



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

**Transportation
Advisory Committee**

Transportation Advisory Committee

**January 8, 2024
2:00 p.m.**

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

Kendall Lane, Chair
Keene

Frank Sterling, Vice Chair
Jaffrey

Susan Ashworth
HCS Community Services

Brian Barden
Dublin

Sara Carbonneau
Winchester

Michael Kowalczyk
*Monadnock Region Rail
Trails Collaborative*

Alfred "Gus" Lerandeau
Swanzy

Leandra MacDonald
Peterborough

Cheryl Mayberry
Walpole

Jesse Rounds
Keene

Ed Smith
Hinsdale

Ruth Ward
Stoddard

with

John Kallfelz
NHDOT District 4

and

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

Agenda

- I. Welcome and Introductions
- II. Minutes of November 6, 2023
- III. Transportation Program Updates
- IV. Keene-Swanzy Project #40666
- V. Keene Project #41590 and the Transportation Heritage Trail Project
- VI. Other Matters
- VII. Next Meeting: March 4, 2024
- VIII. Adjourn



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

Southwest Region Planning Commission

Transportation Advisory Committee

Minutes

November 6, 2023

Present: Kendall Lane, Chair, *Keene*; Frank Sterling, Vice Chair, *Jaffrey*; Susan Ashworth, *Home Healthcare, Hospice and Community Services*; Brian Barden, *Town of Dublin*; Sara Carbonneau, *Town of Winchester*; Leslie Casey, *Town of Sullivan*; John Kallfelz, *New Hampshire Department of Transportation District 4 (NHDOT)*; Mike Kowalczyk, *Monadnock Region Rail Trail Collaborative*; Alfred "Gus" Lerandeau, *Town of Swanzey*; Leandra MacDonald, *Town of Peterborough*; Cheryl Mayberry, *Town of Walpole*; Ed Smith, *Town of Hinsdale*.

Staff members present: Tim Murphy, *Executive Director*; J. B. Mack, *Assistant Director*; Jason Cooper, *Planner*; Jack Ahern, *Associate Planner*.

Guests: Bill Watson, *NHDOT Bureau of Planning & Community Assistance (remote)*; Jessica Wilcox, *NHDES (remote)*.

I. Welcome and Introductions

Chair Kendall Lane called the meeting to order at 2:00 p.m., welcomed those in attendance, and asked for introductions from attendees.

II. Minutes of August 28, 2023

Motion: To approve the minutes of August 28, 2023 as presented.

Motion by Kendall Lane, seconded by Sara Carbonneau. Approved by unanimous vote.

III. Transportation Program Updates

J. B. Mack referred TAC members to the transportation program update information that was included in the agenda packet. He explained that SWRPC was in the process of procuring on-call engineering services that would support transportation planning efforts in the region, primarily by developing preliminary cost estimates. He asked the TAC for volunteers to help with evaluating the engineering firm proposals. Sara Carbonneau and Gus Lerandeau volunteered. J. B. Mack noted that proposals will be received in December.

J. B. Mack then introduced Jessica Wilcox of the NH Department of Environmental Services for a presentation on their Community EV Charging Program. Jessica informed the TAC that NHDES has applied for \$10 million in grant funding from the federal Charging and Fueling Infrastructure Program for community-based electric vehicle supply equipment. She noted that the grant funds have yet to be awarded

but would go toward installing electric vehicle charging stations within rural communities across NH. NHDES has been engaging stakeholders and taking public comments to determine how the new EV charging grant program will operate. Jessica Wilcox explained that they are currently reviewing and analyzing feedback, developing a web page, and awaiting a response to their application.

Chair Kendall Lane asked the TAC for any questions regarding the presentation. Leandra MacDonald asked if there were any specific criteria to meet for being considered a “rural” community. Jessica Wilcox answered that specific requirements regarding municipal eligibility for the EV charging grants would be made available after the funds may be awarded. She indicated the listening sessions for this opportunity will help inform the criteria. J. B. Mack announced that SWRPC has been providing updates on this potential funding opportunity and the listening sessions regularly in our newsletter.

J. B. Mack moved the discussion on to highlight the recent completion of NHDOT’s Pedestrian and Bicycle Plan. He noted that NHDOT had closely collaborated with regional planning commissions and the bicycle and pedestrian community on its development and there had been an extensive feedback process. He felt that because of this collaborative effort, the plan will fit well with local and regional plans. He noted that the regional planning commissions identified priority locations with pedestrian and bicycle safety deficiencies in the Region, but it is not clear if that information will be included with the Plan when it is published. Bill Watson let the TAC know that the final version of the Plan will be available to view on the NHDOT website soon. NHDOT is in the process of updating its website. He also indicated that the public input received in the process will also be made available online soon, including the regional planning commission’s recommended pedestrian and bicycle improvements. J. B. Mack thanked Bill Watson for his update.

J. B. Mack announced that October was the first annual Community Transportation Month for the state of NH and that the Monadnock Region Coordinating Council and Mobility Manager, Terry Johnson, had been hard at work promoting and celebrating the programs offered in our region.

J. B. Mack went on to update the TAC on the status of MAST Complete Streets grant applications for the region. He noted that Alstead, Antrim, Hancock, Temple, and Westmoreland applied for technical assistance with Complete Streets policy development, Peterborough and Hinsdale submitted proposals for engineering services, and Marlborough and Swanzey had applied for infrastructure implementation. He informed the TAC that awards are expected to be announced soon and encouraged communities that did not apply this round to consider ideas for the next funding cycle in 2024.

IV. FY 2025-2034 Ten Year Plan Updates

J. B. Mack discussed updates to the draft 2025-2034 Ten Year Plan (TYP) from the most recent hearings held by the Governor’s Advisory Commission on Intermodal Transportation (GACIT) on September 25th and October 17th and provided the TAC with a handout of key changes (attached). He explained that at the previous TAC meeting in August, the draft TYP had just been published and SWRPC staff hadn’t had time to analyze any proposed changes from the 2023-2032 TYP. He stated the total costs for many of the projects in the 2023-2032 TYP have been revised in the draft 2025-2034 TYP to account for changes to inflation projections.

J. B. Mack provided the TAC with a rundown of the key changes listed on the handout. He noted that there were timeline extensions and/or cost increases for the Jaffrey (16307), Hinsdale, NH – Brattleboro, VT (12210D), Keene (41590), Keene (43543), and Walpole, NH – Rockingham, VT (41720) projects. He explained that the budget for the proposed Swanzey (44218) project falls short and that the Town of Swanzey and TAC will need to determine the best way forward for that project.

With respect to GACIT hearings on the TYP update, J. B. Mack thanked Chair Lane and Vice Chair Sterling for speaking on behalf of the TAC at the Keene and Jaffrey hearings, respectively. He noted that much of the public comment revolved around the State of NH investing more in community transportation, bicycle and pedestrian infrastructure.

J. B. Mack reported that at the Keene GACIT hearing, an official from the City of Keene indicated support for the Keene 41590 project if the next phase of the Transportation Heritage Trail was incorporated into the project making the argument that the two project areas overlap at the intersection of NH Route 101 and should be worked on simultaneously to save on costs. In a follow up discussion with the City Engineer, J. B. Mack learned that the next phase of the Transportation Heritage Trail project that the City was referring to would involve placing the historic Prowse Bridge over NH Route 101 connecting the Cheshire Rail Trail to the Stone Arch Bridge. In addition, it would involve placing the Bailey Bridge (formerly Keene's Island Street bridge) over Swanzey Factory Road connecting the Stone Arch Bridge to the rail trail that continues into Swanzey. J. B. Mack said that he felt it important to bring this to the attention of the TAC, as the original Keene 41590 project was nominated by the TAC through a recommendation from NHDOT District IV, rather than the City of Keene. The project was nominated four TYP cycles ago and first listed in the 2019-2028 TYP. While SWRPC staff support the Transportation Heritage Trail project, this particular proposal would require finding additional funding and could potentially delay the 41590 project.

