



# SWRPC

Southwest Region  
Planning Commission

37 Ashuelot Street  
Keene, NH 03431  
Phone: (603) 357-0557  
Fax: (603) 357-7550  
www.swrpc.org

## Transportation Advisory Committee

## Transportation Advisory Committee

November 3, 2025  
2:00 p.m.

Kendall Lane, Chair  
*Keene*

Frank Sterling, Vice Chair  
*Jaffrey*

Brian Barden  
*Dublin*

Allan Gillis  
*Community Volunteer  
Transportation Company*

Katie Hart  
*Home Healthcare, Hospice  
& Community Services*

Michael Kowalczyk  
*Monadnock Region Rail  
Trails Collaborative*

Alfred "Gus" Lerandean  
*Swanzey*

Don Lussier  
*Keene*

Leandra MacDonald  
*Peterborough*

Cheryl Mayberry  
*Walpole*

Karcy Miner  
*Winchester*

Mary Day Mordecai  
*Harrisville*

Ed Smith  
*Hinsdale*

Ruth Ward  
*Stoddard*

*with*

Frank Linnenbringer  
*NHDOT District 4*

*and*

William Rose  
*NHDOT Bureau of  
Planning & Community  
Assistance*

Southwest Region Planning Commission  
37 Ashuelot Street, Keene, NH

## Agenda

- I. Welcome and Introductions
- II. Minutes of September 8, 2025
- III. Presentation: SWRPC Timber for Transit Program
- IV. Draft 2027-2036 Ten Year Transportation Improvement Plan
- V. Transportation Program Updates
- VI. Other Matters
- VII. Next Meeting: January 5, 2026
- VIII. Adjourn



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## Southwest Region Planning Commission

### Transportation Advisory Committee

#### Draft Minutes

September 8, 2025

**Present:** Kendall Lane, Chair, *City of Keene*; Frank Sterling, Vice Chair, *Town of Jaffrey*; Brian Barden, *Town of Dublin*; Alfred “Gus” Lerandean, *Town of Swanzey*; Don Lussier, *City of Keene*; Leandra MacDonald, *Town of Peterborough*; Cheryl Mayberry, *Town of Walpole*; Karey Miner, *Town of Winchester*; Mary Day Mordecai, *Town of Harrisville*; Ruth Ward, *Town of Stoddard*; Frank Linnenbringer, *NH Department of Transportation (DOT) District 4, ex-officio*.

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

**Guests:** Mac Bevier (remote), *NH Department of Environmental Services (NHDES) Air Resources Division*; Katie Hart, *HCS Community Services*; Chuck Redfern, *Pathways for Keene*; Fran Shippee, *Town of Chesterfield*; Bill Watson, *NH Department of Transportation (DOT)*.

#### I. Welcome and Introductions

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

#### II. Minutes of June 2, 2025

**Motion: To approve the minutes of June 2, 2025, as presented.**

Motion by Frank Sterling, seconded by Leandra MacDonald. Approved by unanimous vote.

#### III. Draft 2027-2036 Ten Year Transportation Improvement Plan

J. B. Mack summarized the FY 2027-2036 Ten Year Transportation Improvement Plan (TYP) regional priority project selection process. He reminded the TAC that for this TYP, the Committee elected to fund the shortfall on a previously selected project in Swanzey (Project #44218) and to add a new project to the TYP in Marlborough on Route 124 to improve stormwater drainage and pedestrian infrastructure.

J. B. Mack introduced Bill Watson, Administrator for the Bureau of Community and Planning Assistance for the New Hampshire Department of Transportation (NHDOT). He asked Bill Watson to proceed with a presentation on NHDOT’s draft FY 2027-2036 TYP recommendations and the draft TYP that will be presented at upcoming Governor’s Advisory Commission on Intermodal Transportation (GACIT) (presentation attached). Bill explained that due to higher than anticipated inflation projections, higher indirect cost rates, the extension of several lagging projects from previous TYP iterations, as well as other factors, the TYP is currently overprogrammed by \$400 million. Two GACIT meetings were held in June and August of 2025 to discuss the overprogramming issue. The resulting guidance from GACIT was to

delay and remove projects from the FY 2027-2036 TYP and use the upcoming GACIT hearings as forums to take public feedback on this approach.

Bill Watson explained that NHDOT assessed 88 TYP “standalone” projects based on merit (most benefit to network, safety, etc.) and financial risk. The analysis resulted in thirty-nine of the projects, at a cost of approximately \$350 million, recommended to move forward in the plan including one project in the SWRPC Region, Keene Project #41590. Fifteen projects were selected to advance with preliminary engineering and right-of-way phases only at a value of \$228 million, none of which included projects in the SWRPC Region. Finally, 34 projects were selected to be removed from the TYP entirely including Swanzeey Project #44218. This approach to standalone projects will reduce the overall projected cost of TYP projects by \$305 million. Additionally, NHDOT has recommended suspending adding new projects into FY 2035-2036 altogether, including SWRPC’s recently recommended priority project in Marlborough. He noted that no regional planning commission regional priority projects were recommended in the draft. This reduces TYP spending by an additional \$60 million. Bill noted that NHDOT is considering a number of methods to increase revenue and is seeking input from stakeholders.

J.B. Mack directed the TAC to the Draft TYP 2027-2036 Recommendations for DOT Stand Alone Projects handout to review the projects selected for delay and removal.

Don Lussier inquired about the remaining shortfall in funding. He noted that approximately \$365 million will be removed from spending out of an estimated \$400 million deficit. Bill responded that NHDOT planned to address the remaining imbalance in future TYP drafts and at this time GACIT signaled that it was ok with the current draft showing a reduction of \$365 million for the purposes of the upcoming GACIT hearings.

Kendall Lane inquired about the status of Keene project #44357 (improvements to the intersection of NH 9/10/101/12) and why it was not included in NHDOT’s 88 standalone project list. J.B. Mack explained that the project isn’t considered a standalone project because it is funded through the Congestion Mitigation Air Quality program, which is a mandatory Federal Highway Administration program. He noted that Project #44357 is funded in NHDOT’s draft TYP plan.

Discussion moved to the Transportation Alternative Program (TAP). Bill Watson informed the TAC that the Keene (Transportation Heritage Trail) and Antrim (pedestrian and crossing improvements on Route 202/Main Street) projects are included in the draft TYP. J. B. Mack asked Bill for guidance regarding the Alstead TAP project. He noted that SWRPC had ranked it as second to be funded out of the regional applications, however DOT scoring did not align with this, and Antrim was selected ahead of Alstead. J. B. asked if Alstead should continue to pursue local government level procedures relating to the project in the event that funding for this project is made available. Bill suggested that they attend and speak at the upcoming GACIT hearings in support of the project to attempt to sway Councilors before proceeding. He mentioned that even if selected projects drop out, it does not guarantee freed up funding. The existing selected projects are likely to increase in cost and assume the surplus funding that is made available.

The TAC moved to discussion on strategies to increase state revenue for transportation projects. Ruth Ward asked about the impact to revenue from the closing of a toll booth in Merrimack. Bill responded that the costs of upkeep were greater than the funding it was generating, so closing it was a net gain. J. B. Mack suggested that depending on your perspective, it could be viewed that the Merrimack tolls were not adequately high enough to cover Turnpike costs.

Kendall Lane stated that he supported increases in tolls, particularly in the Seacoast Region where many out-of-state drivers use New Hampshire roads. He mentioned that toll increases are one measure that GACIT has direct control over and are therefore easier to implement. Frank Sterling suggested a tax on electric vehicles, which avoid tax contributions via the gas tax but still add wear to roadways. J. B. Mack mentioned that, aside from the gas tax increase to pay for the I-93 widening, which is scheduled to sunset after those bonds are paid off, the gas tax has not been increased since 1991. Gus Lerandou stated that legislators should consider a universal mileage tax.

J. B. Mack moved the attention of the TAC to the GACIT hearing schedule and asked if any members could attend to advocate for regional projects and if the TAC wished to testify the need to increase transportation revenue. Frank Sterling will be attending the hearing in Jaffrey on October 15<sup>th</sup>, in Peterborough on October 22, and Kendall Lane and Don Lussier will be in attendance at the hearing in Keene on September 22<sup>nd</sup>. By consensus, the TAC agreed to advocate for regional projects, recommend toll increases and recommend studying a more equitable way to raise revenue for state transportation costs outside of the turnpike system.

J. B. Mack stated that he has spoken with the Towns of Marlborough and Swanzey about their projects being removed from the TYP and encouraged them to advocate for their projects at the upcoming GACIT hearings.

#### **IV. Transportation Program Updates**

No questions or comments from the TAC were made regarding the transportation program updates.

#### **V. Other Matters**

Mac Bevier of NHDES informed the TAC of two available funding sources relating to emissions mitigation. \$500,000 is available in grants through the Granite State Clean Fleets program, aimed at reducing nitrogen oxides (NOx) emissions from older diesel vehicles. This funding is part of the Volkswagen Mitigation Trust and is intended to support local government projects. Additionally, \$315,000 is available through the New Hampshire Clean Diesel Grant Program with the purpose of reducing diesel emissions in the state. Mac encouraged the TAC to explore these funding sources and reach out with questions.

