

**SNHPC**

Southern New Hampshire Planning Commission

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www.snhpc.org

Minutes of the SNHPC METROPOLITAN PLANNING ORGANIZATION October 28, 2025

11:30 A.M.

Meeting held in-person at the SNHPC office (438 Dubuque Street, Manchester, NH). Virtual participation was also accommodated via Zoom.

MEMBERS PHYSICALLY PRESENT

Auburn	Bill Jean, Chair
Bedford	Marc Snyder
Bedford	Ed Comiskey, Alt.
Candia	Ron Laverdure
Chester	Deb Munson
Deerfield	Erroll Rhodes
Derry	Richard Tripp
Francestown	Gary Schnakenberg, Vice Chair
Londonderry	Arthur Rugg, Secretary
Manchester	Dan O'Neil
Manchester	Elyza Agosta
Manchester	Peter Capano
Windham	Peter Griffin

MEMBERS VIRTUALLY PRESENT

Bedford	John Nelson
Bedford	Nadir Ali, Alt.
Chester	Andrew Hadik
CNHRPC	Matthew Baronas
Derry	Jeff Moulton
Derry	John O'Connor
Goffstown	Jacob LaFontaine
Londonderry	Brian Battaglia
Londonderry	Deborah Lievens
MTA	Mike Whitten
NHDES	Jack Wade
Weare	Dani-Jean Stuart
Windham	DJ Withee
Windham	Edgar Lapointe

MEMBERS EXCUSED

Deerfield	Fred McGarry
Goffstown	Barbara Griffin
Goffstown	Jo Ann Duffy
Francestown	Jennifer Vadney, Alt.
Londonderry	Suzanne Brunelle
MTA	Ryan Renauld-Smith, Alt.
MTA	Tracey Whitehead, Alt.
Manchester	Kevin Sheppard, Alt.
New Boston	Ellen Kambol
NHDES	Mac Bevier
Weare	Naomi Bolton

GUESTS VIRTUALLY PRESENT

RPC	Jill Longval
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VOTING REPRESENTATIVE SEATS VACANT

Candia	
Manchester Airport	

MEMBERS ABSENT

Auburn	Chris Sterndale
Auburn	Jeffrey Porter, Alt.
Bedford	Danielle Evansic
Bedford	Dan Heath
Bedford	Rebecca Hebert
Chester	Dana Theokas, Alt.
CNHRPC	Craig Tufts
FHWA	Leigh Levine
Francestown	Linda Kunhardt
Hooksett	Jarrod Williams
Hooksett	Sheena Gilbert
Londonderry	Patrick Cheetham, Alt.
Londonderry	Jeff Penta, Alt.
Manchester	Marcus Ponce de Leon, Alt.
Manchester	Raymond Clement, Treasurer
New Boston	Jonathan Willard
NHDOT	Bill Watson
NHDOT	William Rose
RPC	Tim Roache
Windham	Tom Earley

STAFF VIRTUALLY PRESENT

Ben Herbert	Mobility Manager
Cameron Prolman	Senior Planner
David Tilton	Sr. Transportation Planner

STAFF PHYSICALLY PRESENT

Sylvia von Aulock	Executive Director
Nathan Miller	Deputy Executive Director
Aloyo Yen	Office & Finance Administrator
James Vayo	Principal Planner
Suzanne Nienaber	Principal Planner

CALL TO ORDER

Chair Jean called the meeting to order at 11:33 AM. A quorum was present.

ACTION ON MINUTES OF SEPTEMBER 23, 2025

Motion by Mr. Comiskey of Bedford to approve the minutes of September 23, 2025. Motion was seconded by Mr. Snyder of Bedford, and carried with Chair Jean, Mr. Nelson, Mr. Ali, Mr. Tripp, Mr. Capano, Ms. Stuart, and Mr. Withee abstaining. The vote was taken in conjunction with the roll call.

OLD BUSINESS (none)

NEW BUSINESS

Transportation Resilience Improvement Plan (TRIP)

Principal Planner Suzanne Nienaber presented the final draft of the Transportation Resilience Improvement Plan, highlighting the basics, clarifications, and the adoption process. The federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program aims to prepare for natural disasters and address flood-related issues. TRIP, a planning opportunity highlighted under the federal PROTECT program, can be completed by any state Department of Transportation (DOT) and Metropolitan Planning Organization (MPO). The NHDOT completed its Resilience Improvement Plan (RIP) earlier in the year, and SNHPC used the NHDOT's data set to customize its TRIP plan. SNHPC's TRIP offers local cost share reduction (7%) for projects prioritized in the plan, with additional reductions (3%) if incorporated into the long-range transportation plan (MTP). The plan underwent a detailed review process with key stakeholders, including the Federal Highway Administration (FHWA), NHDOT, NH Department of Environmental Services (NHDES), the Nature Conservancy, and Regional TRIP Champions, resulting in valuable feedback and clarifications.