Gus Lerandau noted that the TAC had allocated funding to the 41590 project during two successive TYP cycles and expressed concern about the need for additional funding and possible project delays. A comment was made that the Bailey Bridge element is not part of the 41590 project area. Frank Sterling said that the Stone Arch Bridge will require updating to include safety features if pedestrian traffic is to increase, since it currently does not have any form of railings. J. B. Mack responded that the City Engineer reported working with the NH Division of Historic Resources about including railings on the bridge, have settled on a conceptual design and it is the City's intent to install a railing on the Stone Arch Bridge. Leandra MacDonald observed that many people currently use the bridge as-is without safety improvements. Mike Kowalczyk stated that there are parties currently looking into gathering cost estimates for this phase of the Transportation Heritage Trail. He added that if the pedestrian bridge is installed it will presumably increase foot and bike traffic over the Stone Arch Bridge considerably.

J. B. Mack asked Bill Watson for any comments or observations he would like to make regarding the GACIT hearings or the status of the TYP. Bill Watson stated that NHDOT worked with a consultant to produce a finite list of travel corridors in the State that warrant transportation studies in the next 5 years. NHDOT will be reporting their recommendations to NHDOT at an upcoming GACIT meeting on November 8th. In addition, Bill Watson reported that NHDOT will be recommending that the State fund several EV charging infrastructure applications that it received during the last round of the Congestion Mitigation and Air Quality Improvement program (CMAQ). Originally these applications were put on hold to determine if other federal sources should be utilized to fund the projects. He noted that he plans to ask GACIT to also fund all eligible non-EV CMAQ project applications and will get final direction from GACIT at its meeting scheduled for November 29th.

V. Presentation: Monadnock Region Rail Trails Collaborative

J. B. Mack introduced TAC member Mike Kowalczyk who provided a presentation on efforts to improve and support regional rail trails (attached). The Monadnock Region Rail Trail Collaborative aims to rehabilitate and maintain the Cheshire, Ashuelot, Fort Hill, and Monadnock rail trails and the Peterborough – Hillsborough Line, as well as connect southwest NH to other regions in Massachusetts and Vermont. The Collaborative is made up of representatives of local municipalities, non-profits, and volunteers in support of the mission. They promote the trails as community assets for a combination of business, recreation, transportation, and tourism interests by highlighting their ability to generate economic value and activity,

act as a viable commuting alternative, and benefit the environment through clean transportation. Usage will be bolstered by providing amenities and points-of-interest along the trails. Further implementation plans include drainage and surface improvements, mowing, and the installation of gates at crossings. Long term goals involve adding connector trails between the Cheshire and Monadnock Rail Trails and between the Fort Hill Trail and Brattleboro, Vermont. Currently most trail sections have a dedicated organization managing year-round maintenance that is primarily funded through federal grants. The Collaborative has thus far secured funding resources, brought municipalities on-board, obtained state and federal commitment, and assembled working teams.

VI. Other Matters

No other matters were brought before the TAC at this time.

VII. Next Meeting: January 8, 2024

J. B. Mack announced that the next meeting of TAC is scheduled for January 8, 2024.

VIII. Adjourn

The meeting adjourned at 3:17 p.m.

Respectfully submitted,

Jack Ahern
Associate Planner

**DRAFT 2025-2034 TEN YEAR TRANSPORTATION IMPROVEMENT PLAN (TYP):
KEY CHANGES FROM FINAL 2023-2032 TYP – SWRPC REGION**

JAFFREY (16307): RECONFIGURE "DOG-LEG" INTERSECTION OF US 202, NH 124, AND NH 137

- Construction phase funding was 2023, now 2025
- Total project cost was \$15,070,222, now \$18,603,612
- Determined to be 3-year construction period

HINSDALE, NH - BRATTLEBORO, VT (12210D): BRIDGE REHAB OF BRIDGES CARRYING NH ROUTE 119 OVER CONN RIVER BETWEEN HINSDALE AND BRATTLEBORO

- Construction phase funding was 2024-2025, now 2025
- Total project cost was \$9,474,442, now \$9,370,236

KEENE (41590): RECONSTRUCTION OF NH 101 FROM 0.4 MI EAST OF OPTICAL AVE TO BRANCH ROAD

- Preliminary engineering phase funding was 2024, now 2025, 2026
- ROW phase funding was 2024, now 2025
- Total project cost was \$6,470,101, now \$14,855,222
- Now incorporates addressing red list bridge over Branch River; previously managed separately

KEENE (43543): CORRIDOR IMPROVEMENTS TO WEST ST. FROM INTERSECTION OF NH 9/10/12 TO SCHOOL STREET

- Total project cost was \$7,110,979, now \$7,582,753

KEENE-SWANZEY (40666): RECONSTRUCT WINCHESTER ST: NH 101 TO MARKET BASKET (SWANZEY) AND REPLACE ASH SWAMP BROOK BRIDGE.

- Construction phase funding was \$7,556,006, now \$7,414,550; Total project cost remains the same

SWANZEY (44218): BIKE/PED/TRAFFIC CALMING IMPROVES FOR ~7650 LF OF NH 10 FROM S. WINCHESTER ST TO N. WINCHESTER ST

- Preliminary engineering phase funding is 2029, ROW phase funding is 2031 and Construction phase funding is 2033
- Total project cost is \$6,905,126
- Budget short \$1,909,141

WALPOLE, NH - ROCKINGHAM, VT (41720): VILAS BRIDGE REHABILITATION OVER THE CONNECTICUT RIVER

- PE phase funding was 2023, now 2026
- Construction phase funding was 2028 and 2029, now 2029-2031
- Total project cost was \$17,708,682, now \$20,177,725

WESTMORELAND (44338): REPLACE RIVER ROAD SOUTH BRIDGE OVER PARTRIDGE BROOK (089/100)

- PE, ROW and Construction phase funding is 2032
- Total project cost is \$3,854,778



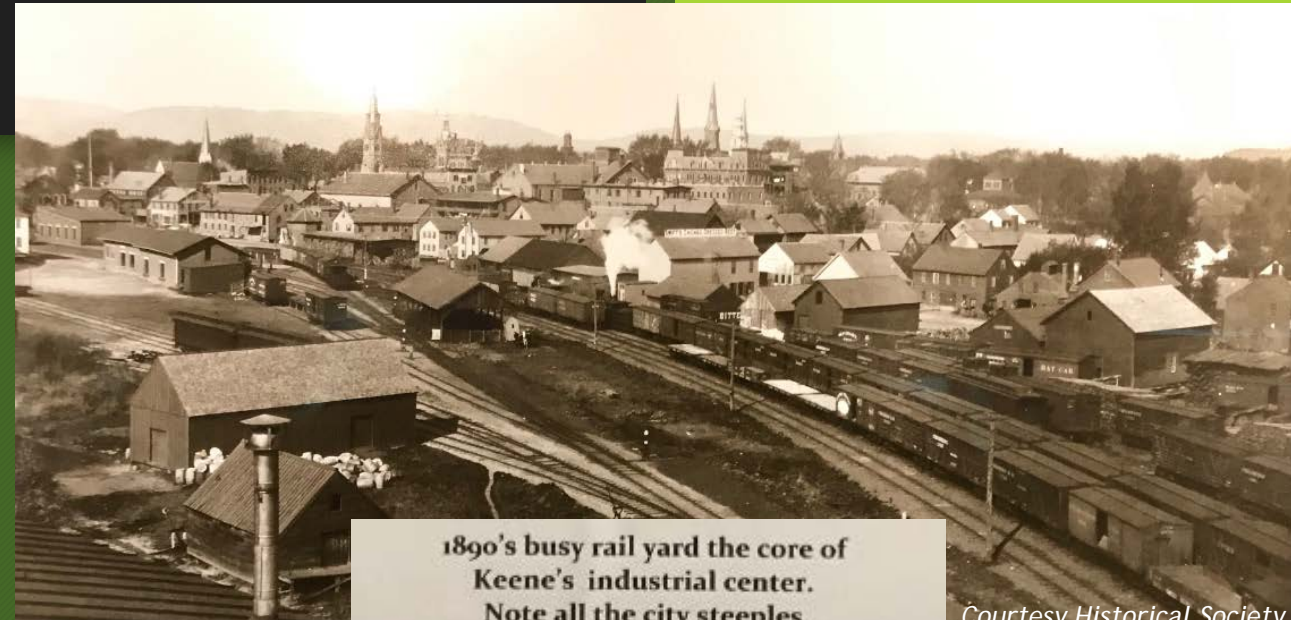
Monadnock Region Rail Trail “Big Picture”

Monadnock Regional Rail Trail Collaborative

Presented by: Michael Kowalczyk

<http://monadnockrailtrails.org>

support@monadnockrailtrails.org



1890's busy rail yard the core of
Keene's industrial center.
Note all the city steeples

*Courtesy Historical Society
of Cheshire County*

The Monadnock Region Rail Trail Collaborative: Who and What

A group made up of representatives of local municipalities, non-profits and volunteers that recognize the value in collaborating on shared goals and interests for improving the regional rail trails

To rehabilitate and maintain the Cheshire, Ashuelot, Fort Hill, and Monadnock rail trails throughout the Monadnock Region. To connect southwest New Hampshire, via the rail trails to Bellows Falls, VT, Brattleboro, VT and Winchendon, MA



An eastbound B&M passenger train steps smartly across the Joslin Arch. That's the D. R. Cole grist mill visible through the arch, South Keene, ca. 1905. Postcard; B. G. Blodget coll.

