



*Southwest Region Planning Commission*  
37 Ashuelot Street, Keene, NH 03431 603-357-0557 Voice 603-357-7440 Fax

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**Transportation  
Advisory Committee**

Kendall Lane, Chair  
*Keene*

Frank Sterling, Vice Chair  
*Jaffrey*

Susan Ashworth  
*HCS Community Services*

Brian Barden  
*Dublin*

Leslie Casey  
*Sullivan*

William Faulkner  
*Pathways for Keene*

Dale Gray  
*Winchester*

Leandra MacDonald  
*Peterborough*

Cheryl Mayberry  
*Walpole*

Ed Smith  
*Hinsdale*

Bruce Tatro  
*Swanzey*

Ruth Ward  
*Stoddard*

*with*

John Kalfelz  
*NHDOT District 4*

*and*

Lucy St. John  
*NHDOT Bureau of  
Planning & Community  
Assistance*

**Transportation Advisory Committee**

**February 7, 2022  
2:00 p.m.**

**Southwest Region Planning Commission  
37 Ashuelot Street  
Keene, NH**

**Attendees may also attend the meeting online:**

<https://bit.ly/Feb7TAC22>

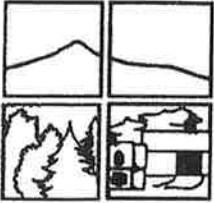
**Meeting ID: 822 0590 4214**

**Password: 279897**

**Telephone: (646) 558-8656**

**Agenda**

- I. Welcome and Introductions
- II. Minutes of December 6, 2021
- III. Transportation Program Updates
- IV. Presentation: Microtransit in the Monadnock Region – Factors of Feasibility
- V. SWRPC Transportation Engineering Services
- VI. Next Meeting: April 4, 2022
- VII. Adjourn



# Southwest Region Planning Commission

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## Southwest Region Planning Commission

### Transportation Advisory Committee

#### Minutes

December 6, 2021

**Present:** Kendall Lane, Chairman, *City of Keene*; Susan Ashworth, *Home Healthcare, Hospice and Community Services* (remotely); Brian Barden, *Town of Dublin*; Leslie Casey, *Town of Sullivan*; William Faulkner, *Pathways for Keene* (remotely); Cheryl Mayberry, *Town of Walpole*; Ed Smith, *Town of Hinsdale*; Ruth Ward, *Town of Stoddard*; Lucy St. John (ex officio), *NH Department of Transportation (NHDOT)* (remotely).

**Staff members present:** Tim Murphy, Executive Director; Rebecca Baldwin, Office Manager; J. B. Mack, Principal Planner (remotely); James Weatherly, Planning Technician.

**Guests present:** Representative Michael Abbott, *NH State Legislature, Cheshire - District 1*; Matthew Bachler, *Town of Swanzey*; Gus Lerandean, *SWRPC Board of Directors*; Tim White, Jessica Wilcox and Ricky DiCillo, *NH Department of Environmental Services (NH DES)*.

#### I. Welcome and Introductions

Chairman Lane called the meeting to order at 2:00 p.m. and welcomed those in attendance. He acknowledged that a quorum of the membership was attending in-person with three attending remotely. He announced that the meeting was being recorded and that all votes would be taken by roll call.

#### II. Minutes of September 27, 2021

**Motion: To approve the minutes of September 27, 2021 as presented.**

Motion by Ed Smith, seconded by Cheryl Mayberry. Minutes were approved by unanimous roll call vote.

#### III. Transportation Program Updates

J. B. Mack referred members to the program update summary that was included in the agenda packet. He drew attention to the 2023-2032 Ten Year Plan Update and noted that the Governor's Advisory Commission on Intermodal Transportation (GACIT) has completed their hearing process and are currently developing recommendations that will be submitted to the Governor. The next GACIT meeting is scheduled to take place on December 8<sup>th</sup>. J. B. Mack reported that a recent item not included on the update is information that Executive Councilor Cinde Warmington is going to be recommending that the Vilas Bridge project move forward. With the passage of the Infrastructure Investment and Jobs Act (IIJA) there is substantial funding that will be made available to expand some of the programming in the Ten Year Plan. The IIJA is a five-year \$1.2 trillion bill that reauthorizes and increases funding for the former FAST Act. Chairman Lane asked if funding to the RPCs will be increased and J. B. Mack responded that we have not received

any notice that our target budget will be changed. Chairman Lane asked if the TIGER grants are incorporated into this bill and was told that they were and are now called RAISE grants. Lucy St. John noted that the details are still being worked out regarding funding distribution and once NHDOT receives information they will pass it on.

#### **IV. Presentation: NH Clean Diesel Grant Program**

Tim White, Ricky DiCillo and Jessica Wilcox from the NH DES provided information on the NH Clean Diesel Grant Program that is funded by the Environmental Protection Agency (EPA) through the Diesel Emissions Reduction Act (DERA). The goal of the program is to reduce emissions from older diesel engines in the state. Applications for the current funding round will be accepted through December 17, 2021. There is approximately \$800,000 available for distribution state-wide due to additional match funding from the NH Volkswagen Trust. Municipalities, state agencies, school districts, private businesses, and non-profits are all eligible and encouraged to submit applications for projects that include emission reduction strategies and diesel unit replacement in vehicles, engines and equipment. It is anticipated that project applications will be reviewed and selected by January 21, 2022. They will then be submitted to Governor and Council for their approval in March and need to be completed by September 30, 2022. Ricky DiCillo reviewed the criteria that needs to be followed for submitting projects and encouraged those in attendance to visit the DES website for the complete RfP.