#### **VI. Next Meeting: November 3, 2025**

J. B. Mack announced that the next meeting of the TAC is scheduled for November 3, 2025 at 2:00 p.m.

#### **VII. Adjourn**

The meeting was adjourned at 3:23 p.m.

Respectfully submitted,

Jack Ahern,  
Associate Planner



Meeting #2

Lake Sunapee  
Protective Association

August 13, 2025

# Governor's Advisory Commission on Intermodal Transportation

# Presentation Outline

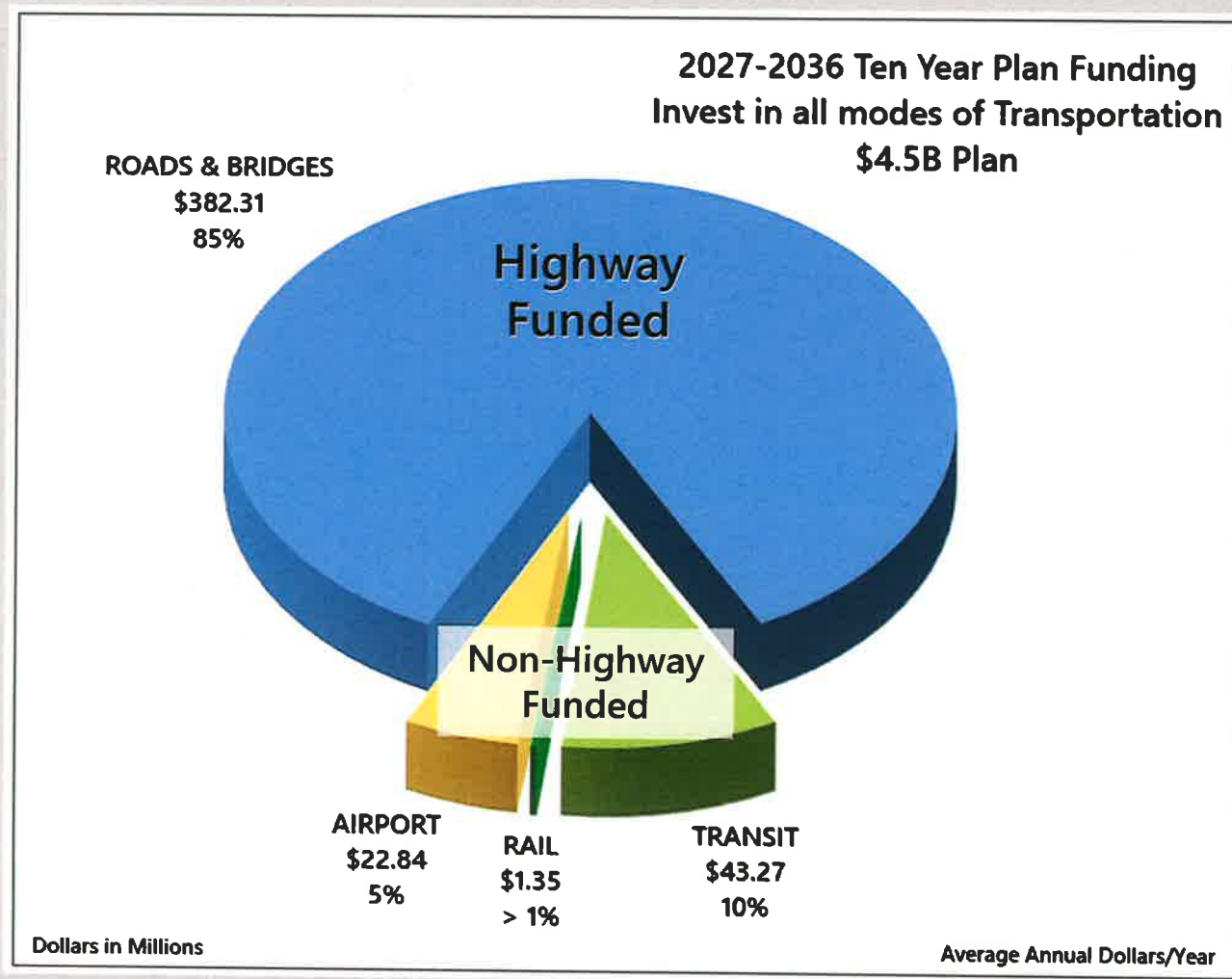
- High Level Funding Overview
- Review Funding Strategies
- Review Constraint Strategies
- Transportation Alternatives Program (TAP)
- Hearing Logistics/Schedule

# Key Points

- Pavement Condition
  - Meeting our goals and nearly eliminating very rough roads
  - Maintaining roads in good/fair condition
- Red Listed Bridges
  - Meeting our goals to remove bridges from the Red List
  - Downward trend in the # of Red Listed Bridges through Maintenance and Preservation projects
- Escalation and inflation are driving costs up
  - Federal and Turnpike project costs exceed revenue
- Reduction of State funds for Preservation and Maintenance

