



SWRPC

Southwest Region
Planning Commission

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**Transportation
Advisory Committee**

Transportation Advisory Committee

**April 7, 2025
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

Michael Kowalczyk
*Monadnock Region Rail
Trails Collaborative*

Alfred "Gus" Lerandeau
Swanzey

Don Lussier
Keene

Leandra MacDonald
Peterborough

Cheryl Mayberry
Walpole

Karey Miner
Winchester

Mary Day Mordecai
Harrisville

Ed Smith
Hinsdale

Ruth Ward
Stoddard

with

Frank Linnenbringer
NHDOT District 4

and

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

Agenda

- I. Welcome and Introductions
- II. Minutes of March 3, 2025
- III. Final Recommendation for Transportation Alternatives Program Application Ranking
- IV. Other Matters
- V. Next Meeting: June 2, 2025
- VI. Adjourn



Southwest Region Planning Commission

Transportation Advisory Committee

Draft Minutes

March 3, 2025

Present: Kendall Lane, Chair, Chair, *City of Keene*; Susan Ashworth, *Home Healthcare, Hospice and Community Services (HCS)*; Brian Barden, *Town of Dublin*; Alfred “Gus” Lerandean, *Town of Swanzey*; Frank Linnenbringer, *NHDOT District 4*; Don Lussier, *City of Keene*; Leandra MacDonald, *Town of Peterborough*; Cheryl Mayberry, *Town of Walpole*; Mary Day Mordecai, *Town of Harrisville*; Ed Smith, *Town of Hinsdale*; Lucy St. John, *NHDOT Bureau of Planning and Community Assistance, ex-officio*.

Staff Members Present: J. B. Mack, *Assistant Director*; Jack Ahern, *Associate Planner*.

I. Welcome and Introductions

Chair Kendall Lane called the meeting to order at 2:00 p.m. and welcomed those in attendance.

J. B. Mack introduced the TAC to the newest member of the committee, Mary Day Mordecai, representing the Town of Harrisville.

II. Minutes of January 6, 2025

Chair Kendall Lane made a motion to approve the minutes of the January 6, 2025 meeting as presented. Don Lussier pointed out an error in the minutes, where he is noted as being the City of Keene’s City Engineer instead of the Director of Public Works. This revision to his title will be made.

Motion: To approve the minutes of January 6, 2025 with the proposed revision.

Motion by Gus Lerandean, seconded by Frank Linnenbringer. Approved by unanimous vote.

III. Final Project Recommendations for FY 2027-2036 Ten Year Transportation Improvement Plan

J. B. Mack provided the TAC with a presentation on the Ten Year Transportation Improvement Plan (TYP) process and explained which stage of that process the current project proposals were in. The TAC will need to send final recommendations to the SWRPC Board of Directors, who will then consider the TAC’s recommendation before making their own recommendation to NHDOT. NHDOT is expected to publish the first draft of the FY 2027-2036 TYP in July of 2025. The presentation slides can be viewed here starting at slide #1 and continuing through slide #10: https://www.swrpc.org/25_0303-tac-meeting-presentation/.

J. B. Mack reviewed the project proposals.

- Town of Marlborough, NH Route 124 – reconstructing the drainage infrastructure and installing pedestrian infrastructure in the form of new and improved sidewalks and crossings with lighting and rectangular rapid flashing beacons (RRFBs) in the area where NH 124 approaches the

Miniwawa Brook and intersection with NH Route 101. Original project costs were estimated to be \$2.8 million.

- City of Keene, NH Route 12 – reconfiguring the intersection of NH 12 and NH 32 to eliminate issues with poor sight distance and long traffic queues. Multiple scenarios are proposed, including the installation of a traffic circle or stop lights. Original project costs were estimated to be \$3 million.
- Town of Swanzey, North Swanzey Pedestrian Infrastructure – installation of sidewalks on NH 12 and Lake Street, and the reconfiguration of the intersection of Lake Street and NH Route 32. Original project costs were estimated to be \$1.7 million.
- Additionally, it was proposed and supported that funding from this TYP round allocation be used to address a budget shortfall of \$1.9 million on a previously approved project in Swanzey. The project (Swanzey #44218) consists of improvements to NH Route 10.