*"Iron Roads of the Monadnock Region, Volume One",
Bradford G. Blodget and Richard R. Richards Jr.*

Courtesy of Bradford G. Blodget

The Monadnock Region Rail Trail Collaborative

Collaborative Board Members:

Cheshire County

Keene

Keene Sno-riders

Jaffery

Monadnock Conservancy

Southwest Regional Planning Commission

Swanzey

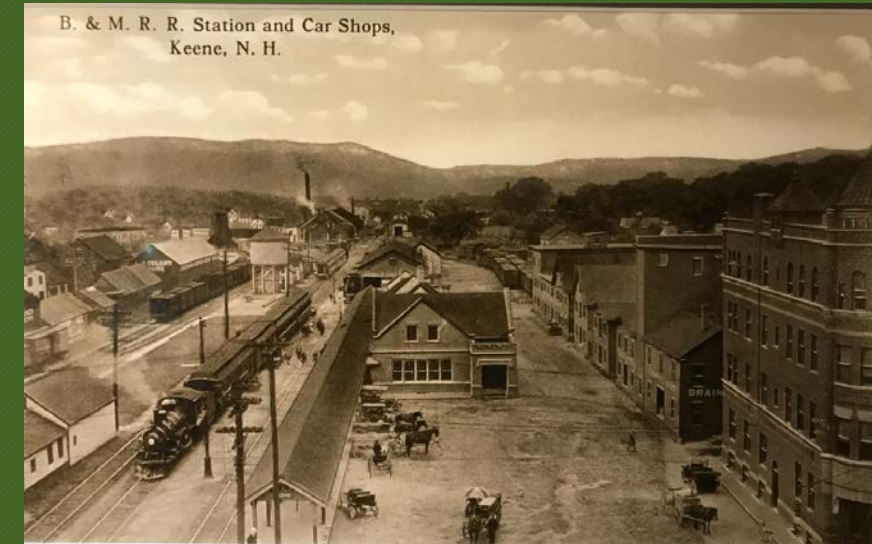
Walpole

Winchester

Organization:

501c3 Status via Bike Walk Alliance of NH

Register with the State

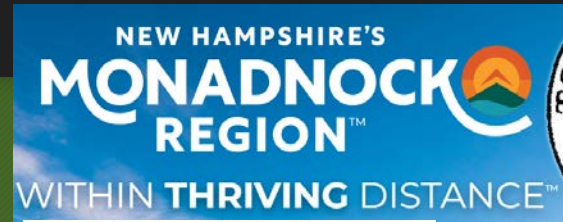


*"Iron Roads of the Monadnock Region, Volume One",
Bradford G. Blodget and Richard R. Richards Jr.*

Courtesy Bradford G. Blodget

Corner of Gilbo Ave and Main St, Keene,
Jan 24, 1911

Regional Rail Trail Supporters



Town of Walpole
Select Board



Committed to the future of rural communities.



Town of Fitzwilliam
Select Board



Southwest
Region
Planning
Commission

Monadnock Region Rail Trail Historical Facts

- May 16, 1848 - First operational train in Keene
- Within 3 decades trains carried thousands of passengers and millions of tons of freight in and out of the Monadnock region.
- Abandonment began in the 1960s due to improved highways and roads.
- NHDOT is the owner of over 300 miles of the rail trail corridor.
- NH Bureau of Trails is the administrator of the state-owned rail trails.
- For more history:
<https://blog.nhstateparks.org/from-railroad-to-rail-trail-a-history-of-the-cheshire-recreational-rail-trail/>



Map showing the steam railroads of the Monadnock Region after all except the Boston & Albany's Ware River Branch had been folded into the B&M system (B&M PTT Sept. 28, 1919).

"Iron Roads of the Monadnock Region, Volume One", Bradford G. Blodgett and Richard R. Richards Jr.

Region Rail Trails

Going South and East.

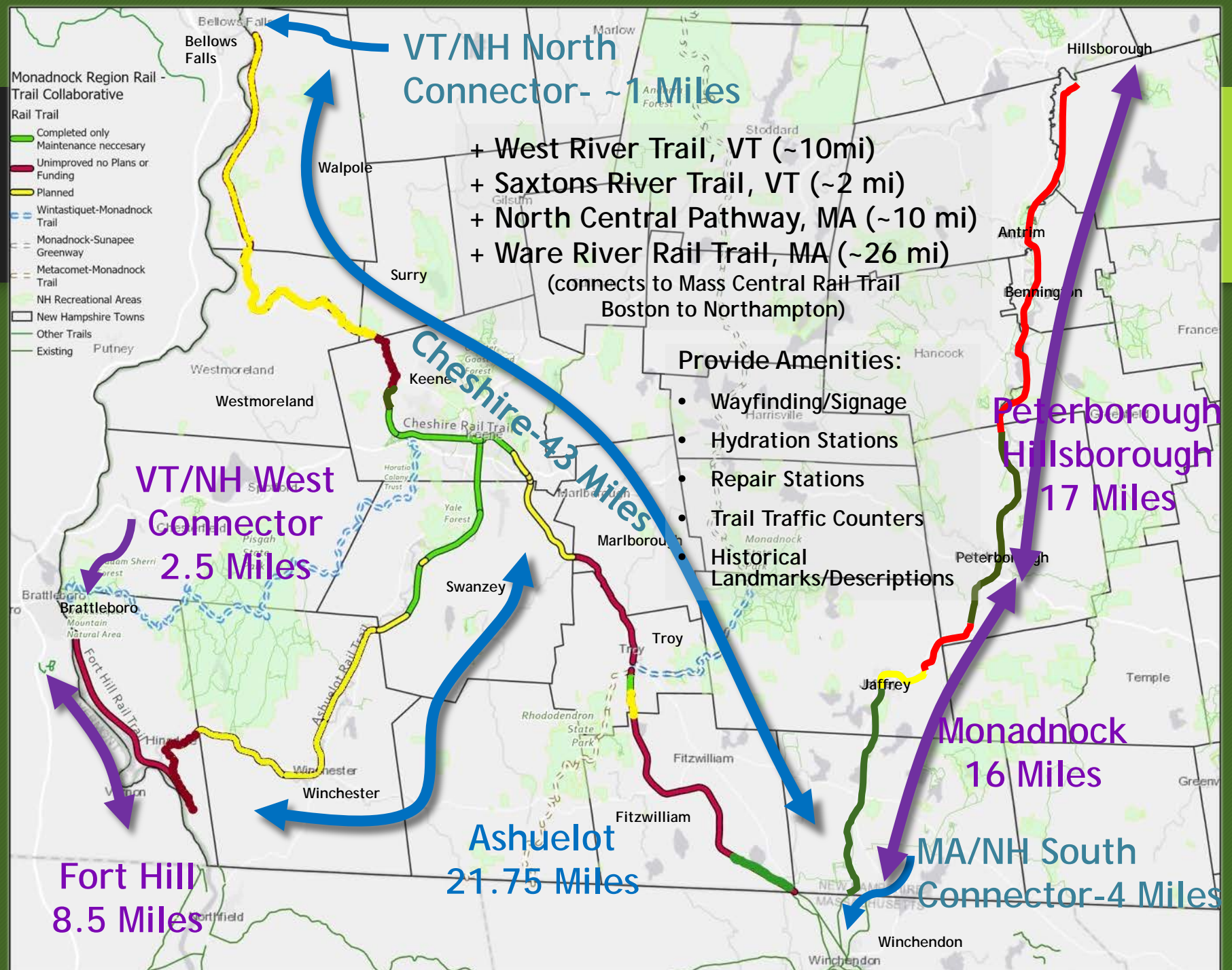
LEAVE	No. 1, P. M.	No. 3, A. M.	No. 19, A. M.	No. 5, A. M.
St. Albans,.....	7.00			6.20
White River Jc.	1.30	4.20		12.20
Rutland,.....	12.50			12.01
B. FALLS,.....	3.50	6.35		2.30
Cold River,.....		6.38		
Walpole,.....	4.00	6.45		2.40
Westmoreland,...	4.14	6.58		2.53
E. Westmor'land	4.23	7.07		3.00
KEENE,.....	4.55	7.33	9.00	3.26
So. Keene,.....		7.37	9.08	
Marlborough,....	5.08	7.46	9.28	3.40
Troy,	5.17	7.54	9.45	3.49
Fitzwilliam,.....	5.29	8.06	10.17	4.02
State Line,.....		8.18	10.40	
WINCHENDON,....	5.48	8.25	10.55	4.21
N. Ashburnham,	5.56	8.34	11.12	4.30
So. Ashburnh'm,	6.06	8.43	11.35	4.40
Westminster,....	6.16	8.55	11.49	
W. Fitchburg,...	6.22	9.03	11.57	
FITCHBURG,.....	6.30	9.10	12.05	5.05
BOSTON,.....Arrive	8.35	11.05	2.23	7.10
	A. M.	A. M.	P. M.	P. M.

