

Action Number	Title	Summary
<b>Actions recommended in the CAP for near-term action</b>		
TLU 2.B.1.b	Improve Existing Local/Intra-Regional Transit (Bus) Service	more frequent service, better passenger amenities and facilities, and increased marketing to expand ridership expand existing and new service to serve all
TLU 2.B.1.a	Expand Local/Intra-Regional Transit (Bus) Service	communities of 20K or more, increase connections between communities
TLU 2.B.2.h	Improve Existing Inter-City Bus Service	more frequent service, better passenger amenities and facilities, and increased marketing to expand ridership
TLU 2.B.1.c	Expand and Improve Bicycle and Pedestrian Infrastructure	Improve and expand bicycle and pedestrian infrastructure to increase the viability for shorter-distance local trips, particularly within existing community centers, around transit-access points, and in other areas of higher-density, compact, mixed-use development.
TLU 2.B.2.a	Maintain and Expand Passenger Rail Service	sustain and improve existing passenger rail service; improve and expand primary travel corridors (I-93 from Salem to Concord, and the full traverse of I-95 on the Seacoast)
TLU 2.B.2.b	Maintain and Expand Freight Rail Service (Conduct Initial Study)	sustain and improve existing freight rail service; strategic mid-term improvements and expansions to increase freight rail usage; and long term goal of freight rail throughout the state
TLU 2.B.2.c	Implement a Stable Funding Stream to Support Public Transportation	Identify and implement a dedicated funding stream to support significant expansion of public transportation
TLU 2.B.2.e	Expand Park-and-Ride Infrastructure	Expand P&R infrastructure to support new bus service and carpooling; new P&R lots in new locations; improve amenities at existing P&R; expand capacity at over-filled P&R; expand marketing
TLU 2.C.1.a	Assess Greenhouse Gas Development Impact Fees	new development projects seeking a state permit would be assessed a state impact fee based on the estimated GHG impact of the project, and/or enable municipalities to adopt similar programs
TLU 2.C.1.b	Streamline Approvals for Low-Greenhouse Gas Development Projects	reduce barriers for development projects in existing community centers with low-GHG footprints
TLU 2.C.2	Develop Model Zoning to Support Bus/Rail Transit	Develop model zoning regulations or standards governing land use around bus/rail service access points to maximize ridership and potential GHG reductions

TLU 2.C.3	Develop Model Zoning for Higher-Density, Mixed-Use Development	Develop model zoning regulations to promote and facilitate higher-density, mixed-use, walkable development (including affordable housing) in designated areas of a community expand funding and technical assistance, and improve interagency coordination to allow
TLU 2.C.8	Continue/Expand Funding, Education, and Technical Assistance to Municipalities	coordinated local planning for transp. and land use and development of policies that support sustainable development

**OTHER ACTIONS FOR FUTURE CONSIDERATION**

TLU 2.A.2	Implement congestion pricing on major highways in southern NH to discourage use during peak hours - increase toll rates for SOVs at these times	
TLU 2.A.3	VMT-based insurance structure	annual premium would be based partially on annual VMT
TLU 2.A.4	VMT-based registration fees	registration fee would be based partially on annual VMT
TLU 2.A.5	increase state gas tax	significant increase (\$1-2) to encourage behaviour modification
TLU 2.A.7	reduce availability of low cost parking	higher parking costs create an incentive to use of public transportation or other alternative mode (bike/walk/carpool)
TLU 2.B.2.b	Implement Recommendations of I-93 Transit Investment Study	study was still under development at time of CAP publication
TLU 2.B.2.f	Support TMAs	technical and financial support to establish and operate TMAs
TLU 2.B.2.g	expand inter-city bus	
TLU 2.C.4	use state funding and grants to encourage low GHG development	Municipalities that adopt appropriate land use regulations would be given priority under existing state funding and grant programs by adding new criteria to competitive grant evaluations and/or by requiring establishment of low-GHG-impact development zones as a prerequisite for funding
TLU 2.C.5	Two rate tax structure based on GHG impacts	adjust tax rates to reflect the higher costs of municipal services and ecosystem impacts associated with sprawl development and the lower costs associated with more efficient development

TLU 2.C.6	Encourage location-efficient mortgages	By assigning economic value to efficient development, LEMs promote affordable living in close proximity to work and services Establish an educational and administrative support entity (at state or regional level) to facilitate implementation of transfer of
TLU 2.C.7	Support Compact Land Use Patterns and Open Space Preservation	development rights or density transfer credit programs

**CAP  
Appendix**

**Notes**

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Some insurance  
companies doing this  
already

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in future actions because  
intra-city modality needs  
to be addressed first.

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