

CHAPTER 2: REGIONAL CONTEXT

1. INTRODUCTION

The idea of belonging to a region is nothing new to Hanover and its neighboring municipalities. There is a tradition of thought, activities and inter-municipal cooperation that extends across town, county and state boundaries. Since the Region provides a common background, each town has a stake in keeping the Upper Valley region a desirable place in which to live and work. Hanover and its neighbors cannot afford to look only as far as town lines. Because the population and/or tax base in many towns are small, cooperative efforts are necessary to cut costs for services and, in some cases, essential for the service even to be provided. Individual communities each play a distinctive role in the growth of the Region. As the Town looks ahead to the next decade, it is important to understand Hanover's identity and role in this broader context.

While other chapters of this master plan emphasize Hanover and its resources, and goals and policies, this chapter will highlight Hanover's significance from the perspectives of the immediate Upper Valley and broader region. Then, specific issues the Town will need to consider from a regional point of view in the near future will be addressed.

2. A SENSE OF THE PLACE

Hanover, a small New England college community, is the cultural anchor of the Upper Valley. With its highly regarded quality of life, Hanover is home to Dartmouth College and its museums, theatrical and musical productions, lectures and sports events, attractions for residents, alumni and visitors. The town's business and office/laboratory districts maintain a strong and vibrant economic base. With the Connecticut River to the west, Moose Mountain to the east, the Appalachian and other walking/hiking trails running through the town, recreational opportunities are numerous during all seasons of the year. Hanover's rural areas are for many not only the place where they have chosen to live, but also a place to ski, hike, fish, bike or just enjoy being outdoors. (see Maps 2-1 and 2-2)

3. HOW HANOVER MEASURES UP

The following measures are based on 2000 US Census data.

- Hanover's population is third in the Region after Claremont and Lebanon.
- Between 1990 and 2000, Hanover's population growth at 17.8% was one of the fastest in the Region, surpassing both the regional rate of 8.3% and the State rate of 11.4%.
- While Hanover's population density at 216.6 people per square mile is lower than that in Lebanon (304.3), it is much denser than its other neighbors with Lyme at 30.5, Canaan at 65.9, Enfield at 107.1 and Norwich at 78.9.

- The increase in the number of housing units measured on a percentage basis in Hanover (14%) was about four times that of the County (3.6%) for the period 1990-2000.
- The occupancy profile in Hanover, 66% homeowners and 34% renters, is comparable to the County profile, 69% owners and 31% renters.
- In 2000, Hanover had the highest median housing cost, for all types of housing including condominiums, \$262,200, in the Region.
- The median rent in Hanover (\$857) is third only to that in Grantham (\$1040) and Norwich (\$866). The median monthly rent in the Region is \$622.
- Hanover residents rank 5th in the Region on a per capita income basis. This rank is lower than might be expected, presumably because the student population is included in calculating per capita income. Hanover's families and households have the highest median incomes in the Region: \$99,158 for families and \$72,470 for households.

4. THE CALL FOR A REGIONAL PERSPECTIVE

As a result of the Town's 1995 Community Profile process, the citizens involved charged the Town's elected officials, recreation department, economic groups, social service providers, religious organizers and educational groups to envision, interact, and share resources on a regional basis. These townspeople are asked to communicate and cooperate with neighboring communities in order to discover innovative, creative and forward thinking methods to more efficiently use the limited resources in each town. Intermunicipal cooperation and regional considerations should continue to figure significantly into civic activities, development review and analysis, and solution of local and regional problems.

5. TRANSPORTATION NETWORK

Situated just north of the confluence of the White, Mascoma and Connecticut Rivers, Hanover has historically enjoyed easy access to this major transportation node. The pattern of these natural transportation corridors is mirrored today in the alignment of U.S. Highways 4 and 5, State Highways 10 and 14, and Interstates 89 and 91. Located approximately 135 miles from Boston, 150 miles from Hartford, Connecticut, and 190 miles from Montreal, Hanover is within a few hours drive to these major metropolitan areas. In addition, bus service from Hanover and White River Junction, passenger and freight rail service from White River Junction and air service from Lebanon Airport link Hanover and its residents to points throughout New England and beyond. Manchester Airport, only a 90 minute drive from Hanover, now offers convenient service to many hubs across the country. This multi-modal transportation network is a major factor contributing to the Region's economic well-being.