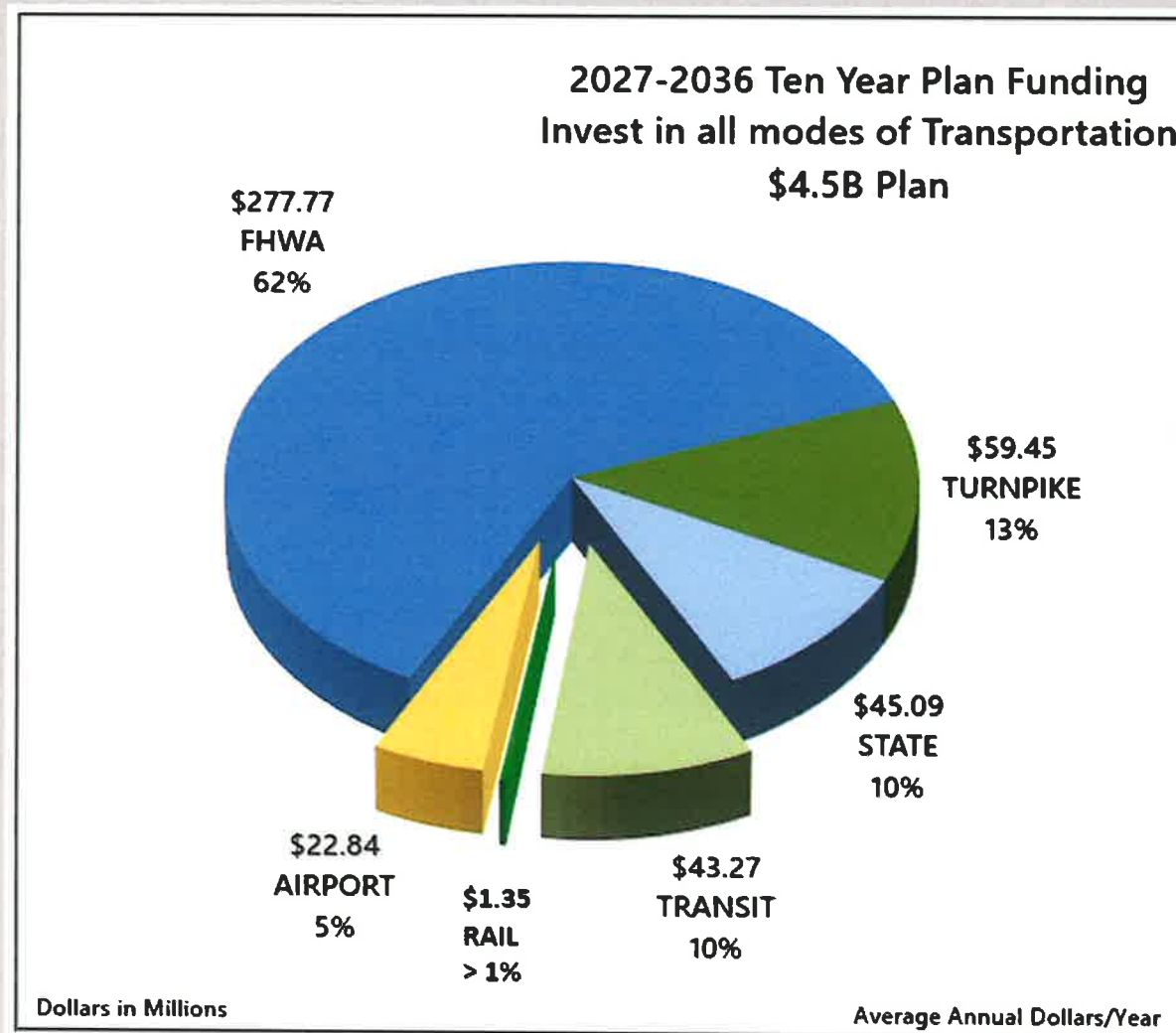
# Funding High Level Overview

Draft TYP (2027 – 2036) Funding  
Amounts in Millions of Dollars



# Funding High Level Overview

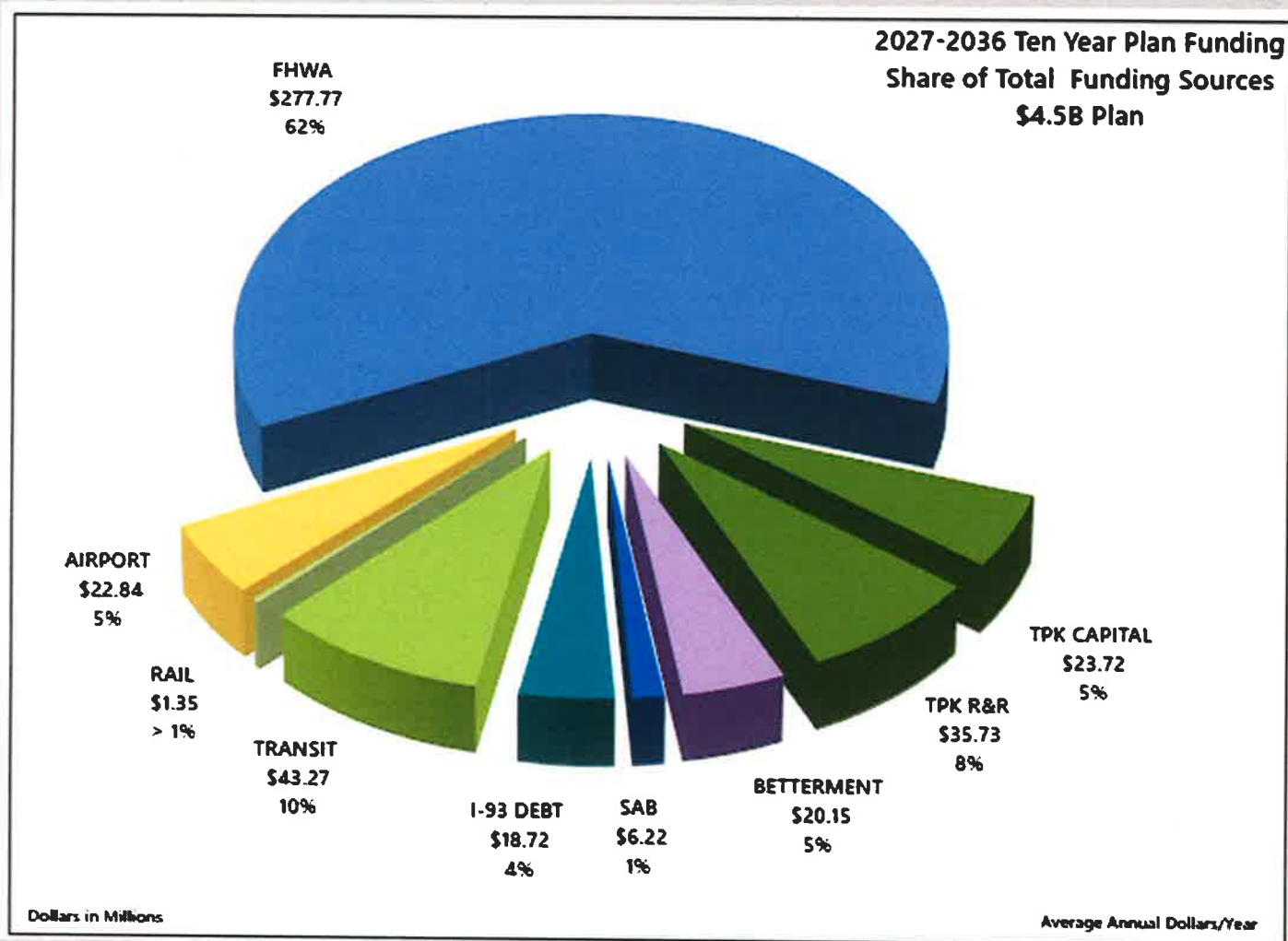
Draft TYP (2027 – 2036) Funding  
Amounts in Millions of Dollars



# Funding High Level Overview

Draft TYP (2027 – 2036) Funding

Amounts in Millions of Dollars



# Non-Highway Modes of Transportation



## Funding Sources:

FAA-State-Local  
Avg. \$22.8M/yr.



## Funding Sources:

FRA-State  
Avg. \$1.35M/yr.



## Funding Sources:

FTA-State-Local  
Avg. \$43.3M/yr.

## Funding Sources:

- Federal funding is the largest source in each mode
- Have defined eligibility use
- Transfers to other modes are not allowed
- Local funding is used for federal match

# Review Funding Strategies

1. Focus on Maintenance & Preservation of the existing network of roads and bridges
2. Continue to invest in core system programs and build on our successes in road and bridge conditions statewide
  - Maintain Core Mission objectives – Paving, bridges, guardrail, culverts, safety, etc. level funded at \$150M/year
3. Capital Projects (State, Federal, Turnpikes)
  - Account for inflation, escalation and indirect costs increases
  - Bring the Federal and Turnpike program into constraint

# Draft Ten Year Plan Strategies

## Funding – State Draft TYP 2027-36

- Current projections identify reductions to Betterment, and SB367 revenue
- SB367 Revenue Directed to Debt Service Payments
  - \$20M per year reduction in paving and bridge aid
    - Reduced funding available for Tier 3-4 paving
    - Decreased funding available for local bridges (SAB)



# Draft Ten Year Plan Strategies

- Funding – State Draft TYP 2027-36 (con't)
  - Loss of SB367 State funds replaced with Fed funds
    - Reallocate Fed funds of \$132M from projects to paving and bridges.
    - Utilize available federal off-system bridge to offset loss of SB367 for state aid bridges (\$3.2M/year)

STATE OF NEW HAMPSHIRE SB 367 - AMENDMENT #2015-1810s BUDGETARY ESTIMATES WITH TIFIA FINANCING - RUF ASSUMPTIONS								
Fiscal Year	SO.042 Dedicated Road Toll Increase <sup>1</sup>	Municipal Block Grant Aid	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing <sup>2</sup> for I-93	State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating <sup>3</sup>	TIFIA Pledged Paving and Bridge Repair <sup>4</sup>	Betterment
2015 Actual:	\$34,317,587	-	\$100,000	\$9,117,587	-	-	\$25,100,000	21,269,072
2016 Actual:	\$34,686,888	\$4,118,110	\$284,354	\$6,800,000	\$8,800,000	-	\$15,184,429	21,529,968
2017 Actual:	\$34,974,610	\$4,162,427	\$473,303	\$6,800,000	\$8,300,000	\$4,000,000	\$19,238,880	21,829,998
2018 Actual:	\$35,358,920	\$4,196,953	\$735,276	\$6,800,000	-	-	\$23,626,691	21,997,718
2019 Actual:	\$35,808,375	\$4,243,070	\$1,297,686	\$6,800,000	-	-	\$23,467,619	22,304,529
2020 Actual:	\$32,980,660	\$4,297,005	\$1,673,067	\$6,800,000	-	-	\$20,210,589	20,501,586
2021 Actual:	\$32,592,186	\$3,957,679	\$2,006,350	\$6,800,000	-	-	\$19,828,157	19,984,021
2022 Actual:	\$34,169,548	\$3,911,062	\$2,155,345	\$6,800,000	-	-	\$21,303,140	21,489,369
2023 Actual:	\$34,477,878	\$4,100,346	\$2,179,929	\$6,800,000	-	-	\$21,397,604	21,441,776
2024 Actual:	\$32,062,678	\$4,137,345	\$2,171,893	\$6,800,000	-	-	\$18,953,440	19,965,431
2025 Adj/Auth:	\$37,253,064	\$3,847,521	\$2,185,964	\$6,800,000	-	-	\$24,419,579	21,619,894
2026 Estimate:	\$34,311,665	\$4,470,368	\$23,415,706	\$6,425,592	-	-	SO	21,527,540
2027 Estimate:	\$34,322,306	\$4,117,400	\$23,415,706	\$6,789,200	-	-	SO	21,543,029
2028	\$33,979,083	\$4,118,677	\$23,415,706	\$6,444,700	-	-	SO	21,358,281
2029	\$33,639,292	\$4,077,490	\$23,415,706	\$6,146,096	-	-	SO	21,144,698
2030	\$33,336,538	\$4,036,715	\$23,415,706	\$5,884,218	-	-	SO	20,954,396
2031	\$33,036,510	\$4,000,385	\$23,415,706	\$5,620,419	-	-	SO	20,765,806
2032	\$32,739,181	\$3,964,381	\$23,415,706	\$5,359,094	-	-	SO	20,578,914
2033	\$32,444,528	\$3,928,702	\$23,415,706	\$5,100,121	-	-	SO	20,393,704
2034	\$32,152,528	\$3,893,343	\$21,789,683	\$6,469,501	-	-	SO	20,210,160
2035	SO	SO	SO	SO	-	-	SO	SO
<b>TOTAL</b>	<b>\$678,644,027</b>	<b>\$77,578,980</b>	<b>\$224,378,495</b>	<b>\$131,356,429</b>	<b>\$16,600,000</b>	<b>4,000,000.00</b>	<b>\$232,750,122</b>	<b>\$422,409,888</b>