Jessica Wilcox who is the coordinator for the Granite State Clean Cities Coalition provided information on their group that is supported by the Department of Energy and housed within NH DES. The Coalition works with communities and businesses to transition their fleet vehicles away from gasoline and diesel to cleaner alternative fuels like electric, natural gas and propane. She encouraged those in attendance to visit the Alternative Fuels Data Center that provides information on all types of alternative fuels.

Tim Murphy asked what is driving the deadline for the completion of projects and Ricky DiCillo responded that it is set by the EPA, but noted recipients of awards can apply for waivers to extend the deadline.

#### **V. Presentation: NH 10 Swanzey Corridor Study**

J. B. Mack provided background on the NH 10 Swanzey Corridor Study that was initiated by the Town of Swanzey requesting technical assistance from SWRPC in conducting a corridor study that focused on Swanzey from the Keene town line to the Winchester town line. The NH 10 Corridor is one of eight strategically important corridors in Southwest NH included in our Long Range Transportation Plan known as *Southwest Connects*. For each of the corridors in our Long Range Plan our goals are to help facilitate a balance of local goals, including land use and economic development, with overarching goals of the state to ensure safety and mobility for regional and statewide travel. A working group was formed comprised of Swanzey town officials and volunteers as well as a NHDOT representative from the District IV office. The group examined policy and planning documents related to the corridor to identify existing goals and policies as well as various sets of data and conducted a verbal preference survey to understand public opinion related to various proposed changes along the corridor. The report focuses on three questions including how the corridor is being used today, is it meeting the needs and expectations based on current trend, and why improvements may be needed for the future management of the corridor.

James Weatherly provided statistics regarding the current condition and use of the corridor today by motorized and non-motorized transportation as well as traffic volume, commuting purposes, walking and biking activities, population, zoning, housing, and jobs located within the corridor.

J. B. Mack explained some of the main findings of the study that observed an increase in traffic volumes, speeding, as well as safety concerns in the area of Base Hill Road. He also reviewed the results of the visual preference survey that was taken which indicated a desire to make the West Swanzey area a little

more bikeable and walkable. The Study recommends walkability improvements including sidewalks on both sides of the highway and having a way to safely cross NH 10.

James Weatherly reviewed non-transportation trends that have an effect on the future of the corridor including an increase in the median age from 38 - 50 and the increase in jobs within the corridor that will require consideration of alternative modes of transportation.

J. B. Mack noted that recommendations identified in the study were structured around four different goals that included improving highway safety, improving highway and land use coordination, improving economic vitality and sustainability, and improving pedestrian and bicycle access. Goals were further broken down by capital projects and action steps that were categorized as short-, medium- and long-term projects.

Matthew Bachler thanked staff for their assistance with this project and noted it will be incorporated into an update of the Town's master plan and will possibly be used to help inform a request for the next TYP. He stated that he is also looking forward to working with SWRPC on the implementation phase of the study.

**VI. Next Meeting:**

Chairman Lane announced that the next meeting of TAC is scheduled to take place on February 7, 2022 at 2:00 p.m.

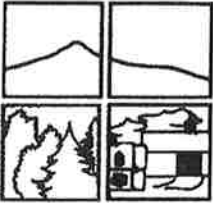
**VII. Adjourn**

The meeting adjourned at 3:15 p.m.

Respectfully submitted,



Rebecca I. Baldwin  
Office Manager



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Agenda Item III

**Date:** February 7, 2022  
**To:** Transportation Advisory Committee  
**From:** Staff

**RE:** Transportation Program Updates

**Background**

Several transportation-related items of interest are summarized below. These items can be discussed further during the February 7<sup>th</sup> meeting.