The interdependence of the small towns in the Upper Valley has been facilitated by the mobility made possible by a good secondary road network, the automobile and Advance Transit.

Advance Transit is a public transit provider operating on contributions made by the communities it serves, by the states of New Hampshire and Vermont, and by Dartmouth College and the Dartmouth Hitchcock Medical Center. In 1994, a free fare zone was created linking downtown Hanover with the Dartmouth Hitchcock Medical Center and downtown Lebanon, and in 2002, the free fare zone was made system-wide. Supported by both communities, the Medical Center, and Dartmouth College and operated by Advance Transit, this program enjoys ever increasing ridership.

Hanover also enjoys the benefits of the Ledyard Bridge, a direct link to Vermont and an access to I-91. Hanover's downtown businesses are conveniently located for travelers who choose to use the Ledyard Bridge as their gateway to New Hampshire. However, the bridge also brings to Hanover truck and commuter through-traffic which adds to the downtown congestion. Hanover Center Road and Ruddsboro Road are heavily used by commuters as well. Route 120 connects Hanover with I-89.

6. ECONOMIC SIGNIFICANCE

Originally chartered in 1761, Hanover was selected as the home of Dartmouth College in 1769. The College has been influential in establishing an identity for the Town and also in its development as a cultural and employment center. The focus of commercial growth in the town soon shifted from Mill Village (later known as Etna) and Hanover Center to the present downtown area near the College. The arrival of the railroad to White River Junction from the south and east and the establishment of industries in Lebanon along the Mascoma River tended to focus manufacturing activity to the south of Hanover.

The institutions, commercial enterprises and industries in Hanover provide employment for workers from the entire Region. Dartmouth College, including the Hanover facilities of the Dartmouth Medical School, is the Town's largest employer providing approximately 3,300 regular full-time and part-time jobs. North on Route 10, the U.S. Army's Cold Region Research and Engineering Laboratory and Dartmouth Printing each employ over 200 people. On Great Hollow Road, companies including Hypertherm, Spectra and Creare, provide employment for over 700 people. Trumbull-Nelson Construction Company, Hanover schools, Town government and downtown businesses employ a combined workforce of over 1,900 people. A diverse mix of small businesses serve Hanover residents, the College and professional community, visitors from out of the Region and residents of nearby towns with less extensive business districts. Research and development now plays a larger role in employment than it did ten years ago. The number of positions of employment in Hanover, 8,800 in 2000, certainly exceeds the workforce actually living in Hanover, nearly 5,100 people.

It is perceived that the retail and service sector has become less diverse than it once was. Hanover residents, College students and employees create a demand for retail goods and services which is satisfied by businesses in not only Hanover but also in the whole Upper Valley Region. Alumni and tourists attracted by the College and nearby rural amenities contribute to the demand for lodging and services.

The Hanover economy is dynamic, yet stable, and figures prominently in the regional economy because of its employment and retail opportunities. Hanover's educational institutions do provide a very stable employment base, since such institutions are better insulated from economic fluctuations than other industries.

In addition, just south of the Hanover town line in Lebanon, Dartmouth Hitchcock Medical Center, with 5000 employees, provides a substantial and stable employment base. The Medical Center provides services throughout the Upper Valley and much of the rest of New Hampshire and Vermont.

7. INSTITUTIONAL/CULTURAL SIGNIFICANCE

Hanover is a major cultural focal point for Upper Valley and North Country residents in both New Hampshire and Vermont. It is unusual to find the variety and quality of cultural activities which take place in Hanover outside of a metropolitan area. While the Hopkins Center features both performing and visual arts, the galleries at the Hood Museum now complement the exhibit space at Carpenter Hall and the Hopkins Center. The League of New Hampshire Craftsmen and other small galleries show works of local artists. The excellent College and public libraries in Hanover meet the needs of both the academic and non-academic community in Hanover and surrounding towns. Lectures, films and educational programs sponsored by College groups, outdoor, political and other local groups attract people to Hanover from nearby towns. This combination of facilities and funding for the arts and high level of interest and support for cultural activities is one of Hanover's most important contributions to the Upper Valley and the broader Region beyond.

