



Gateway 1 Action Plan/Gateway 1 Corridor Coalition

What is the Gateway 1 Corridor Coalition? The Gateway 1 Corridor Coalition (G1CC) is a proposed regional planning entity that will be open to the 20 towns along the Route 1 corridor from Brunswick to Stockton Springs. Its purpose is to support implementation of the Gateway 1 Action Plan, a citizen-developed plan that recognizes the link between land use and transportation needs. The G1CC is one of the many positive outcomes of the Gateway 1 Study, a collaborative effort initiated by corridor communities with the support of the Maine Department of Transportation (MaineDOT) and the State Planning Office (SPO).

What are regional benefits of adopting the Gateway 1 Action Plan? Implementing the Gateway 1 Action Plan will, over the long term, positively affect the function and aesthetics of Route 1, create economic opportunities for communities and position the region to attract jobs, support transit and provide housing for a range of area workers. It will also place an increased amount of transportation planning, decision-making and design control in the hands of corridor communities.

What does a municipality gain by joining G1CC and working towards implementation of the Gateway 1 Action Plan?

- Working with the other G1CC communities, the right and responsibility to plan for and prioritize MaineDOT-funded transportation projects in the Route 1 Corridor, with the exception of maintenance, safety and bridge-related work, which will continue to be prioritized by MaineDOT. This is an unprecedented opportunity for regional power sharing.
- Over the first two years, subject to availability of funds:
 - Access to \$500,000 of professional planning support for the corridor at no cost to the municipality
 - Access to \$1.3 million of transportation project funding for municipal or regional projects
- Reduction or waiver of local matching funds for projects selected through MaineDOT's competitive Quality Community Program.
- Access to a Transfer of Development and/or Trip Rights program that will support the conservation of rural land and wildlife habitat and provide incentives to guide commercial/residential growth into core growth areas.
- As the Plan is implemented, the corridor will gain:
 - Increased access to rail/transit service and workforce housing
 - A more pedestrian-friendly and bicycle-friendly environment
 - Reduced traffic congestion and a correspondingly reduced need for wider roads
 - Increased ability to provide public sewer and water
 - Mechanisms to protect scenic and community resources and rural character

What kind of change would be required? Examples of the types of actions the Plan asks communities to take include:

- Create and encourage a core growth area with commercial and/or residential densities high enough to support transit, workforce housing and quicker, easier access to jobs and services
- Incrementally expand public water and sewer services as needed in core areas through DEP loans and grants.
- Support the pedestrian/bicycle-friendly aspects of core growth areas by developing and implementing a master sidewalk/bicycle path plan.
- Put in place ordinances that better manage access to Route 1 by limiting/reducing the number and location of curb cuts.
- Improve connectivity of local roads so that travelers need not rely solely on Route 1
- Develop and implement a local or regional conservation plan
- Consider rural residential development standards that will support low-density growth in rural areas through zoning or through use of conservation subdivisions.
- Protect potential corridors and multi-modal transfer points to allow increased rail/transit growth and usage in the future
- Designate and protect undeveloped Distinctive and Noteworthy Viewsheds as rural or limited growth areas.

What is the sign-up process and timing? By October 31, 2009, at least 12 corridor communities will need to sign a joint Cooperative Start-up Agreement with their neighbors, MaineDOT and State Planning. This “handshake” agreement provides access to \$500,000 of planning funds to help member municipalities make progress towards beginning to implement the Plan. *The Start-up Agreement will be signed by a board of selectmen or city/town council, similar to the original MOU that began the Gateway 1 process.* Once this occurs, an interim Steering Committee supported by a MaineDOT-funded administrator will develop the final details of an Inter-jurisdictional Agreement to take effect by fall 2010.

The Inter-jurisdictional Agreement will ask the municipalities to agree to adopt the Gateway 1 Corridor Plan as part of their Comprehensive Plan. Because this would mean a legal change to the Comprehensive Plan, this action will require a citizen vote of approval from those towns with a select board form of government. *Neither of these two agreements requires a financial contribution from municipalities; they **do** provide access to funding and process benefits that **are not available** to non-Gateway 1 communities.*

Need more information? See www.gateway1.org or contact Stacy Benjamin, Gateway 1 Project Administrator at (207)342-2929 or sbenjamin@mainecollaborativeplanning.com