<sup>1</sup> - FY2025 Enacted Budget (#B 1 2023); FY2026 and FY2027 Budget Estimates; FY2028 - FY2034 % reductions provided by Cambridge Systematics as part of the Road Usage Fee Study

<sup>2</sup> - Actual/Projected debt service based on loan closing 5/24/2016

- \$200M TIFIA Financing; 9 year deferral period for principal payments
- All-in True Interest Cost = 1.09%
- Includes \$20,000 annual TIFIA Administrative Fee

<sup>3</sup> - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a, Highway and Bridge Betterment



# Review Funding Strategies

## Funding - Federal Draft TYP 2027-36

- Assume level Federal formula revenue 2027-2036 \$235M/year
  - Constraint of current TYP based on previous IJA funding levels
- Increased project inflation from 3.7% to 4.4% per year
  - Adds project cost of \$93M in this TYP
- Indirect Cost Rate increased from 10% to 12%
  - Adds \$47M to all projects in this TYP
- FY 25-26, 22 projects extended into this TYP
  - Adds \$130M in project costs into this TYP
- Overall project costs and scopes have increased
  - Adds \$130M in project costs in this TYP



**Based upon the above the TYP is currently overprogrammed by ~\$400M**

# Draft Ten Year Plan Strategies

## Funding - Federal Draft TYP 2027-36 (con't)

- Spending in existing 2025-34 TYP
  - Preservation/Maintenance/Mandated Programs - \$1.359B
  - Bridges (On Red List) - \$156M
  - Bridges (Not on Red List) - \$178M
  - Individual (LPA) Projects - \$85M
  - Individual (DOT) Projects (88 projects) - \$684M
    - Bow-Concord - \$300M +/- (Fed portion)

# Draft Ten Year Plan Strategies

## Funding - Federal Draft TYP 2027-36 (con't)

- Individual (DOT) Projects (88 projects) - \$684M
- Bring TYP into constraint
  - Delay or remove TYP projects totaling \$300M
  - All projects were assessed based on Merit (most benefit to network, safety, etc.) and Risk (financial)
    - Based on their score, projects were then listed as:
      - **In** = Fully funded (at current costs) in the TYP
      - **Delay** = PE & ROW funded (CON funds removed)
      - **Out** = Project is being removed
- Delay or removed 49 projects from the TYP

# TYP Overprogramming Strategy (Federal)

## Funding - Federal Draft TYP 2027-36 (con't)

### Individual (DOT) Projects (88 projects) - \$684M

IN: 39 projects - \$ 350M

DELAY: 15 projects - \$ 29M (PE & ROW Included)  
\$ 199M (CON Removed)

OUT: 34 projects - \$ 106M

Individual Projects Remaining - \$379M (54 projects)

Individual Projects Removed - \$305M (34 projects)

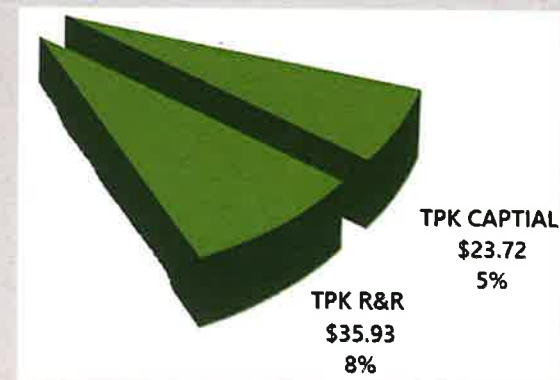
Suspend adding new projects into FY 35-36 of TYP

Reduces TYP project spending by \$60M

# Draft Ten Year Plan Strategies

## Funding – Turnpike Draft TYP 2027-36

- 2025 Revenue increase of about 1%/year. This is slightly lower than the 2023 projection, this equates to a \$30.2M reduction over this TYP
- Operating Cost Increasing much faster than revenue
- Turnpike R&R (Rehab & Reconstruction) Program
  - Increased Maintenance and Preservation needs
- Capital Program
  - Greatly reduced due to lack of revenue

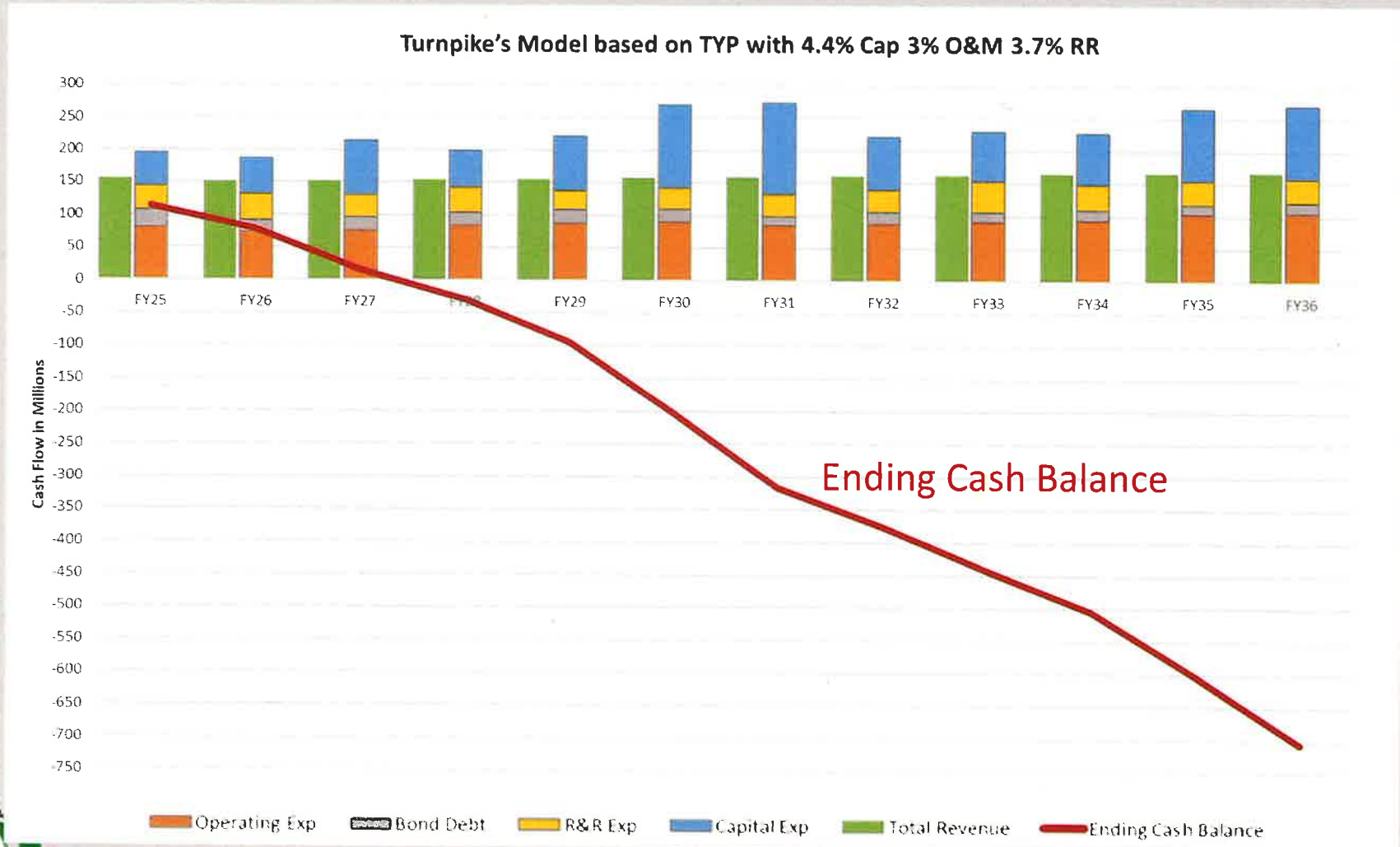


# Draft Ten Year Plan Strategies

## Funding - Turnpike Major Capital Projects

- Reduced Capital Program funding
  - Nashua-Merrimack-Bedford
    - Extended completion date for FEET widening
  - Bow-Concord
    - No ability to fund construction (Turnpike or Fed)
  - Manchester Exit 6 & 7
    - No ability to fund construction