8. REGIONAL CONSIDERATIONS

Summarized below are some of the issues that require or would benefit from consideration from a regional perspective:

Growth and Development in the Upper Valley

Despite economic setbacks felt locally and nationally, the Upper Valley has received the mixed blessing of population growth and economic prosperity. Along with the benefits have come increased pressure on the housing market, public services and facilities and some of the schools. A change in the character of the area is apparent, with an increasing tendency toward suburban sprawl. Economic development in one town may influence the housing market and school system in another. Towns should consider development impacts on their New Hampshire neighbors as well as within their own borders. This regional conscience has been institutionalized by RSA 36:54 which encourages a municipality to consider the interests of other affected municipalities when considering proposals for new development.

The move to Lebanon of the Medical Center, which includes the Clinic, the Hospital and certain facilities of the Medical School, and plans for development of land along Route 120 have caused Hanover and Lebanon officials to consider regional as well as local impacts. Cooperation between Lebanon and Hanover should continue in order to ensure the best use of undeveloped land

which lies between the "urban areas" and to minimize traffic congestion, unfunded service demands, and undue financial burdens on the two municipalities. Each town in the Region has a responsibility to recognize Regional needs, to assist in the planning for ways to meet those needs and to share in hosting less than desirable developments.

Transportation

Vital to the Region's economic well-being is a convenient and safe transportation network. As the Region grows, so must its transportation system. The Lebanon airport expansion and increased ridership on Advance Transit are evidence of this growth. Unfortunately, traffic is becoming more of a problem. Vital Communities of the Upper Valley reported in its 1998 *Valley Traffic at the Millennium* report that "there is almost 80% more automobile use in the Upper Valley than there was in 1980 while the population has only increased by about 20%."

As an employment, educational, cultural and residential center, Hanover has experienced the growth brought on by the development of the Region. During peak hours, truck and commuter traffic into and passing through Hanover creates moderate congestion at the intersections of Park and Lebanon Streets and Main and Wheelock Streets. Improved routing of through-traffic has helped to alleviate this congestion. The siting of a new bridge to the south of Hanover across the Connecticut River to connect with I-91 has been suggested to address traffic congestion in Lebanon and downtown Hanover. This improvement to the regional road network is unlikely to occur until there has been a great deal more development in the area south of Hanover between Routes 120 and 10. Changes to the regional road network, such as the construction of a new bridge and creating a connection between Routes 120 and 10 should address regional as well as local interests.

Shortage of parking space is another symptom of growth in the Upper Valley. In Hanover, lack of parking has affected business and institutional expansion, and has resulted in the construction of a parking garage which has significantly addressed, but not completely solved the problem. Since Hanover is a regional employer and shopping center, this parking problem has regional implications and provides an incentive for employees to rideshare or to use Advance Transit. Employers and other towns can facilitate this solution to the parking problem and increase access to employment for their own residents by supporting Advance Transit, setting aside satellite parking areas for riders using the system and helping to promote ride-sharing. A great example is being set by Dartmouth College's demand management program which provides financial incentives to find an alternative to driving to and parking at work.

Solid Waste Disposal

Pursuant to RSA 149:M, every town in New Hampshire must develop and follow a plan to accommodate its solid waste disposal needs. Hanover is a member of the Upper Valley Solid Waste Management District (UVSWMD) which has developed a district solid waste plan. The plan suggests that individual communities pursue the solid waste disposal option which is best suited for that community. Presently, Hanover's non-recyclable solid waste is taken to the Lebanon landfill. The disposal agreement with Lebanon is short-term and potentially volatile. Hanover contracts with a private hauler to run a curbside recycling program which minimizes the amount of garbage that is disposed of and generates some revenue. The Town helped pioneer a composting venture with a

private company which takes sewage sludge, paper waste, yard waste and the College's food waste from the waste stream to produce compost which can be used for landscaping. Hanover also participates in the Upper Valley Household Hazardous Waste Collections, a program run primarily by volunteers with collections funded by participating communities.