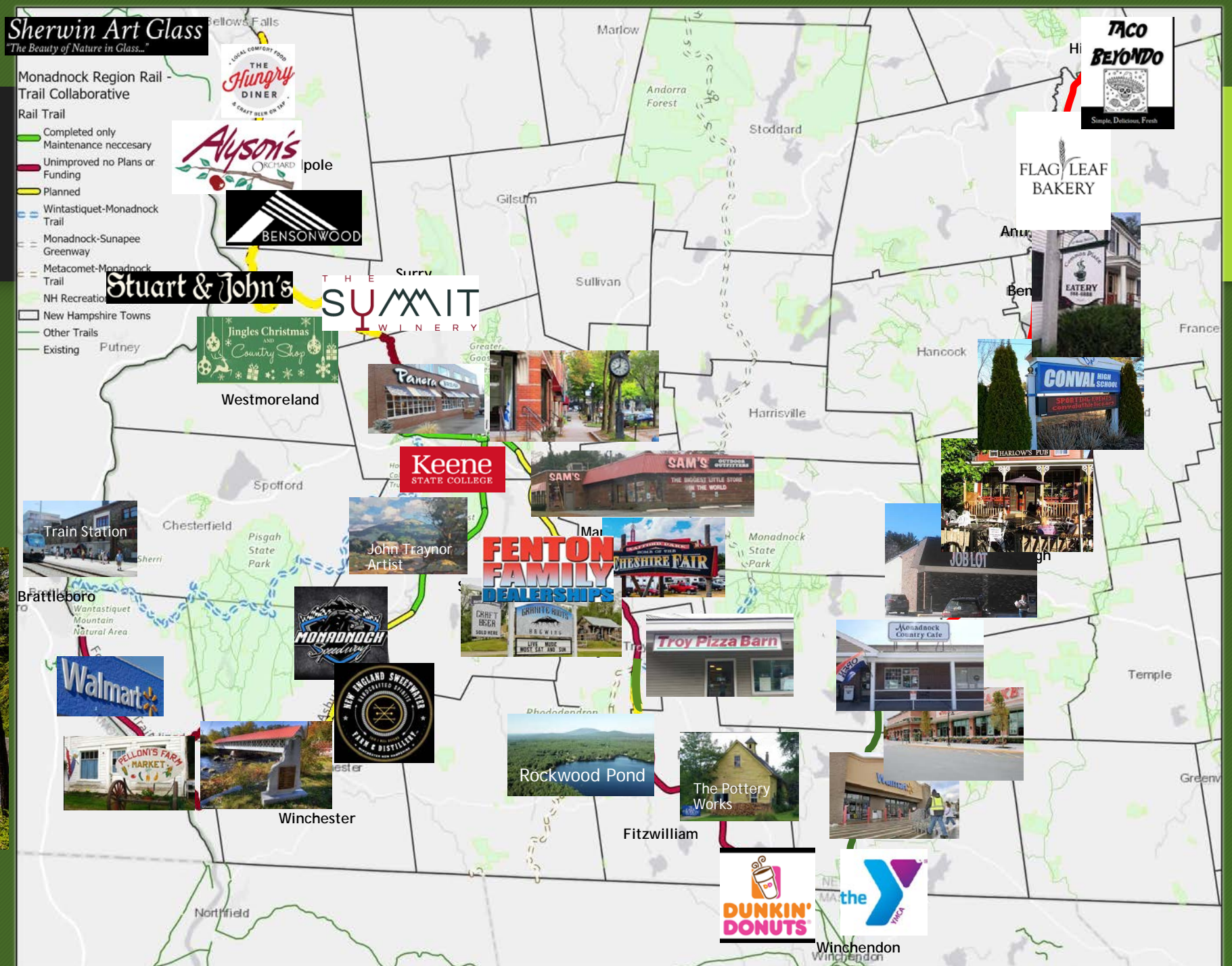
— Does not stop.
‡ Stops only to leave passengers.

Cheshire Public Time Table, May 3, 1875

"Iron Roads of the Monadnock Region, Volume One",
Bradford G. Blodget and Richard R. Richards Jr.

Courtesy Basil B. McLeod





Current Status

Reconstruct: 2022-2025 Westmoreland/Surry. RTP Grant to Reconstruct ~7 miles.

Completed: 2020. Walpole formed a Trails Committee

Reconstruct: 2022-2025 RTP Grant to Reconstruct throughout Walpole ~6.5 miles.

Reconstruct: Done 2022. TAP Grant to reconstruct from Hurricane Rd, Keene to and including the Ammi Brown Trail (Summit Ridge Rd), Keene, ~2 miles.

Rehabilitate: 2024 RTP Grant, North Peterborough to Hancock

PLANNED: 2023-2028. Transportation Heritage Trail, Keene/Swanzey

Repair: 2023 Repair two bridges

Reconstruct: 2019-2027 TAP Grant to Reconstruct from Holbrook Ave, W. Swansey to Swansey/Winchester Line plus a section at Pine St. ~2.4 miles.

Reconstruct: 2019-2027. TAP Grant, Joslin Station Rd, E. Swansey to Webb Depot Rd, Marlborough, ~4.2 miles.

PLANNED: 2023. RTP Grant Awarded, Marlborough

Reconstruct: 2021-2022 Private Funding to Reconstruct South Troy/North Fitzwilliam ~0.85 miles.

Planned: 2023-2024 Connector trail from Monadnock RT to Cheshire RT. Led by Sno-Moles

Reconstruct: 2021 COMPLETED Monadnock Conservancy-Chamberlain Area. Old Turnpike to Templeton Turnpike, Fitzwilliam, 2.3 miles