# Turnpike Base Plan (Existing Funding)



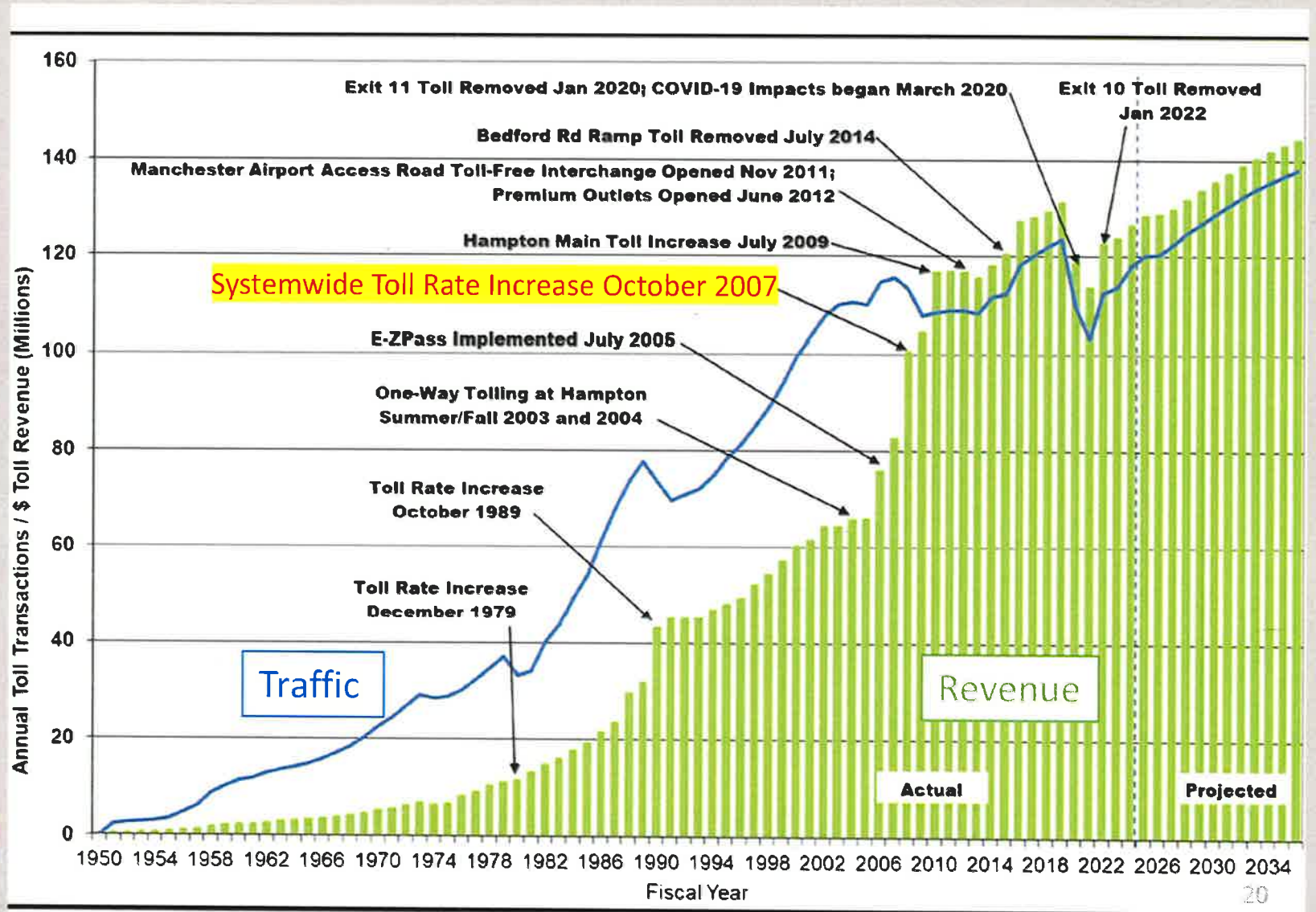
# Draft Ten Year Plan Strategies

- Turnpikes
  - Live within our means
    - Not fund construction of Bow-Concord, Manchester Exit 6&7
    - Bow-Concord – Design through NEPA approval
      - Rehab/Preserve Red Listed bridges (Federal) ~\$75M
    - Manchester Exit 6&7 – Design through NEPA approval
      - Manchester Exit 6 SB On Ramp Reconstruction (Federal)
    - Reduction in Turnpike Toll Credits

# Draft Ten Year Plan Strategies

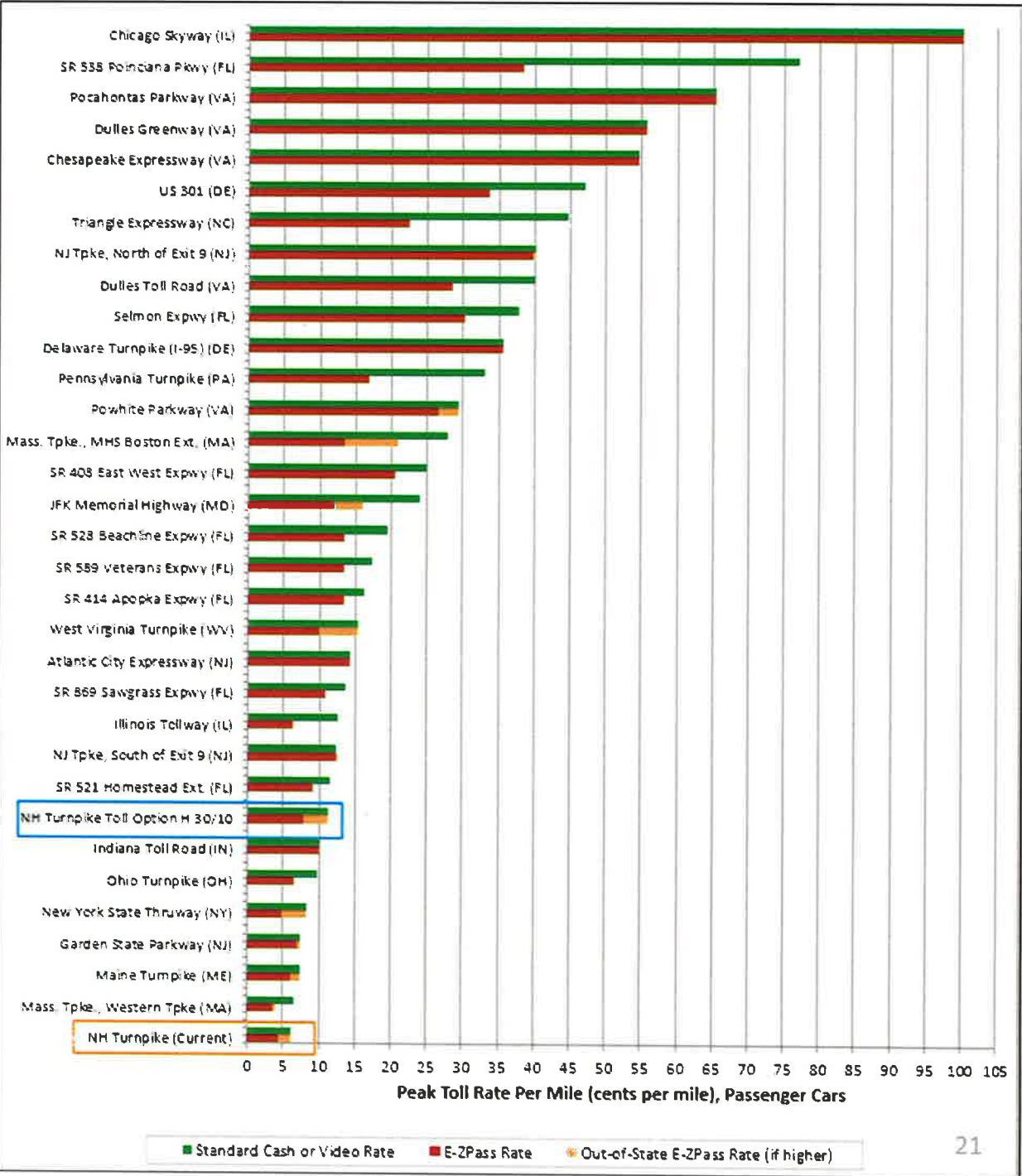
- Turnpikes
  - We need to meet the needs of the public
    - We need these projects to address
      - Safety
      - System Needs
      - Economy of the State
  - Revenue Enhancement to Possibly Include:
    - Construct Bow-Concord
      - Extend Turnpike to Merrimack River
      - Ease impact of Federal program
    - Construct Manchester Exit 6 & 7
    - Add Safety Projects
      - Hampton I-95 AET
    - Address citizen noise complaints
      - Type II Soundwall Program