Efforts to create an implementation district which would allow UVSWMMD towns to enter into long term agreements as a district, rather than individual communities, have been unsuccessful. The Town should persevere and continue to seek a long-term regional solid waste disposal solution.

Wastewater Treatment

The Hanover Wastewater Treatment Facility currently treats sewage from residences and businesses in Hanover, in Lebanon along Route 120 including Dartmouth Hitchcock Medical Center and Centerra, and in West Lebanon up to the height of land in northwest Lebanon in the location of Quail Hollow. Built in the 1960s, this plant was sized and designed to treat wastewater from this inter-municipal service area. The plant was improved to provide secondary treatment in the late 1980s. Improvements are again planned to take place in 2003-2004 to better treat the more concentrated sewage that is now being generated and remedy recent problems with meeting effluent standards set by the State. The successful treatment of wastewater at this plant is key to the growth planned in Hanover including the new village centers, planned in the urban area, as well as in Lebanon at the hospital, in Centerra, and along Route 10 at Sachem. Within the context of first meeting Hanover's needs, then consideration should be given to meeting Lebanon's needs within the watershed. The Hanover Wastewater Treatment facility accepts septic, another form of solid waste, from households relying on septic systems.

Emergency Services and Other Examples of Intermunicipal Cooperation

For many years, Hanover's Fire Department has worked cooperatively to provide mutual aid assistance to an association of towns which encompasses communities on both sides of the river from Claremont to Piermont, as far east as Grafton and Grantham and as far west as Woodstock. Hanover also participates in reciprocal arrangements for police and prosecutorial services. The Hanover Fire Department operates a regional ambulance service which includes Norwich, Hanover, and Lyme. Fifteen communities also contract for dispatch services based in Hanover. Hanover and other communities also jointly purchase bulk items such as asphalt and salt.

Schools

The Dresden School District is a model for intermunicipal cooperation. This unusual interstate District was created in 1963 by an act of Congress and for a long time was the only interstate school district in the country. The three public schools and the school administrative unit (SAU) office serving Hanover, Norwich and the Dresden Interstate School District, are situated in Hanover. Recent attempts to address the deteriorated facilities in the Dresden District and space needs of a growing student body have brought local issues-taxes in Norwich and traffic congestion and the continued benefit of locating the schools in Hanover's downtown under discussion. Attentiveness to local concerns is necessary for a successful project outcome. The Dresden affiliation is longstanding and should be continued.

Recreational Facilities and Programs

Dartmouth College traditionally has played and continues to play a major role in providing recreation opportunities. Now organizations such as the River Valley Club, Carter Community Building Association and Hanover Improvement Society also continue to meet the needs of an increasing regional population seeking recreation venues and programs. Continued cooperation across town lines is common and should be continued. For example, Hanover Parks and Recreation programs are open to residents from other Upper Valley towns as well as those from Hanover.

Conservation of the Connecticut River

The Connecticut River is an asset increasingly appreciated by area towns. Its potential as a recreational resource and as the focus of a multi-state conservation effort has been evaluated by a number of studies: the Corridor Management Plan prepared by the Upper Valley Subcommittee of the Joint Rivers Commission, the Tri-State Scenic Byway Study and Silvio O. Conte Wildlife Refuge Environmental Impact Statement. To develop a program which will guide the wise use of the River by people with a diverse set of interests depends on cooperation at many levels from landowner to state government. Hanover residents should actively participate in the development and/or evaluation of these studies. Implementation of a multi-use conservation program should be supported by Hanover residents balancing the goal of allowing riverfront landowners to continue to enjoy their property with the goal of continued improvement of the scenic and recreational use of and water quality in the Connecticut River.

Open Space Protection

Protecting natural resources such as brook corridors and large areas of wildlife habitat is a goal shared on both sides of many municipal boundaries. The projects that would accomplish those goals are also intermunicipal. The Hanover Conservation Commission should continue to work on conservation projects and to create a regional trail and open space network with the conservation commissions in Hanover's neighboring communities.