Planned: 2023-2028?. Winchendon N. Central Pathway connect to NH

EQUIPMENT: 2021 & 2023 -Via RTP Grant, rent excavator. Ditch clearing, mowing

Completed: 2020. Redeck North bridge in Winchester

Completed: 2022. Redeck South bridge in Winchester

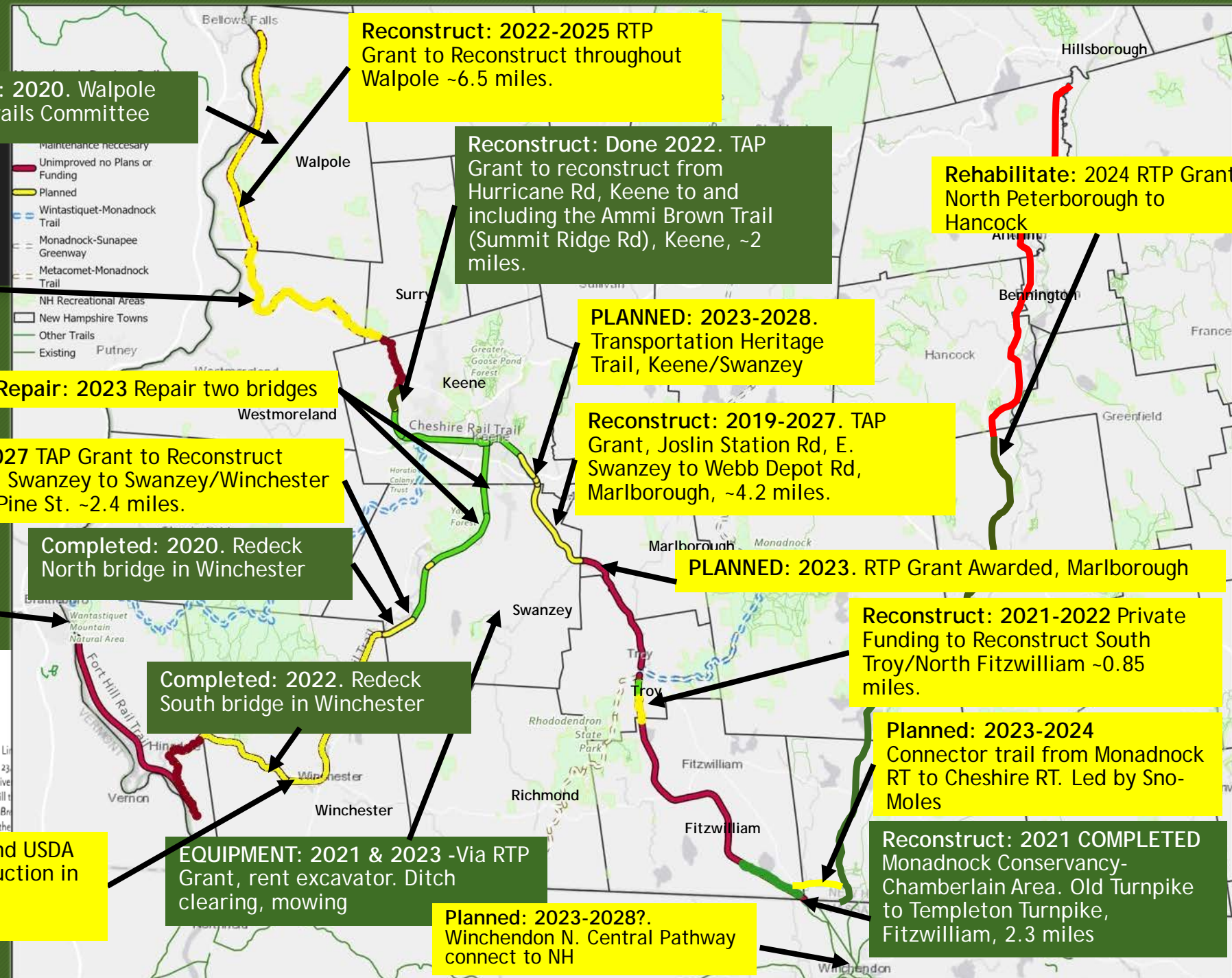
Reconstruct: 2021-2023 RTP and USDA Grants. Parking & Trail reconstruction in Winchester.

Brattleboro Connector: 2023-2024 UNH Capstone Project Fort Hill Rail Corridor Truss Bridge and trail in VT to Whetstone Brewery



"Iron Roads of the One", Bradford G. Brodget and Richard K. Richards Jr.

The original State Line to the ground Nov. 23, sand table legs delivered from the Damon Mill burned (Monadnock Bridge). This little station, the

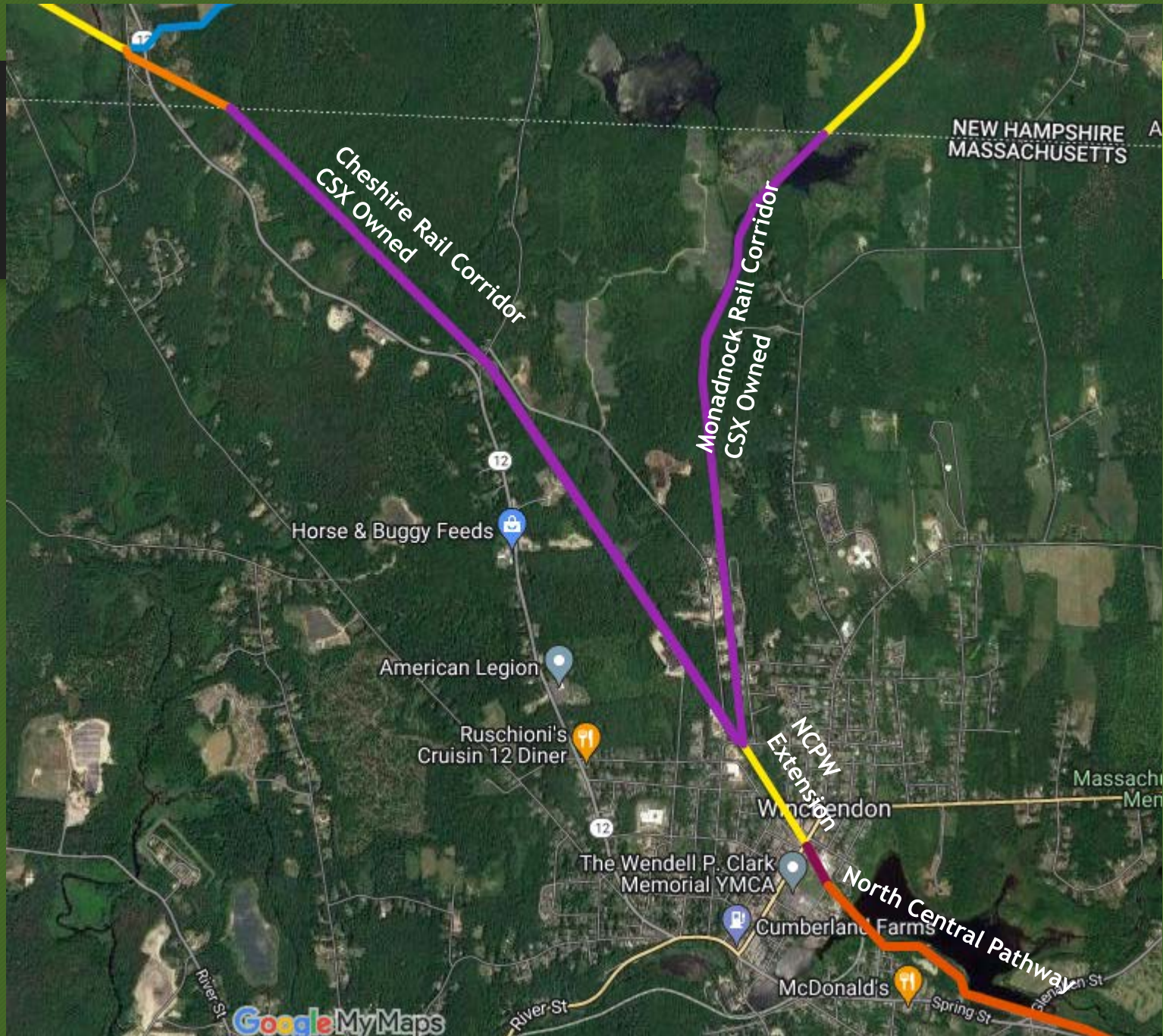


Cheshire & Monadnock Trails/Winchendon Connector

Winchendon
Gardner
Templeton
Barre



"Iron Roads of the Monadnock Region, Volume One", Bradford G. Blodget and Richard R. Richards Jr.