# NH Turnpike System Historical and Projected Toll Transaction and Revenue Trends FY 1950 to 2036

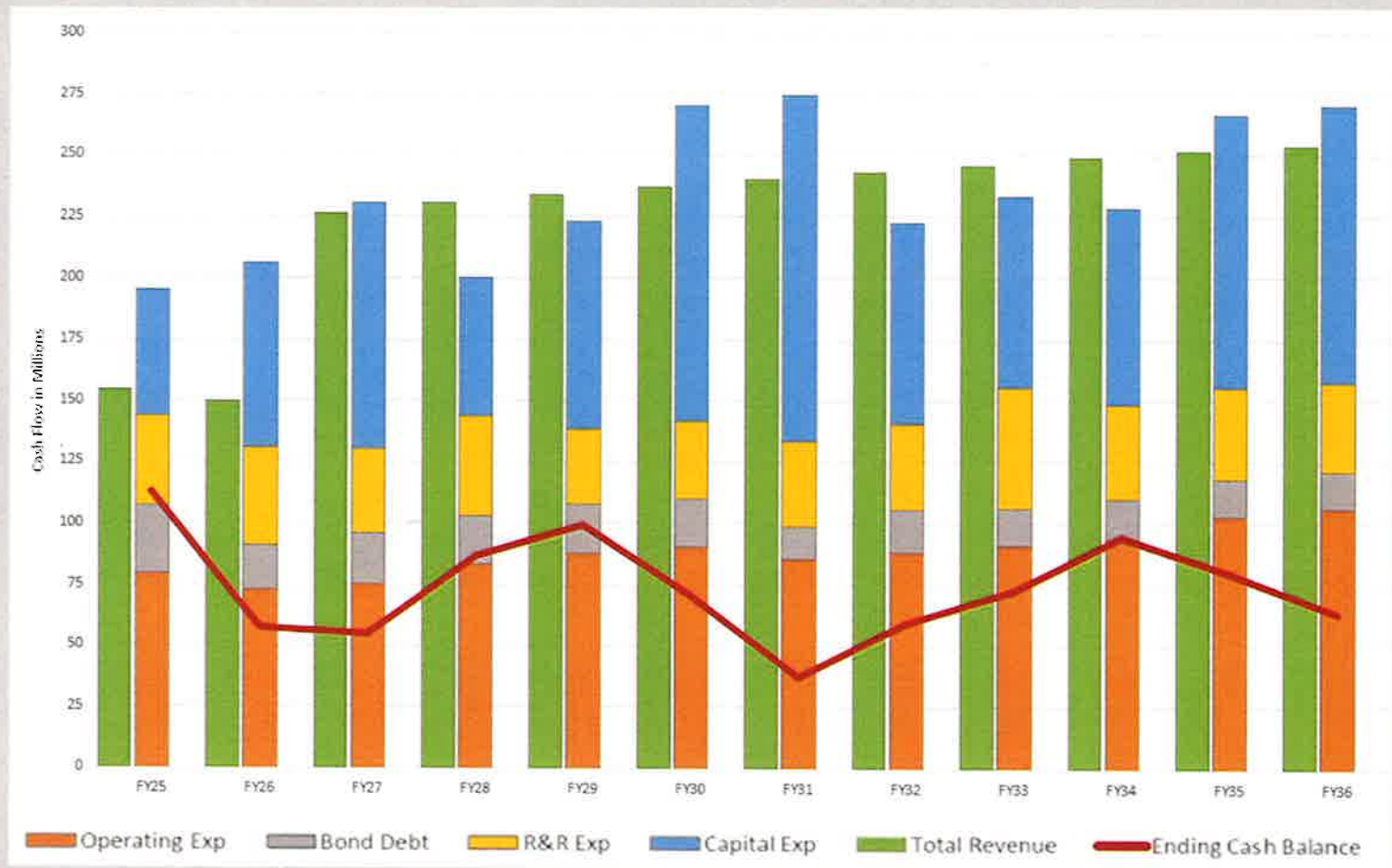


# Passenger Cars

NH Toll Rates per mile compared to others



# Turnpike Enhanced Funding Plan



Provides Construction funding for Bow-Concord, Manchester Exit 6&7, Soundwalls, Hampton AET and Safety Improvements

# Other TYP Discussion Topics

## Transportation Alternative Program (TAP)

Provides resources for a variety of smaller-scale non-motorized active transportation projects including pedestrian facilities, bicycle facilities, rail trail improvements, and safe routes to school projects.

### 2024-2025 TAP Grant Round

- Approximately \$26.4M federal funds available (\$33M including 20% local match)
- 30 applications received requesting \$40.3M federal funds (\$50.4 including 20% local match)
- NHDOT and each Regional Planning Commission evaluated all projects based on established criteria and required federal project selection processes
- NHDOT will be putting forward 17 projects into the Draft 2027-2036 Ten Year Plan to use \$26.4M federal funds that are available
- Once approved in the Ten Year Plan, projects could begin design as soon as early FFY 2027

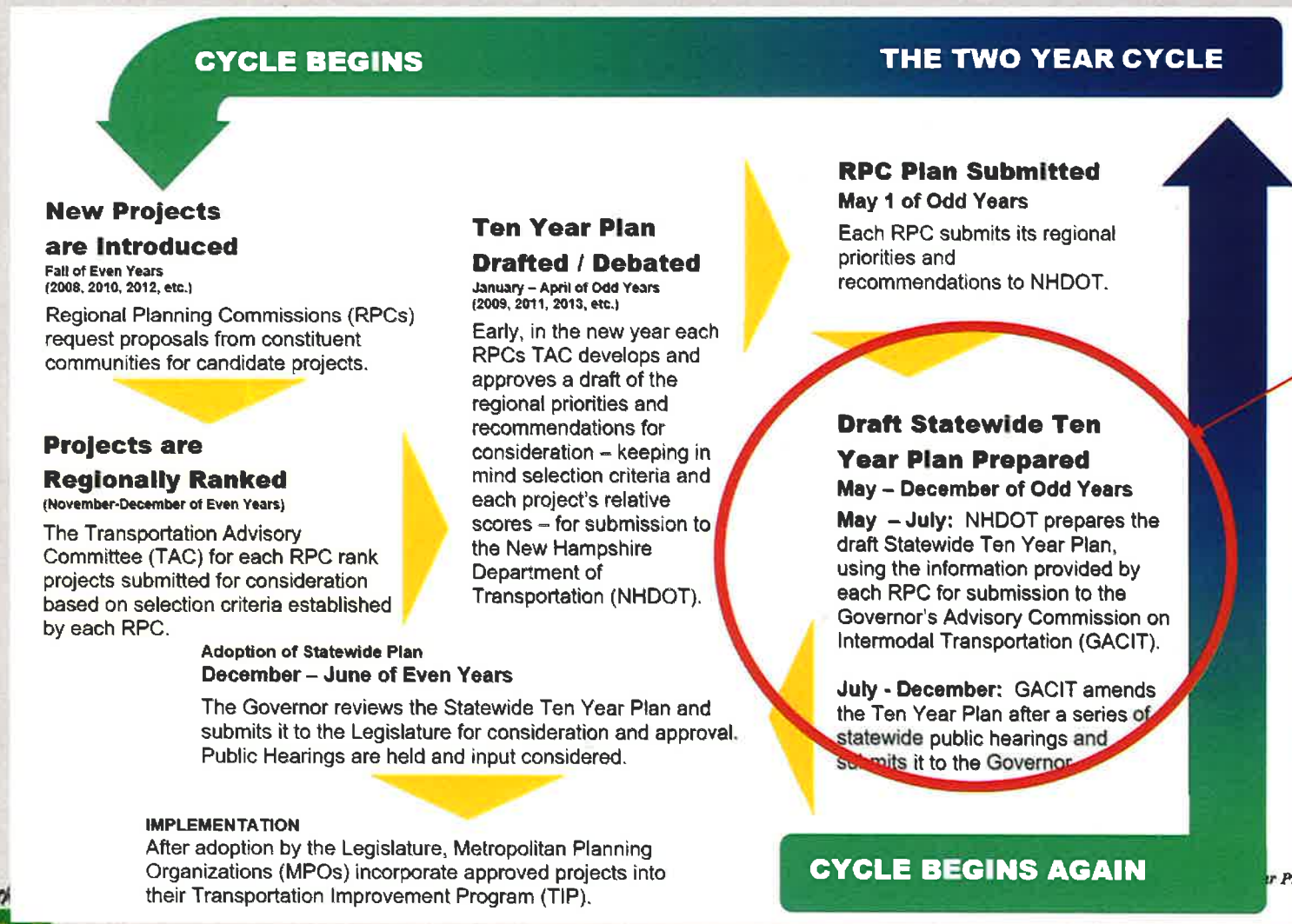
# How to Read the TYP Book

<b>1</b> <b>ALSTEAD (44388)</b>			
<b>2</b> Route/Road	DREWSVILLE ROAD	<b>4</b> Category	BRIDGES
<b>3</b> Scope	REPLACE DREWSVILLE RD BRIDGE OVER DARBY BROOK (BR# 058/132)	<b>5</b> Strategy	TIER 5
<b>6</b> Phase	Year	Funding	Program <b>7</b>
Preliminary Engineering	2028	297,662	SAB *
Right of Way	2028	10,899	SAB *
Construction	2028	2,016,273	SAB *
		<b>8</b> Total	\$2,324,833
		Previous Funding	\$0
		Current TYP Funding	\$2,324,833 <b>10</b>
		Future Funding Required	\$0
		Total Project Cost	\$2,324,833
<b>9</b> Comments	None		



Ten Year Plan Website – NH Department of Transportation

# Ten Year Plan Process



# Ten Year Plan Process Pursuant to RSA 228:99 and RSA 240

- June 25, 2025 – Initial GACIT Meeting #1
- **August 13, 2025 – GACIT Meeting #2**
  - NHDOT Draft TYP (2027-2036)
- September - October 2025 - Public Hearings
- November 2025- GACIT meetings and revisions
- December 2025 - Governor’s review and revisions
- January 2026 - Governor’s Draft TYP transmittal to Legislature
- January - May 2026 - Legislative review & revisions
- June 2026 - Final TYP (2027-2036) Adopted into Law