Groundwater Protection

Most Upper Valley residents rely on groundwater for their drinking water. Since aquifers do not respect town boundaries, intermunicipal cooperation is necessary to protect this important resource. Where known recharge areas occur in two or more towns, all of the towns should work to protect the areas from contamination. The Enfield Wellhead Protection Project was a good example of how intermunicipal cooperation can make resource protection happen. The towns of Canaan, Hanover and Enfield were able to agree on a protocol of information exchange to accomplish the protection objectives of the Enfield water works.

Towns in the Upper Valley should institute cooperative, protective measures locally. With the joint Federal/State mapping and study of the State's major aquifers now complete, a regional effort to protect the aquifers in the Upper Valley should be a top priority. Hanover should work with Lyme, Canaan, Lebanon and Enfield to protect aquifers that straddle town lines.

Regional Organizations

There are a number of regional organizations that exist to facilitate coordination and cooperation

amongst municipalities. These include the Connecticut River Joint Commissions, Upper Valley Land Trust, Upper Valley Lake Sunapee Regional Planning Commission, Twin Pines Housing Trust, Upper Valley Housing Coalition, Advance Transit, Transportation Management Association, and the Upper Valley Transportation Advisory Committee. Hanover should actively participate in these and other regional organizations.

9. GUIDELINES FOR THE FUTURE

As communities in the Upper Valley grow, they are becoming more interdependent. While there is a history of cooperation and communication among the towns, it is important for communities to look beyond their borders for support and solutions as new problems arise. Though distinct, Upper Valley towns share a common background and common problems related to growth in the area. All must participate in dealing with this growth in a way that benefits each town and the Region alike.

- Inter-municipal cooperation and regional considerations should continue to figure significantly into civic activities, development review and analysis, and solution of local problems, such as traffic and housing supply.
- Employers and other towns can facilitate a solution to the traffic and parking problem in Hanover and increase access to employment for their own residents by supporting Advance Transit, setting aside satellite parking areas for riders using the system and helping to promote ride-sharing.
- Cooperation between Lebanon and Hanover should continue in order to ensure the best use of undeveloped land which lies between the "urban areas" and to minimize traffic congestion, unfunded service demands, and undue financial burdens on the two municipalities.
- Each town in the Region has a responsibility to recognize Regional needs, to assist in the planning for ways to meet those needs and to share in hosting less than desirable developments.
- Changes to the regional road network, such as the construction of a new bridge and creating a connection between Routes 120 and 10 should address regional as well as local interests.
- The successful treatment of wastewater at this plant is key to the growth planned in Hanover including the new village centers, planned in the urban area, as well as in Lebanon at the hospital, in Centerra, and along Route 10 at Sachem. Within the context of first meeting Hanover's needs, then consideration should be given to meeting Lebanon's needs within the watershed.
- Cooperation in providing recreation facilities and programs across town lines is common and should be continued.
- In developments of regional impact the following criteria should be considered: traffic impact and road safety, housing impact, light and noise, impacts on water quality and the potential for inter-municipal trail or open space connections.
- Hanover has a responsibility in its review of site plans and subdivisions to consider impacts on neighboring communities.
- Hanover should continue to cooperate with other Upper Valley towns in maintaining long-

term cost-effective environmentally responsible disposal and recycling solutions for solid waste and hazardous waste.

- Implementation of a multi-use conservation program should be supported by Hanover residents with the goal of continued improvement of the water quality in the Connecticut River.
- The Hanover conservation commission should work with conservation commissions in neighboring communities on conservation projects and to create a regional trail and open space network.
- Hanover should work with Lyme, Canaan, Lebanon and Enfield to protect surface water and ground water that may flow to other towns and aquifers that straddle town lines.
- Hanover should continue to actively participate in and support regional organizations that facilitate cooperation and coordination of municipalities in the provision of services and protection of resources.
- Efforts to create an implementation district which would allow UVSWMD towns to enter into long term agreements as a district, rather than individual communities, have been unsuccessful. Hanover should persevere and continue to seek a long-term regional solid waste disposal solution.
- Hanover should continue to operate a regional ambulance and dispatch service, work cooperatively to provide mutual aid assistance, and participate in joint purchase of bulk items and reciprocal arrangements for police and prosecutorial services.