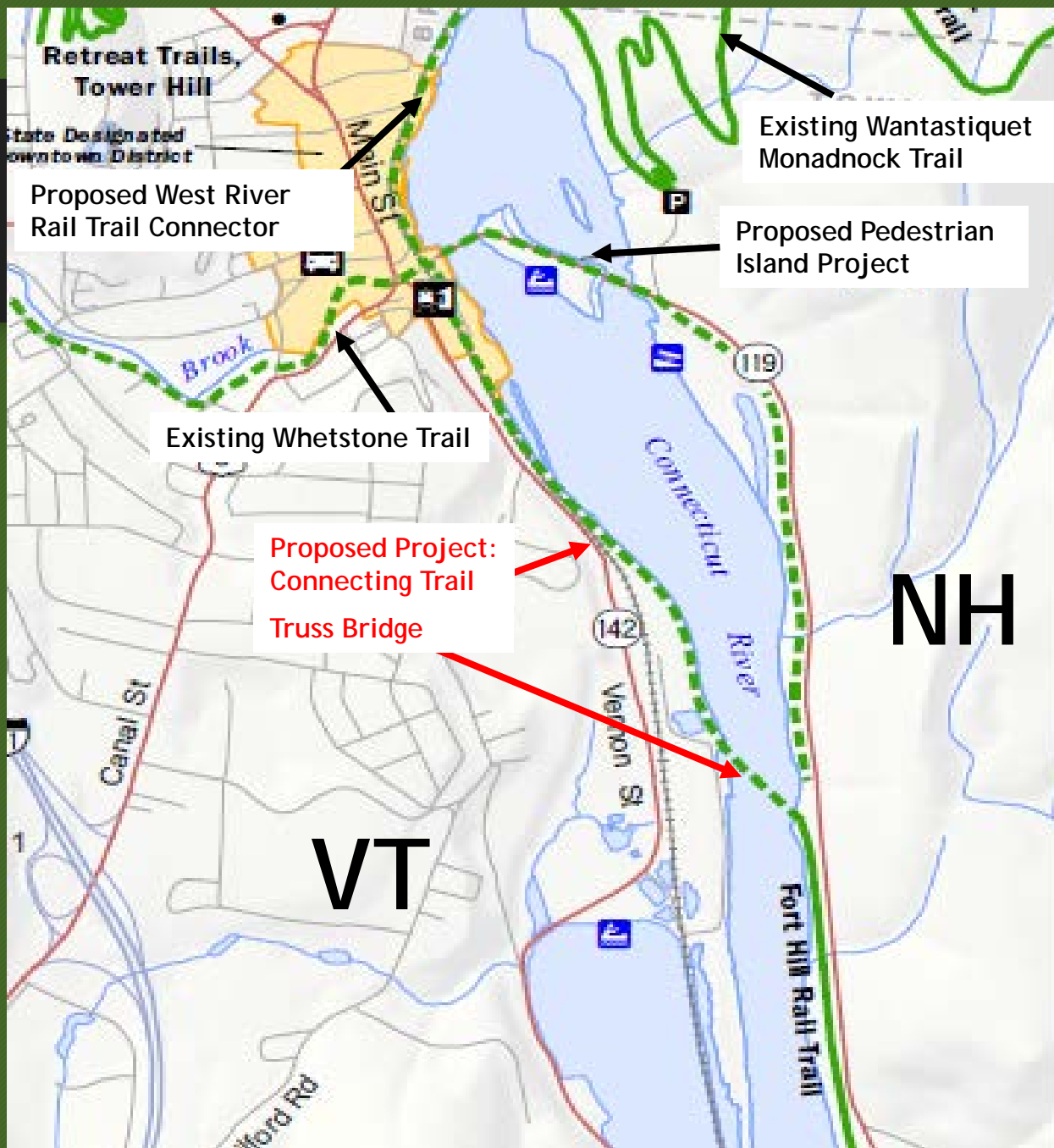
Fort Hill Rail Trail/Brattleboro Connector



Looking south (left) and north (right) at Dole Jct. on the former Connecticut River main line, now the Fort Hill Branch, shortly after the E. Northfield Bridge was lost. CTC has been discontinued and the searchlight signals turned aside. Note the dwarf signal on the Ashuelot Branch that protected the main line. Post-1970. Ron Rand coll.

"Iron Roads of the Monadnock Region, Volume One", Bradford G. Blodget and Richard R. Richards Jr.

Courtesy Ron Rand Collection



What Does Reconstruct The Trail Mean?

Upgrade and Improve the trails to a standard that is suitable for walkers, bikers, hikers, runners, and equestrian of all ages

- Note: Most of the rail trail today is suitable for snowmobiles.
- Working Drainage Ditches
- Working Culverts
- 10-14' Wide Trail Surface *
- Crushed Stone Trail Surface
- Crowned Trail Surface
- Mowed including min. 10' Canopy *
- Gates at Road Crossings
 - Prevent Motorized Access
 - Prevent Dumping



* AASHTO (American Association of State Highway and Transportation Officials)
"Guide for the Development of Bicycle Facilities".

Rail Trail Benefits*

- Creating Value and Generating Economic Activity
 - Increase Real Estate Value
 - Increase Tourism
- Improving Bicycle and Pedestrian Transportation
 - Increase bicycle and walking commute
- Improving Health through Active Living
 - Increase Active Living
 - Improve Health
 - Lower Medical Costs
 - Reduce Deaths



* <http://www.greenways.com/benefits-of-greenways>

Rail Trail Benefits*

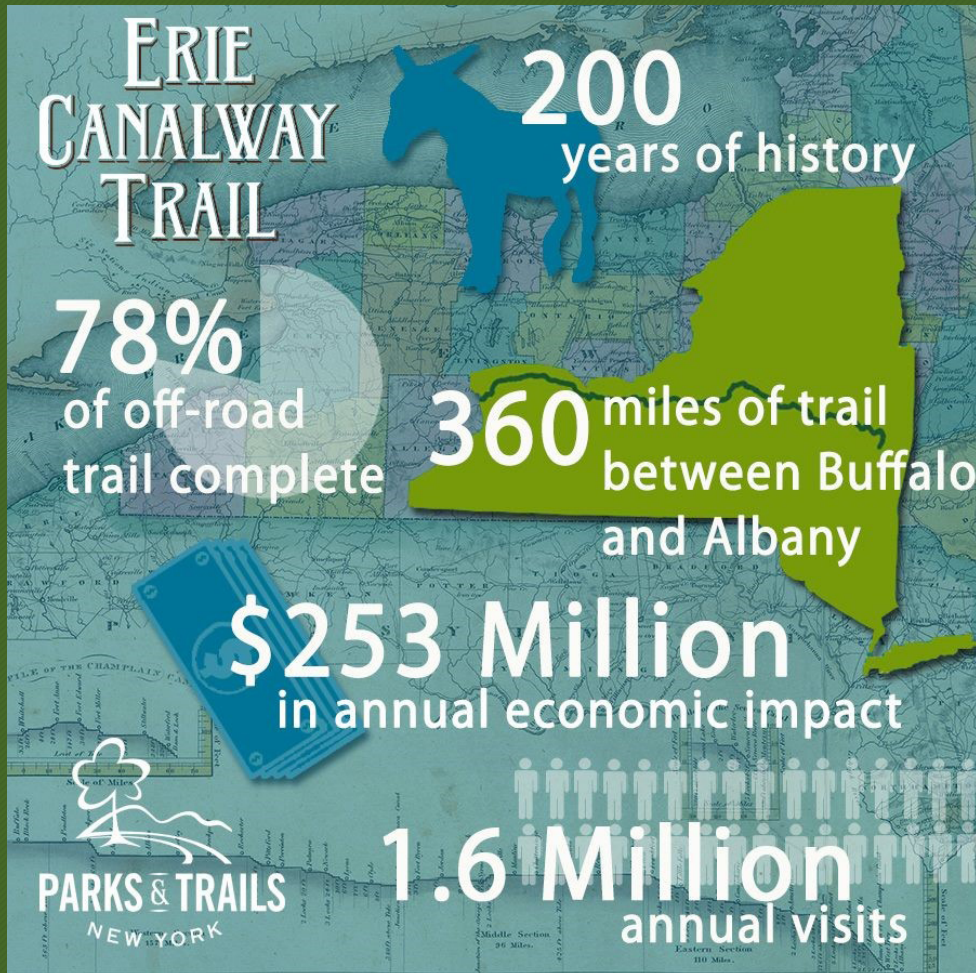


- Clear Skies, Clean Rivers, and Protected Wildlife
 - Help Protect Natural Ecosystems (e.g. plants, animal species)
 - Reduce Air Pollution (less automobiles, more plants)
 - Protect streams, rivers
- Protecting People and Property from Flood Damage
 - Protect Natural Floodplains along Rivers and Streams
 - Prevent Riverside Communities from Flood Damage
- Enhancing Cultural Awareness and Community Identity
 - Railroad History
 - Railroad's Impact on the Monadnock Region

* <http://www.greenways.com/benefits-of-greenways>

Rail Trail Benefits

Generating Economic Activity



Great Allegheny Passage

Economic Impact Report

\$121 Million Total Economic Impacts in 2019

Regional Impact from GAP Tourism



\$74.7 Million

Direct Impacts

Spending by GAP tourists at businesses in the Trail Impact Zone



\$21.6 Million

Indirect Impacts

Secondary purchases from businesses in the GAP region



\$24.9 Million

Induced Impacts

Household spending from income generated by direct and indirect impacts in the GAP region

\$52.6 Million Labor Income

1,393 Jobs

Understanding the

ECONOMIC IMPACTS OF THE GAP



\$800,000

Annual Economic Impact per Mile

Staring at the crushed limestone path as it weaves through woods and farms, it may not feel like you're traveling on a what is effectively an economic highway, but the GAP generates more than \$800,000 per mile in economic value!

