysis and Alternatives: The goal of this program is to provide all communities with a build-out analysis and examination of alternative build-out scenarios under different zoning and regulation schemes using a common methodology. The program will occur in successive years until all communities are completed. It is expected that this program will begin in March 2007.

Natural Services Network and Open Space Protection

Research: The goal of this program is to build upon and thus leverage the work already being completed by The Jordan Institute by supporting the completion of the Natural

Services Network (NSN)—including public education and outreach on its application and value for future land use planning. The program will research zoning, regulatory, and voluntary techniques to promote the protection of high-priority resource areas contained within the NSN. It is expected that this program will begin in April 2007.

Regional Grant Writing Assistance:

This program will provide grant writing assistance to all CTAP communities. The program will provide up to fifty hours of professional grant writer service to each community. Communities may use this service to prepare proposals for non-CTAP

grants that support the overall goals and objectives identified through the CTAP strategic planning process. This program will also develop a database of available grants. This service will be available by February 2007.

Regional Cooperative Initiatives & Pilot Programs:

The goal of this program is to foster the capacity of communities to work collaboratively and on a regional or sub-regional scale. Approval of this program is pending. ■

Leveraged Partnerships and Parallel Programs

CTAP has already attracted new partners and begun to collaborate on a number of other initiatives in the region. These parallel and leveraged efforts support the CTAP themes, goals, and objectives without tapping into the CTAP funds.

Partner programs to date include:

- The CTAP Website~ Rebuilding193.com
- The December 2, 2006 CTAP Fall Training Conference, organized by the OEP

- Aerial Photographs provided by the NHDOT
- Social Capital Assessments being conducted by the New Hampshire Charitable Foundation
- The Municipal GIS Pilot Project lead by the collaborative effort of NHDOT, GRANIT, and the Technology Transfer Center/LTAP Exchange at UNH
- The development of the Natural Services Network through a collaboration of the Jordan Institute, the

Regional Planning Commissions in the CTAP corridor, NHDES, NH Fish & Game, SPNHF, NH Audubon, University of New Hampshire, and Complex Systems

- The Transit Investment Study, a cooperative agreement with the Massachusetts Executive Office of Transportation, the Federal Highway Administration, and Federal Transit Administration

“You can’t just regulate...we must collaborate, coordinate, and invest.”
- CTAP Participant

The Link between Land Use and Transportation

The landscape of New Hampshire has changed radically over recent decades and increased reliance on automobiles has drastically altered how we live. A combination of factors has led to a shift in our communities and we are now faced with the need to address a number of issues to ensure a high quality of life for all citizens.

Open space and farmland have been carved up by roads, houses, and malls and make it difficult at times to get from place to place without a car. Combined with pressures from new commercial developments, historic commercial districts and downtown centers have faced mounting challenges.

Historic urban centers already have the infrastructure in place to support growing populations. If revitalized and maintained, these centers can support a strong local economic base and provide a great quality of life for both residents and businesses.

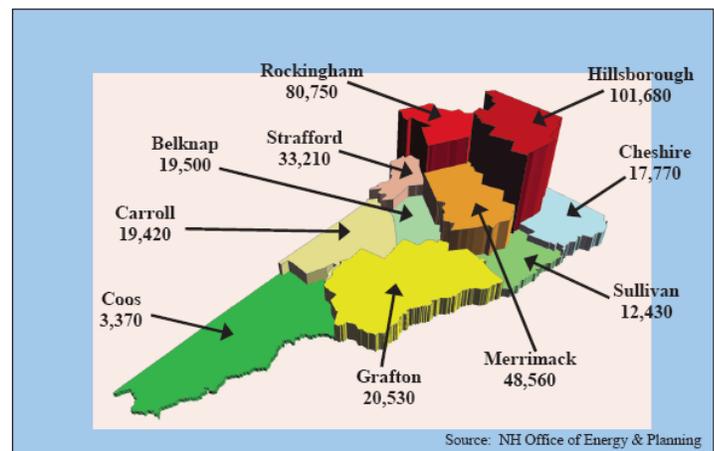
In addition to the loss of vibrant community centers, the automobile has allowed people to live further away from the

goods and services they need, and increased worker commute times are becoming more common. The effects of this on a community are enormous. Not only is there damage to the environment, but long commute time is also linked to a decreased quality of life—people have less free time to get involved in their towns, see friends or feel engaged with their communities.

Fortunately, there is no shortage of successful responses to these national issues. Implementing some innovative land use tools can lead to revitalized downtowns and cities complete with linked bike/pedestrian paths, expanded public transportation options and mixed-use zoning in village and urban centers. Concentrating development in the downtown centers uses existing resource and reduces the need for new roads and public services. This may indirectly protect open space from development. Also, new residential developments can incorporate elements to minimize their environmental impact, making walkable neighborhoods a priority,

and making efforts to keep schools and parks within a ten minute walk.

There is the opportunity through CTAP to support vibrant communities with strong local economies, thriving downtowns, open space and recreation options, affordable housing and a good quality of life for residents. ■



New Hampshire's projected population increase 2000-2005.

Source: New Hampshire's Changing Landscape. Published by the Society for the Protection of New Hampshire Forests.



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RebuildingI93.com

Outcomes and Achievements to Date (continued from page 2)

The work sessions also led to the nomination and election of the 13-member CTAP Steering Committee, which represent the CTAP communities and will help guide CTAP through the next five years and beyond. The Steering Committee requested the creation of four working groups (Community Infrastructure, Environment Protection, Land Use, and Open Space, Downtown/Village Centers and Community

Vitality and Local Economy). The charge of the working groups was to review the CTAP theme areas, identify priority activities for year one, and report back their findings.

Additionally, CTAP has already begun to leverage other efforts and activities in the region. See the article on Leveraged Partnerships and Parallel Programs in this issue.

The most significant achievement is the

development of the CTAP Year One Program and the formation of initiatives and programs for the first year, which include public awareness, training for local officials and constituency groups, direct and indirect technical assistance, and regional cooperative initiatives and pilot programs.

The collaborative spirit and commitment shown to this point will help CTAP succeed over the next five years. ■



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