APPENDIX 2-1 ORGANIZATIONS concerned with planning or mentioned in the Hanover Master Plan

Town of Hanover

Department of Planning and Zoning: Jonathan Edwards, Director

Jonathan.Edwards@hanovernh.org (643-0743)

Planning Board: meets first three Tuesdays of month at 7:30 PM

Chairman: Nancy Collier

Nancy.C.Collier@valley.net (643-3709)

Conservation Commission: meets second Wednesday of the month at 5 PM

Chairman: Judith Reeve

Judith.Reeve@Valley.net (643-3996)

Affordable Housing Commission: meets third Thursday of the month at 7:30 PM

Chairman: Robert Strauss

bobstrauss15@earthlink.net (643-9085)

Downtown Committee:

Parking Credits Committee meets with Parking & Transportation Board

Streetscape Committee meets sporadically on second and fourth Thursdays at 3:30 PM

Chairman: Bill Dietrich

wpdietrich@aol.com (643-3776)

Parking and Transportation Board: meets third Tuesday of the month at 4:00 PM (confirm with Patrick O'Neill 64300742 ext. 116)
Chairmen: Bill Barr & David Cioffi

In-Town Transportation Committee: meets sporadically first and third Thursdays at 3:30 PM

Chairman: Jonathan Edwards

Jonathan.Edwards@hanovernh.org (643-0743)

Bike/Recreational Path Committee: meets only as needed

Chairman: Hugh Mellert

Hugh.S.Mellert@dartmouth.edu

Hanover Area Chamber of Commerce a business community engaged in the promotion of the economic health of the Hanover area. Clint Bean, Executive Director PO Box 5105, Hanover, NH 03755 (www.hacc@valley.net) 603-643-3115

Hanover Conservation Council, a membership organization protecting the environment through land acquisition and environmental education; manages Mink Brook Nature Preserve and Balch Hill summit; provides hiking and outdoor trips. Molly Donovan, Executive Director PO Box 516, Hanover, NH 03755 (hcc@valley.net) 603-643-3433

Hanover Historical Society operates the Daniel Webster Cottage, publishes a newsletter and holds membership meetings/programs three or four times per year. Sylvia Nelson, President, 2 Brewster Road, Hanover, NH 03755 603-643-6529

Hanover Improvement Society aims to benefit the community and sustain its special qualities; supports various projects such as winter activities on Occom Pond and plantings by the Garden Club; owns and operates Storrs Pond and Campion Ice Rink; supported mainly by Nugget Cinemas revenues. Thomas Byrne, Executive Director PO Box 106, Hanover, NH 03755 (Tom.Byrne@dartmouth.edu) 603-643-2408

Dartmouth College Facilities Planning Office plans and executes facilities and projects that contribute to Dartmouth College's physical infrastructure. The Facilities Planning Office reports to the Provost and is responsible for the following key activities related to overall campus needs: Campus master planning; Evaluation and qualification of program needs; Selection and management of architects and consultants; Management of the facilities design process - with attention to the needs of Dartmouth's many constituent groups; Management of permitting and community issues related to facilities growth; Management of project costs and overall budget; Management of construction; and Management of the campus space database and electronic space plan files. Reed Bergwall, Director, 5 Rope Ferry Road, Hanover, NH 03755

FPO@dartmouth.edu 603-646-2131

Dartmouth College Real Estate Office offers a variety of housing programs and services to College departments, students and employees as well as to members of the Upper Valley community. Contact Paul Olsen for Dartmouth off-campus planning issues.