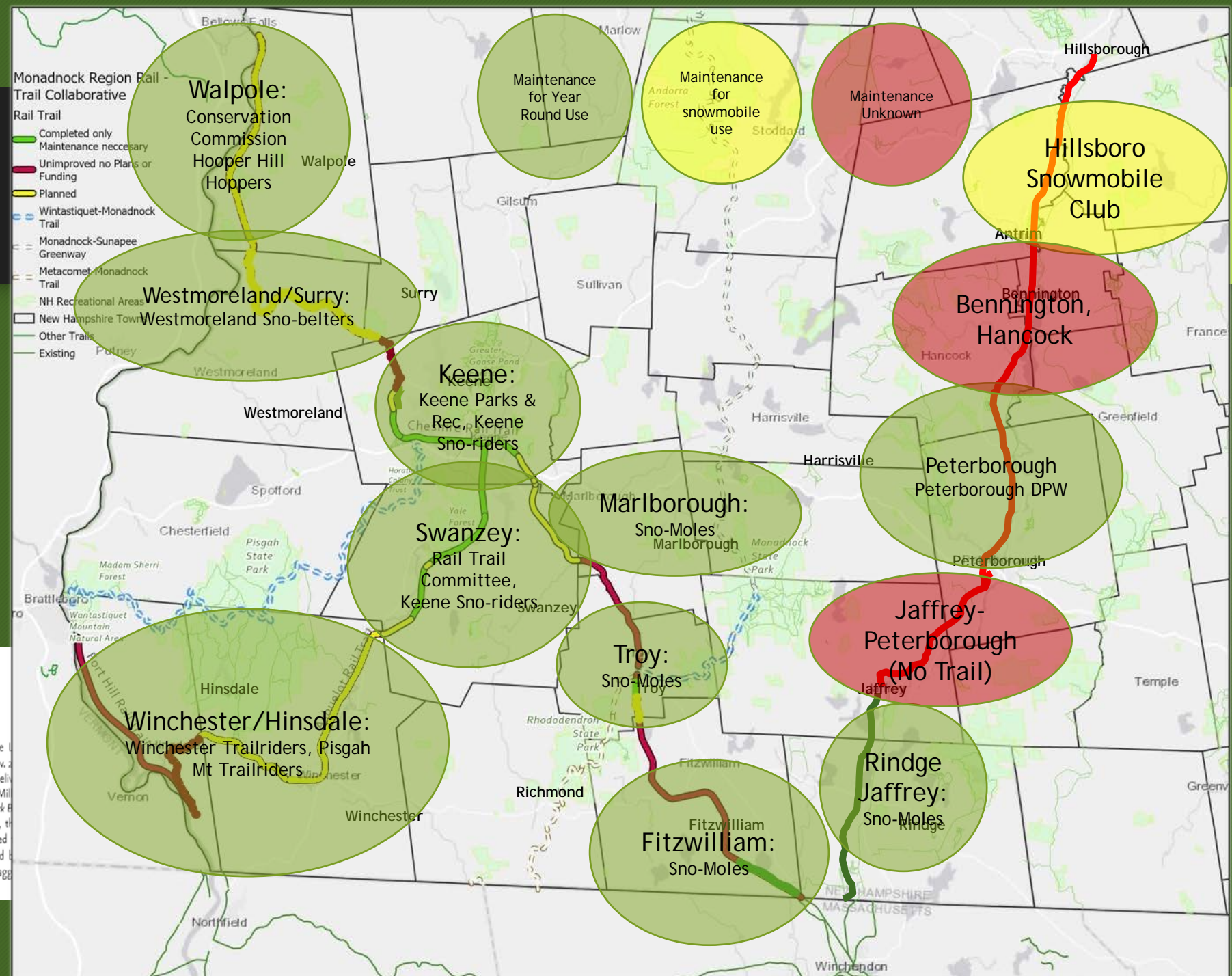
"I am amazed at the economic development surrounding trails. To come back into office and to see the magnitude of the impact that [the GAP] is having has been truly amazing."

Pam Tokar-Ickes
Somerset County Commissioner

While the stereotype of employment based on recreational tourism may call to mind lower-wage and often seasonal jobs, our estimates suggest the average annual wage among GAP-supported jobs is \$38K. This suggests that **the GAP supports many living-wage jobs**. If the GAP were a private employer, it would be among the largest in the region.



Current Maintenance Status



The original State to the ground Nov. 2 sand table legs deli from the Damon Mill burned (Monadnock E This little station, ti station, was moved placement. An old in to serve as a bagg unknown.

Year-Round Maintenance For Year-Round Use

- Mother Nature Is Busy 24/7
 - Falling Leaves
 - Down Trees
 - Down Branches
 - Water
 - Erosion
 - Clogged drainage ditches
 - Clogged culverts
 - Rodents (burrowing holes)
- Maintenance Is:
 - Removing Leaves
 - Removing Downed Trees
 - Removing Downed Branches
 - Unclogging Drainage Ditches
 - Unclogging Culverts
 - Repairing Rodents Holes
 - Repair Trail Surface

- Maintenance Requires:
 - Excavator
 - Brush Hog
 - Tractor
 - Blower
 - Dump Truck
 - Grader
 - Roller/Compactor
 - People



Funding – A Team Effort



Cost Coverage

1.) Federally Sponsored Grants

~70%

2.) Local Municipality Support

3.) Volunteer: In-Kind (if allowed)