The TAC had previously decided to put forth addressing the budget shortfall of the Swanzey NH 10 project and the Marlborough NH 124 project as their regional priorities for this TYP funding round.

Chair Kendall Lane asked for the total funding allocation for the region in this TYP round. Lucy St. John replied that there is \$4.9 million available.

Frank Linnenbringer asked if the Town of Marlborough intends to fill in or remove the existing drainage structure on NH 124. J.B. Mack answered that the project would replace the existing system in the defined project area. Mary Day Mordecai inquired about the proposed crossings on NH 124 and asked if stop lights were going to be installed. J.B. stated that the current project only includes Rectangular Rapid Flashing Beacons (RRFBs) and streetlights.

Gus Lerandeau asked if the City of Keene project would involve land acquisition of the properties abutting the intersection. Don Lussier responded, saying that some property would be taken through eminent domain from the parcels on either side of NH 32 where it meets NH 12.

J. B. Mack moved on to review project costs and how they have changed since NHDOT's budget review.

- There was no change to the project costs of the Swanzey NH Route 10 project, the shortfall remained \$1.9 million.
- The cost of the Marlborough NH Route 124 project increased by \$540,618.

J. B. Mack noted that NHDOT had altered their methodology for calculating interest and that rates had increased from 3.5% to 3.7%, which accounted for some of the cost increase. The other factor causing the cost increase was a change to the surface repair treatment of the roadway after drainage work is completed. Frank Linnenbringer explained that the original proposal for NH 124 was to patch the area disturbed by the work, but it was determined that it was not adequate and would lead to perpetual erosion issues on the roadway edges. NHDOT is requiring a full asphalt overlay to prevent this costly scenario from occurring.

J. B. Mack made note that since the project was submitted to NHDOT, Marlborough had been awarded a grant from the Monadnock Alliance for Sustainable Transportation (MAST) that would be used to pay for the RRFBs and lighting at one of the existing crosswalks at Pleasant Street, so those elements could be removed from the scope and costs of this project. There is still one crosswalk that remains proposed as part of the project.

J. B. Mack announced that the staff recommendation was for the TAC to vote to confirm support to fund the budget shortfall for Swanzey Project #44218, and to fund the proposed Marlborough NH 124 project.

He also stated that no municipalities have contacted SWRPC to remove or change existing projects from the TYP, and recommended that the TAC affirm that they support all projects in the 2025-2034 TYP to remain in the draft 2027-2036 TYP.

Motion: To recommend to the SWRPC Board of Directors that SWRPC utilize its \$4.9 million regional priority project budget to fully fund Swanzey Project #44218, use the remaining funds to fund the Marlborough NH 124 Project, and affirm that SWRPC supports all regional projects in the 2025-2034 TYP to continue in the 2027-2036 TYP.

Motion by Ed Smith, seconded by Cheryl Mayberry. Approved by unanimous vote.

IV. Preparation for Transportation Alternatives Program Application Scoring

J. B. Mack presented to the TAC an overview of the Transportation Alternatives Program (TAP). He reviewed the funding allocations and explained that 59% of funding is split between population regions, and the remaining 41% is flexible to go to any area statewide. Applications are scored by the Statewide Transportation Alternatives Program Committee, NHDOT staff, and regional planning commissions. Scoring information is available on the NHDOT website.

J. B. Mack further explained that SWRPC staff are recommending that the TAC use the *Southwest Connects Long Range Transportation Plan* goals and objectives to guide their TAP project proposal scoring. Four goals from the Plan would be formatted into questions, each supported by four to five objectives that would provide the scorers with elements to consider. Each question/goal would be weighed equally at 25 points. The proposed criteria are:

- How likely will this project support and enhance the economy?
- How likely will this project help preserve natural, cultural and historical resources?
- How likely will this project provide people of all ages and abilities with access to goods, services, recreation, entertainment and companionship?
- How likely will this project reduce or eliminate fatalities and injuries as well as provide reassurance to the traveling public that they are safe?