Paul Olsen, Dartmouth Real Estate Office, 7 Lebanon Street, Suite 107, Hanover NH 03755
Paul.Olsen@dartmouth.edu 603-646-2446

Regional

Advance Transit reduces traffic congestion in village centers and helps preserve the small-town character of area communities by providing area commuters with an efficient and convenient alternative to driving alone and offer convenient transit access to area hospitals, shopping centers, schools, and community agencies. Van Chestnut Executive Director PO Box 1027, Wilder Vermont 05088 (www.advancetransit.com) 802-295-1824

Connecticut River Joint Commissions Director: Sharon Francis (603-826-4800)
www.crjc.org

Twin Pines Housing Trust Rob Bryant, Executive Director 106 Railroad Row, White River Junction, VT 05001 (jennyd@valley.net) 802-291-7000

Upper Valley Housing Coalition works to increase the supply of housing for the region's workforce. Dan French, Housing Specialist, Vital Communities, 104 Railroad Row, White River Junction, VT 05001 (housing@vitalcommunities.org) 802-291-9100 x 109

Upper Valley – Lake Sunapee Regional Plan Commission www.uvlsrpc.org
Director: Tara Bamford (603-448-1680)

Coordinates Upper Valley Transportation Advisory Committee

Coordinates Upper Valley Conservation Network

Upper Valley Land Trust www.uvlt.org

Director: Jeanie McIntyre (603-643-6626)

Upper Valley Rideshare a free carpool matching program for Vermont and New Hampshire commuters who drive the same route to work or school. (www.advancetransit.com/rideshare.html, <http://uppervalleyrideshare.com/>)

Upper Valley Transportation Management Association In consideration of projected economic growth of the Upper Valley, and the resulting adverse impact of traffic on the economy and social fabric, the Upper Valley Transportation Management Association was formed to provide leadership and education to promote planning, development, and implementation of transportation initiatives to mitigate traffic congestion and reduce reliance on single occupant vehicle commuting. Len Cadwallader, Vital Communities, 104 Railroad Row, White River Junction, VT 05001 (len@vitalcommunities.org) 802-291-9107

Vital Communities of the Upper Valley www.vitalcommunities.org

Director: Len Cadwallader (802-291-9100)

Host website for Upper Valley Transportation Management Association

Host website for Upper Valley Housing Coalition

State

NH Division of Historic Resources New Hampshire's "State Historic Preservation Office" was established in 1974 as the Division of Historical Resources. The historical, archaeological, architectural and cultural resources of New Hampshire are among its most important environmental assets. Historic preservation promotes the use, understanding and conservation of such resources for the education, inspiration, pleasure and enrichment of New Hampshire's citizens. The State Cooperative Regional Archeology Program (SCRAP) is run by this office. James McConaha, State Historic Preservation Officer, 19 Pillsbury Street Box 2043 Concord, NH 03301-2043 603-643-3483 preservation@nhdhr.state.nh.us

NH Fish and Game Department As the guardian of the state's fish, wildlife, and marine resources, the New Hampshire Fish and Game Department works in partnership with the public to: conserve, manage and protect these resources and their habitats; inform and educate the public about these resources; and provide the public with opportunities to use and appreciate these resources. William S. Bartlett, Jr., acting Executive Director, 2 Hazen Drive, Concord, NH 03301 603-271-3511 info@wildlife.state.nh.us

NH Land and Community Heritage Investment Program The intent of the program is to conserve and preserve this state's most important natural, cultural, and historical resources, through the acquisition of lands, and cultural and historical resources, or interests therein, of local, regional, and statewide significance, in partnership with the state's municipalities and the private sector, for the primary purposes of protecting and ensuring the perpetual contribution of these resources to the state's economy, environment, and overall quality of life. Rachel L. Rouillard, Executive Director, 10 Dixon Avenue, Concord, NH 03301 603-224-4113 www.lchip.org

NH Office of State Planning assorted publications, information about state and federal programs, newsletters, index of state planning laws, and a very active planners list-serve (called plan-link). (<http://www.state.nh.us/osp/>)

Society for the Protection of New Hampshire Forests has helped to protect over one million acres in the state, effectively promotes good land stewardship, through education and by example and advocates for public policies that encourage the wise conservation of natural resources. Jane Difley, President/Forester 54 Portsmouth Street, Concord, NH 03301 (www.spnhf.org) 603-224-9945

National

The National Trust for Historic Preservation provides leadership, education and advocacy to save America's diverse historic places and revitalize our communities. 1785 Massachusetts Ave. NW, Washington, DC 20036-2117 202-588-6000