4.) Go Fund Me

5.) Private Sector Support

~30%



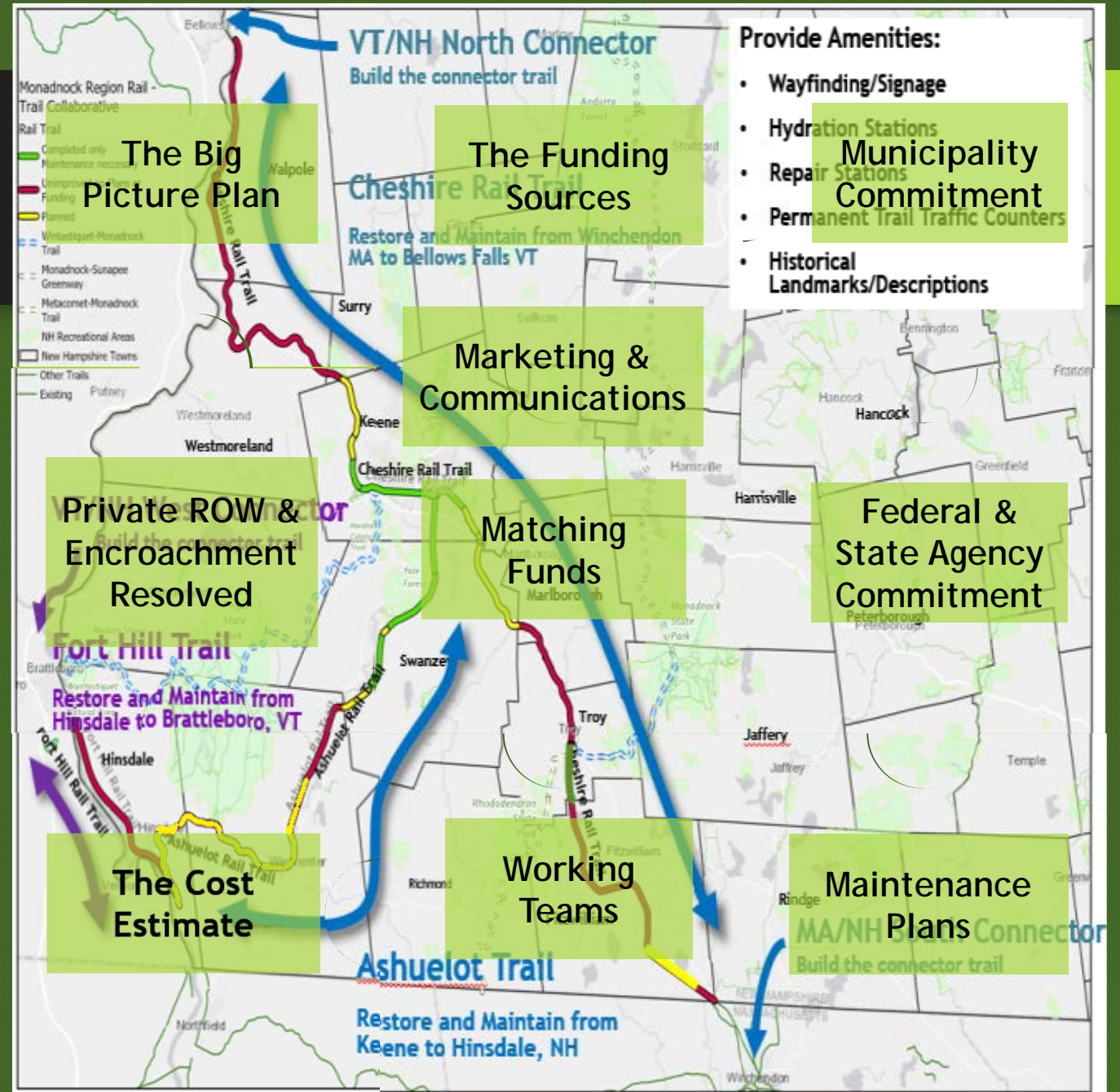
The Big Picture Plan

Piecing the Project Together



"Iron Roads of the Monadnock Region," Volume One",
Bradford G. Blodgett and Richard R. Richards Jr.

Courtesy Gregory H. Hill



"MAKING THE CONNECTION"

Thank You



Steam engine crossing Main Street c. 1880.
This station was torn down in 1910 as trains were
getting larger and did not fit through the depot.

"Iron Roads of the Monadnock Region, Volume
One", Bradford G. Blodget and Richard R.
Richards Jr.

Courtesy Historical Society of Cheshire County



Southwest Region Planning Commission

37 Ashuelot Street, Keene, NH 03431

603-357-0557 Voice

603-357-7440 Fax

Agenda Item III

Date: January 8, 2024
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 at the January 8th meeting.

- a. On-Call Engineering Services: SWRPC received four responses to its Request for Qualifications to procure on-call engineering services that will support transportation planning efforts throughout the SWRPC Region during fiscal years 2024 and 2025. The efforts include scoping and developing preliminary cost estimates for transportation improvement projects that may be funded with local, state or federal funds (including Federal Highway Administration and Federal Transit Administration). A review team is in the process of evaluating the Statements of Qualifications and plan to meet on January 8th to review scores and schedule interviews with the top scoring firms.
- b. Planning for an Improved Southwest NH Transit System: SWRPC staff have assembled an advisory task force that will be assisting with a project to evaluate transit system operating models for the Southwest New Hampshire Region. The advisory task force's first meeting is expected to occur in late January.
- c. Monadnock Regional Coordinating Council (MRCC) and Mobility Management: The MRCC is currently involved in completing a five-year update to its Coordinated Community Transportation Plan. The Coordinated Plan identifies the transportation needs of individuals with disabilities, older adults, and people of lower income, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation. The MRCC identified strategic priorities at its November meeting. Among its top priorities are expanding outreach efforts to increase community participation and understanding of community transportation; increasing capacity to provide youth transportation to and from daycare, afterschool programs and other destinations; expanding Volunteer Driver Program (VDP) services to a broader cross-section of the population; and 2) implementing VDP programming innovations to address unmet need for older adults and people with disabilities. The MRCC is also completing an update to its Transportation Directory which provides a listing of available community transportation services for each community in the Region. Both projects are scheduled for completion during January 2024.
- d. Monadnock Alliance for Sustainable Transportation (MAST): At its November 29, 2023 Steering Committee meeting, MAST authorized five awards through the Complete Streets Implementation Grant Program. Awards include \$47,750 for pedestrian safety improvements

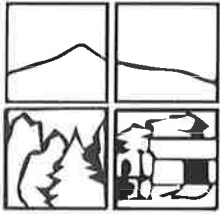
TDD Access: Relay NH 1-800-735-2964

on NH 101 in Marlborough, \$75,000 in sidewalk and pedestrian safety improvements in Swanzev and three awards to support development of local complete streets policies in Alstead, Antrim and Temple (each in the amount of \$13,500). Communities that did not apply this round are encouraged to consider ideas for the next funding cycle anticipated in mid-2024. Friday, February 9th, 2024 is International Winter Bike to Work Day! To promote the event, MAST and others throughout the State will promote events, winter riding tips and more at <https://arcg.is/9naav> or by visiting the MAST Facebook page at www.facebook.com/MASTNH.

In addition to the above, SWRPC staff and TAC members may suggest other transportation-related updates during the January 8th meeting.

Recommendation

For your information.



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

Agenda Item IV

Date: January 8, 2024
To: Transportation Advisory Committee
From: Staff

RE: Keene-Swanzey Project #40666

Background

Keene-Swanzey Project #40666, was initially recommended by the SWRPC Transportation Advisory Committee (TAC) as a regional priority project in 2015, resulting in its inclusion in the 2017-2026 New Hampshire's Ten Year Transportation Improvement Plan (TYP). Derived from a project that was identified as part of an assembly of highway improvements known as the Keene-Swanzey bypass, the original scope was described as a reconstruction project between NH 101 and the Swanzey Town Line at a cost of \$3.9 million with construction in 2025. In addition to reconstructing the road, the intent of the project is focused on resolving access management and bicycle and pedestrian safety issues associated with the corridor.

In a subsequent TYP cycle, the SWRPC TAC updated the project area to extend to the Market Basket entrance in Swanzey, primarily to extend pedestrian and bicycle access to one of the largest traffic generators in the vicinity of the project. NHDOT also updated the scope to include addressing the structurally deficient red list bridge facilitating NH Route 10 traffic over Ash Swamp Brook. The draft 2025-2034 TYP, currently under review by the Governor, estimates the project at \$8.9 million with the construction date remaining 2025.

In 2022 and 2023, the NH Department of Transportation (NHDOT), Keene, Swanzey and consultant MacFarland Johnson conducted public engagement and preliminary engineering activities culminating in a design recommendation that was supported by the Keene City Council and the Swanzey Select Board in late 2023. The purpose of this agenda item is to share information with the TAC about the resulting design. Representatives from Keene, Swanzey and NHDOT will be at the January 8th meeting to present the design concept and answer any questions from the TAC.

Recommendation

For your information.

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



Southwest Region Planning Commission

37 Ashuelot Street, Keene, NH 03431

603-357-0557 Voice

603-357-7440 Fax

Agenda Item V

Date: January 8, 2024

To: Transportation Advisory Committee

From: Staff

RE: Keene Project #41590 and the Transportation Heritage Trail Project

Background

Keene Project #41590, a project to reconstruct and widen NH Route 101 from .4 miles east of Optical Avenue to Branch Road, made its first appearance in the Ten Year Transportation Improvement Plan (TYP) in 2018. The project was nominated for the TYP by NH Department of Transportation's (NHDOT) District IV with the intent to address NH Route 101's inadequate road base, narrow shoulders, and sight distance issues at the intersection at Swanzy Factory Road. Over two successive TYP cycles (2019-2028 and 2021-2030) the TAC allocated approximately \$5.8 million towards the top ranked project that would begin construction in 2027 through 2029. The current draft 2025-2034 TYP now lists the project at \$14.85 million, with the increase largely due to a scope change after NHDOT decided to incorporate the replacement or reconstruction of the NH Route 101 red list bridge crossing the Branch River in the same project area.

As discussed at the November 6th TAC meeting, a City of Keene official requested during an October Governor's Advisory Commission on Intermodal Transportation (GACIT) hearing that NHDOT consider incorporating the City's Transportation Heritage Trail (THT) project into Project #41590. Based on an SWRPC follow up with City staff to get further clarification about the proposed scope change, staff learned that the recommendation could involve preliminary engineering, right of way and construction phases that involve positioning two existing City-owned decommissioned bridges over NH Route 101 and Swanzy Factory Road. Given the SWRPC TAC's investment in the project to date, City staff will attend the January 8th TAC meeting to provide more information about the THT project in order to better understand the implications of a scope change. While the scope change requested by the City was not included in the GACIT's recommendations to the Governor in December, there may be additional changes to the draft TYP recommended by the Governor or Legislature before the draft 2025-2034 TYP is signed into law in the summer of 2024.

Recommendation

For your information.

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