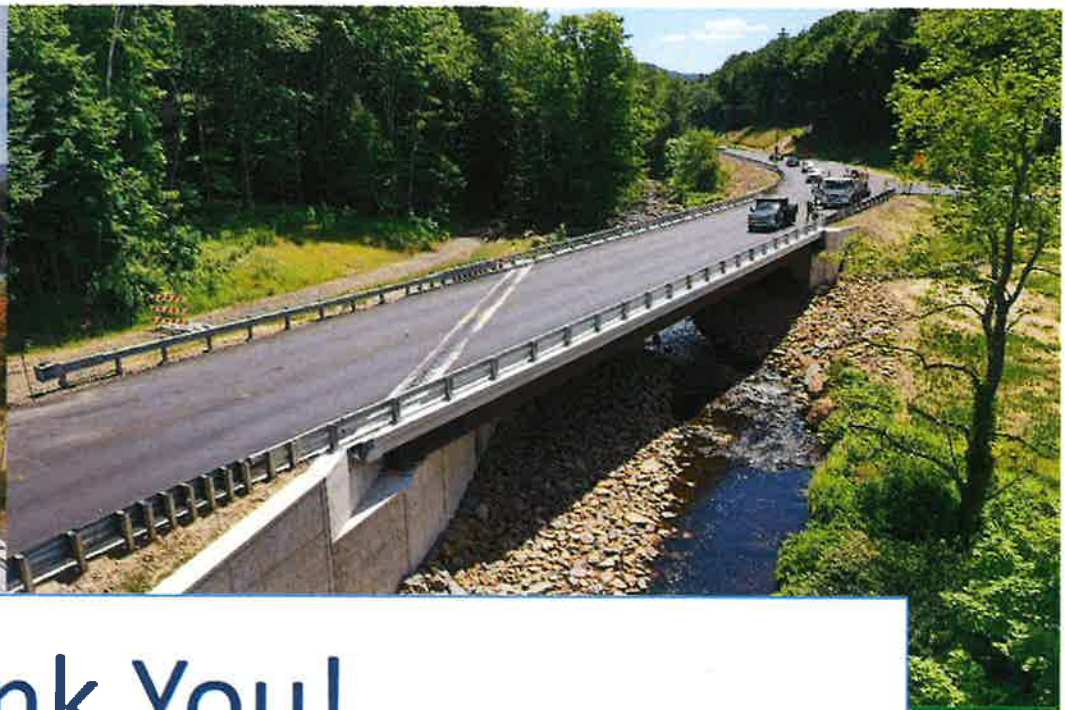
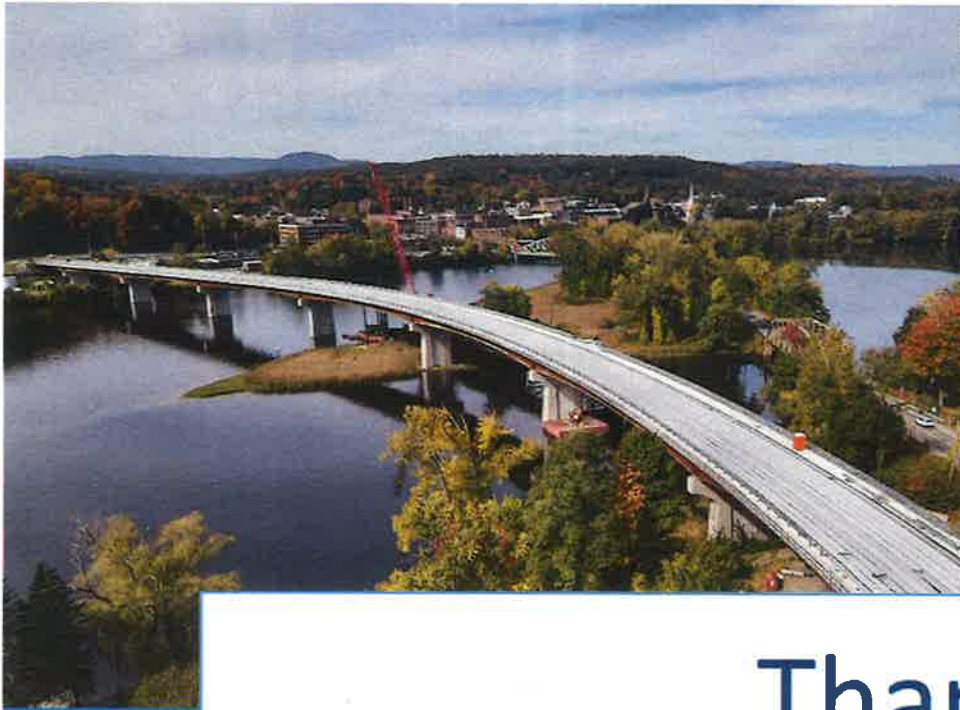
# TYP Hearing Schedule

- Hybrid hearings – As many as possible.
- Shorten presentation by DOT to allow for more public participation – 15 minutes
- No RPC presentation as part of the hearings
- 28 hearings tentatively scheduled
  - Starting Sept 1<sup>th</sup> through Oct 31<sup>th</sup>

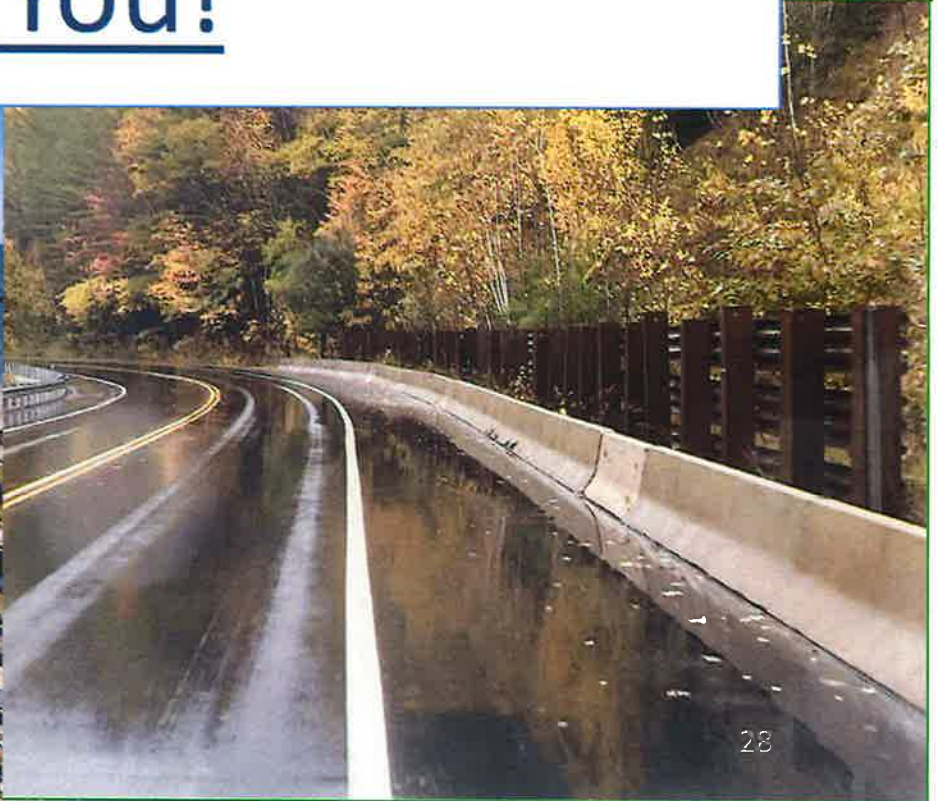
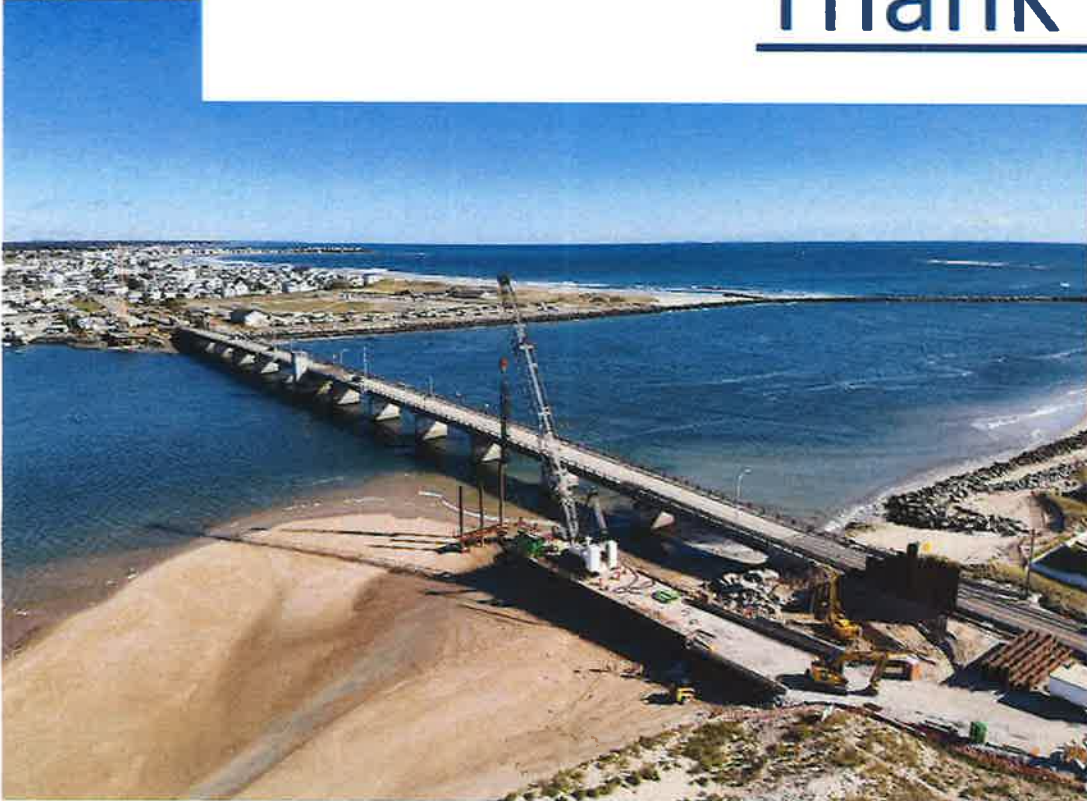
Fall 2025 DRAFT