J. B. Mack stated that scoring would be done by individual TAC members outside of committee meetings and asked that TAC members affiliated with any of the applications self-recuse from scoring those proposals. SWRPC staff will average the scores and present them at the next TAC meeting on April 7th, where discussion will determine if any changes to priority ranks are appropriate. Rankings must be submitted to NHDOT by April 25th. The presentation slides can be viewed here starting at slide #11: https://www.swrpc.org/25_0303-tac-meeting-presentation/.

J. B. Mack reviewed the project proposals:

- Town of Alstead – construction of sidewalks on NH Route 12A/Mechanic Street connecting the existing sidewalk in front of the Shedd-Porter Memorial Library to the Alstead Primary and Vilas Middle Schools, and from the Post Office on NH 12A/High Street to the bridge over the Cold River. Approximately 2,200 feet of concrete sidewalk in total, as well as the installation of two RRFBs at existing crossings on NH 12A. \$678,000 requested.
- Town of Antrim – improve select crossings on US Route 202/Main Street by installing lighting, curb extensions, and RRFBs, repair approximately 200 feet of sidewalk on the east side of US 202 near the intersection with Aiken Street, and the construction of approximately 1,000 feet of new

sidewalk on US 202/Concord Street extending northeast from the intersection with NH Route 31. \$1.29 million requested.

- City of Keene – implementation of phase 2 of the Transportation Heritage Trail, which includes extending the existing Cheshire Rail Trail along the existing right-of-way to where it intersects with NH Route 101, installation of a historic bridge over NH 101, and safety improvements to the existing Stone Arch Bridge over the Branch River. This would complete the connection of the Cheshire Rail Trail to Swanzey. \$2 million requested.

Chair Kendall Lane confirmed that the TAP is a statewide competition and that funding is not allocated by region.

Gus Lerandeau questioned the value of historic resources as a part of the scoring criteria.

Lucy St. John stated that there is a webinar available on the NHDOT website that explains the TAP scoring criteria.

Don Lussier said that he believes the criteria proposed by SWRPC match appropriately with the state criteria and will aid in the competitiveness of the proposals.

J. B. Mack noted that TAP proposal scoring is a voluntary exercise for TAC members and asked that those interested in participating in TAP project scoring have their results submitted to him before the next TAC meeting on April 7th.

V. Other Matters

J. B. Mack announced that there was a joint meeting of the Hinsdale and Brattleboro, VT Selectboards later this evening, to discuss the future of the historic Anna Hunt March Bridge and Charles Dana Bridge and island linking the two municipalities over the Connecticut River.

Chair Kendall Lane asked if it had been confirmed who will own and maintain the bridges. J. B. Mack stated that currently the States of NH and VT own them, but that the States would like to pass ownership to the towns.

Ed Smith informed the TAC that the owner of two nearby businesses has proposed leasing the bridges to create a recreational facility. NHDOT is debating whether or not they should issue a request for proposals or see if the local communities can lease them. J. B. Mack noted that if leasing does occur, the Federal Highway Administration will require that all proceeds be strictly used for maintenance of the bridges.

VI. Next Meeting April 7, 2025

J. B. Mack announced that the next meeting of the TAC would be on April 7, 2025 at 2:00 p.m.

VII. Adjourn

The meeting adjourned at 3:22 p.m.

Respectfully submitted,

Jack Ahern
Associate Planner



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Agenda Item III

Date: April 7, 2025
To: Transportation Advisory Committee
From: Staff

RE: Final Recommendation for Transportation Alternatives Program Application Ranking

Background

At the time of writing, SWRPC is awaiting final Transportation Alternatives Program (TAP) scores from the TAC. At the April 7th TAC meeting, staff will present the results of the TAC scoring exercise and facilitate a discussion to determine the final ranking of the three project applications submitted by the Town of Alstead, Town of Antrim and City of Keene.

Recommendation

Reach consensus and vote on the final ranking of TAP projects to submit to the New Hampshire Department of Transportation.