- a. 2023-2032 Ten Year Plan (TYP): At the time of writing, Governor Sununu has completed his review of the Governor's Advisory Commission on Intermodal Transportation (GACIT) version of the draft 2023-2032 TYP and forwarded his version of the document to the NH State Legislature. The Governor's version of the TYP supports the GACIT's recommendation that NH fund 93% of the Vilas Bridge project, a departure from previous TYPs which proposed that NH fund only 50% of the project. This change was made possible by the New Hampshire Department of Transportation's (NHDOT) projected increases in federal funding from the 2021 Infrastructure and Investment Jobs Act (IIJA), which will contribute \$225 million in additional bridge funding exceeding previous federal contributions to the State's bridges made in MAP-21. Another notable GACIT recommendation, which was supported by the Governor, proposes apportioning 15% of the new bridge funds to support NH's existing State-aid bridge program to address a long backlog of municipal bridges in need of repair and rehabilitation. The IIJA funding will also fund \$17 million towards electric vehicle charging infrastructure across the State. To view the Governor's transmittal letter and his draft 2023-2032 TYP go to <https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>.
- b. Monadnock Region Coordinating Council (MRCC): In coordination with the NHDOT, the NH Department of Health and Human Services, the State Coordinating Council and the other NH regional coordinating councils, the MRCC continues to make preparations to implement statewide mobility management programming and the use of Center for Disease Control (CDC) COVID-19 Health Disparity grant funds towards regional transportation projects. Programming is expected to begin after the NH Executive Council reviews the CDC funds at a meeting scheduled in March 2022. In an effort to support the MRCC's preparations, SWRPC's Board of Directors authorized SWRPC to enter into an agreement with Cheshire County to serve as the MRCC's Mobility Manager at its meeting on December 14, 2021. Funding from the CDC and NHDOT would support mobility management and regional transportation projects through approximately June 2023.
- c. Monadnock Alliance for Sustainable Transportation (MAST): With support from an anonymous donor, MAST recently announced over \$175,000 in grant awards toward complete streets implementation projects including projects in Greenville, Harrisville, Marlborough, Peterborough, Swanzey and Troy. Funding will be used for speed feedback signage, sidewalk construction, complete streets policy development, and engineering services to scope-out and

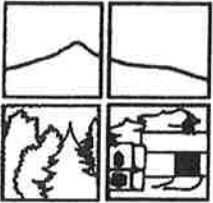
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budget future complete streets improvements. Since the last TAC meeting, MAST also completed an update to its Action Plan (Plan). The Plan's update included minor changes to its strategies, an update to the outcome measures section, and the adoption of a new planning horizon of 2030. The Action Plan can be viewed at <https://www.mastnh.org/mast-action-plan-2021-2030/>.

In addition to the above, SWRPC staff and TAC members may suggest other transportation related updates during the February 7<sup>th</sup> meeting.

**Recommendation**

For your information.



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## Agenda Item IV

**Date:** February 7, 2022  
**To:** Transportation Advisory Committee  
**From:** Staff

**RE: Presentation: Microtransit in the Monadnock Region – Factors of Feasibility**

### Background

At the February 7<sup>th</sup> meeting, SWRPC staff will provide a brief overview of the scope, timeline and objectives of its Federal Transit Administration funded Microtransit and Volunteer Driver Program Improvement Feasibility Study. The overview will be followed by a presentation on results of SWRPC's research examining microtransit as a potential model for public transit in the Monadnock Region. The term "microtransit" has been used to describe a variety of transportation services with a range of characteristics. While the precise meaning of the term might shift somewhat depending on context, microtransit typically has the following properties:

1. It is "demand responsive" in nature, with trip routes generated dynamically in response to the origin and destination of each passenger.
2. It enables passengers to schedule rides through a smartphone-based app. Many microtransit services also offer a phone-based reservation system. Ride reservations can often occur with minimal or no advanced notice.
3. Trip aggregation (grouping riders with one another) is optimized via an algorithmic process.
4. It typically relies on a fleet of smaller vehicles, such as vans or cutaway buses.
5. It serves the general public.

For more information about this study including a copy of SWRPC's research paper on microtransit, visit the study's webpage at <https://www.swrpc.org/featured-projects/transit-and-shared-ride-improvement-feasibility-study/>.

### Recommendation

For your information.

TDD Access: Relay NH 1-800-735-2964

web site: [www.swrpc.org](http://www.swrpc.org)



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## Agenda Item V

**Date:** February 7, 2022  
**To:** Transportation Advisory Committee  
**From:** Staff

**RE: SWRPC Transportation Engineering Services**

### Background

In the Winter of 2021, NHDOT approached all nine of NH's regional planning commissions offering to supplement their FY 2022-2023 Unified Planning Work Program's with a modest budget to hire a consultant that could provide SWRPC with on-call engineering services such as:

- Developing transportation improvement concepts and providing planning-level engineering assistance for proposed transportation projects in the SWRPC region;
- Preparing preliminary cost estimates for projects and/or alternatives within projects; and
- Meeting with representatives of SWRPC member communities and staff on an as-needed basis to discuss work products.

Other NH regional planning commissions (RPCs) such as the Southern New Hampshire Regional Planning Commission and Central New Hampshire Regional Planning Commission have had several years of experience hiring consultants for engineering services. Those RPCs report that it has been extremely helpful to have an engineer's support in their review of Ten Year Plan project nominations, as well as helping member communities without engineering staff to develop basic scopes and cost estimates for Transportation Alternatives, Safe Routes to School and Recreational Trails funded project proposals. There are other opportunities for engineering services, such as taking advantage of engineers to ground-truth planning level project proposals for corridor studies.

At the February 7<sup>th</sup> meeting, SWRPC staff will provide an overview of this opportunity with preliminary thoughts on program implementation and solicit TAC feedback. Additionally, staff hopes to recruit volunteers from the TAC to be part of its engineering procurement process.

### Recommendation

For your information.

TDD Access: Relay NH 1-800-735-2964

web site: [www.swrpc.org](http://www.swrpc.org)