**Governor's Advisory Commission on Intermodal Transportation (GACIT)  
Fall 2025 Public Hearing Schedule for 2027-2036 Ten Year Plan**

Date	District/Councilor	Town	Time	Location
TBD	1 – Councilor Joseph Kenney	Berlin	TBD	City Hall Auditorium
TBD		Conway	TBD	Town Hall – upstairs meeting room
TBD		Laconia	TBD	City Council Chambers
TBD		Rochester	TBD	City Hall
TBD		Dover	TBD	City Hall Auditorium
TBD		Franklin	TBD	City Hall
TBD		Farmington	TBD	TBD
TBD		Durham	TBD	Town Office
TBD	2 – Councilor Karen Liot Hill	Littleton	TBD	TBD
TBD		Lebanon	TBD	City Council Chambers
TBD		Plymouth	TBD	Town Hall – upstairs
TBD		Newbury	TBD	TBD
TBD		Concord	TBD	Town Hall
TBD		Claremont	TBD	Claremont Savings Bank
TBD		Keene	TBD	Parks and Rec
TBD		Peterborough	TBD	Town Hall
TBD	3 – Councilor Janet Stevens	Greenland	TBD	Central School
TBD		Brentwood	TBD	Brentwood Recreation Dept
TBD		Hampton	TBD	Hampton Beach Sea Shell
TBD		Plaislow	TBD	Town Hall
TBD		Windham/Derry	TBD	Town Hall
TBD	4 – Councilor John Stephen	Manchester	TBD	Manchester Community College
TBD		Bedford	TBD	Town Offices
TBD		Barnstead	TBD	Town Offices
TBD		Derry (w/Councilor Stevens?)	TBD	TBD
TBD	5 – Councilor David Wheeler	Hudson	TBD	TBD
TBD		Jaffery	TBD	Fire Station and Meeting Training Room
TBD		Hillsborough	TBD	TBD



Thank You!





# SWRPC

Southwest Region  
Planning Commission

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## Agenda Item III

**Date: November 3, 2025**  
**To: Transportation Advisory Committee**  
**From: Staff**

**RE: Presentation: SWRPC's Timber for Transit Program**

### **Background**

As reported to the TAC earlier this year, SWRPC was awarded funding from the Northern Border Regional Commission to manage a Timber for Transit Program. The Program will fund feasibility studies and preliminary engineering for timber-based transportation infrastructure projects in Cheshire County. SWRPC has received two nominations of transportation-related projects so far including nominations from Alstead and Keene. SWRPC is still accepting nominations on a rolling basis. In addition to helping towns with timber bridges, potential projects could include bicycle/pedestrian infrastructure, trail kiosks, carpools, and more.

At the November 3<sup>rd</sup> meeting, SWRPC staff and its partner the UNH Cooperative Extension will present more detailed information about the program as well as provide some background on wood-based technologies that the Program is seeking to promote and grow in New Hampshire. TAC members will be encouraged to ask questions about timber technologies and products as well as assist the Timber for Transit team in identifying potential transportation project nominations.

### **Recommendation**

For your information.



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## Agenda Item IV

**Date:** November 3, 2025  
**To:** Transportation Advisory Committee  
**From:** Staff

**RE:** Draft 2027-2036 Ten Year Transportation Improvement Plan

### **Background**

At the November 3<sup>rd</sup> meeting, SWRPC staff will give brief summaries of the Governor's Advisory Commission on Intermodal Transportation public hearings held in Keene, Jaffrey and Peterborough in September and October. Transportation Advisory Committee (TAC) members attending any of the hearings will be invited to share their perspectives about the hearings as well.

Following this discussion, SWRPC staff plans to facilitate a discussion about whether the TAC would like to provide recommendations to the SWRPC Board of Directors as to whether SWRPC should take further action or provide additional testimony relative to the draft 2027-2036 Ten Year Transportation Improvement Plan (TYP) and/or generally about New Hampshire's TYP process.

### **Recommendation**

For your information.



## Agenda Item V

**Date:** November 3, 2025  
**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 November 3<sup>rd</sup> meeting.

- a. **“Next Generation” Transit Project:** Since the September TAC meeting, SWRPC staff has been engaged in several activities to prepare for a possible transition to a rebooted transit service that proposes new expanded transit services throughout the Monadnock Region. Work activities have included developing a request for qualifications document to procure transit consultant technical assistance services, drafting a transit operator procurement process, researching federal and other grant funding opportunities for capital and operations expenses, developing an inventory and valuation assessment of existing assets to support the service, and preparing for additional one-on-one interviews with potential partner organizations to help support the service.
- b. **SWRPC On-Call Engineering Services Program:** SWRPC’s recent request for statements of qualifications for on-call engineering services resulted in two applications. Like previous years, engineering services are being sought to help the SWRPC Transportation Program and its member communities conduct conceptual transportation engineering projects for various purposes including but not limited to developing applications for the Ten Year Transportation Improvement Plan and upcoming rounds of mandatory federal discretionary programs such as the Congestion Mitigation Air Quality Program. Staff anticipate finishing the on-call engineering services selection process by December.
- c. **Title VI Program Updates:** SWRPC has completed a draft Title VI plan, which it will be submitting to New Hampshire Department of Transportation’s Office of Federal Compliance to ensure that it meets the Title VI requirements of the Federal Highway Administration and Federal Transit Administration. Following the NHDOT review, SWRPC will follow its standard protocol to notice and post the document for at least a 30 day public comment period prior to bringing it to the SWRPC Board of Directors for adoption.
- d. **Monadnock Regional Coordinating Council for Community Transportation (MRCC):** September’s meeting of the MRCC was led by J.B. Mack in the absence of an active Mobility Manager following Terry Johnson’s, retirement from SWRPC in early September. The group discussed the status of the search for a new Mobility Manager, the status of the statewide Community Transportation Needs Assessment, and attendance at upcoming hearings of the Governor’s Advisory Commission on Intermodal Transportation (GACIT). It also formed a

Fund Development Subcommittee, which it is referring to as its Grants Subcommittee. The newly formed subcommittee met in October and reviewed nearly two dozen grant opportunities under the lead of Suzanne Bansley from Cheshire County's Grants Department. They have since narrowed their focus to actively pursue two grants. October's MRCC meeting, which was virtual and advisory only due to a lack of quorum, was the first meeting lead by Lisa Steadman, who was selected in early October to take on the Mobility Management responsibilities previously fulfilled by Terry Johnson. Lisa had been a member of MRCC for several years and transitioned smoothly into the role. She is working 20 hours per week getting to know the transit landscape more thoroughly and getting up to speed on the region's "Next Generation" transit project. In the weeks to come, she will be focused on moving that project forward and on securing supplemental sources of revenue for existing transit providers.

- e. **Monadnock Alliance for Sustainable Transportation (MAST)**: Since the last TAC meeting, the MAST Complete Streets Subcommittee met on October 2<sup>nd</sup> to review applications for the 2025 round of the MAST Complete Streets Implementation Grant. A total of 8 proposals were received from 7 communities. Together, Antrim, Harrisville, Hinsdale, Jaffrey, Keene, Marlborough and Swanzey made nearly \$500,000 in requests for grant funds towards \$900,000 in total project costs. Proposed projects ranged from construction engineering for a new sidewalk and preliminary engineering for multi-use paths to a variety of construction projects to improve pedestrian crossings as well as create new sidewalks and bike lanes. The Complete Streets Subcommittee, assisted by SWRPC, conducted independent review and scoring exercises for each proposal and jointly developed recommendations for \$130,000 in available funding to be considered by the Steering Committee on October 28<sup>th</sup>. MAST plans to continue to offer the implementation grant opportunity in 2026 and 2027, when the program is expected to conclude. Various other notable events occurred this fall, including: Week Without Driving, Community Transportation Month, CommuteSmart NH Fall Challenge, and National Walk & Roll to School Day. Organizations and individuals interested in promoting these or similar initiatives are encouraged to coordinate with MAST and others to promote participation in 2026!

In addition to the above, SWRPC staff and TAC members may suggest other transportation-related updates during the November 3<sup>rd</sup> meeting.

### **Recommendation**

For your information.