Ms. Nienaber recommended that people review the FAQ on page 37 of the TRIP plan for clarification if they had not read the entire plan. She highlighted some clarifications, including prioritizing projects, the distinction between priorities, and the opportunity to incorporate new projects. She addressed the question about project prioritization, clarifying that the inclusion of a project in the TRIP qualifies it as prioritized. Another concern raised was the differences between the SNHPC and statewide TRIP lists, despite the statewide data set being used. Ms. Nienaber explained that the state's list is broader and addresses hazards beyond SNHPC's focus. SNHPC also used a different layer of data based on Zachary Swick's knowledge of current events in the region, and the state used a cost-based risk assessment, which eliminated some projects in the SNHPC region that focus on flood hazard risks. SNHPC decided to use the state's vulnerability layer, with agreement from the FHWA, to identify SNHPC's priority project list. Ms. Nienaber also discussed the importance of incorporating new projects as needed, with the ability to amend the plan to include local issues.

Ms. Nienaber noted that since the TRIP plan is voluntary, the adoption process involves no requisite review period or public hearing. SNHPC staff performed extensive outreach through

emails, social media posts, media blasts, and newsletters to get the word out, with no significant new comments received. Ms. Nienaber noted that following the MPO adoption of TRIP, SNHPC will request a determination letter from FHWA. Mr. Schnakenberg of Frankestown inquired on whether the TRIP plan is specific to a transportation region, and received clarification that it's specific to the SNHPC MPO region.

Ms. Agosta of Manchester inquired about how the state and regional plans interact – could a project be on both plans? Ms. Nienaber clarified that a project on the state RIP plan that is in the SNHPC region would also be included on the SNHPC TRIP plan, but the TRIP plan list would be more comprehensive. Principal Planner James Vayo noted that it would include local roads, whereas the state's plan would only include state roads. Ms. Nienaber noted that dam projects would not be included, but bridges would be, and other infrastructures typically affected by flood hazards have been considered in the plan. Mr. Rhodes of Deerfield inquired if the plan would include new and old projects. Ms. Nienaber clarified that the TRIP includes new projects generated based on SNHPC's existing planning frameworks (TIP, Ten-Year Plan, Metropolitan Transportation Plan (MTP), Technical Advisory Committee (TAC)), with potential for additional resiliency components if needed. SNHPC used its project list and the vulnerability layer to identify which things fall into areas of high flood risk and that would need to be addressed from a resiliency standpoint. Ms. Munson of Chester asked which bridge – the one in Raymond or Chester – would be included in the TRIP plan. Ms. Nienaber clarified that the one in Chester would. She suggested that people can propose projects to be added to the TRIP plan if it hasn't been included. Mr. O'Neil of Manchester inquired if a project that's already in the Ten-Year Plan would have to start as a new project for it to be qualified for the TRIP plan. Ms. Nienaber explained that if a community decided to make their project more resiliency-focused, they could still add a resiliency component, but it is advisable to get confirmation from FHWA and the PROTECT program before completing the application process. Mr. Tripp of Derry inquired if susceptibility to flooding would be a 50 or 100-year event. Ms. Nienaber explained that she and Sr. GIS Analyst Zachary Swick decided to use the most conservative interpretation, a 100-year flood time frame, with less chance of flooding.

Motion to adopt the TRIP plan by Mr. O'Neil of Manchester, seconded by Mr. Rhodes of Deerfield, and carried unanimously.

Manchester Transit Authority's (MTA) New Transit Center

Mike Whitten explained the history and need for a new transit center, highlighting the challenges of current bus connections and the benefits of a multi-modal transit center. He noted that MTA has been running public transit service in the Greater Manchester area for 52 years, with 350,000 passengers standing on sidewalks waiting for buses to arrive. MTA was awarded a grant in the summer of 2024 to build its first Transit Center. The proposed location is at the MTA's existing facility, with plans to demolish the current administrative space and relocate school buses to make room for the new center. The new transit center will include sawtooth bus parking, a retention pond, and employee parking, with the current school bus parking area (which fits 80 school buses) being repurposed. The National Environmental Policy Act Review (NEPA) process is ongoing, with archeological site work completed and no significant findings reported. The project aims to improve connectivity for buses and potential commuter rail in the future, with construction

expected to start in 2025. The project is expected to take two years to build, with a ribbon-cutting ceremony anticipated in two and a half years.

Mr. Tripp of Derry inquired about the status of the rail service and the presence of tracks. Mr. Whitten clarified that the area is a freight line with a steep embankment, posing a geographic barrier for rail connections. Mr. Snyder of Bedford inquired whether it was possible to connect to the rail trail. Mr. Whitten explained that the NHDOT has track space behind a Market Basket, but the space is limited. He mentioned that there is space at the right-of-way for a platform, storage, and connection facility for people to stay out of the cold and other weather elements. Mr. Battaglia of Londonderry inquired about a multi-use transit station proposed near Granite Street. Mr. Whitten confirmed that it's the city's preferred rail location, but it is limited to a platform due to space constraints. Mr. Whitten highlighted the importance of the street network for bus connections, particularly the RAISE grant connecting the roadway behind the ballpark to Gas Street.

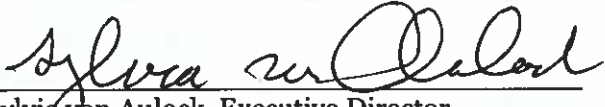
Principal Planner James Vayo inquired about the layout of the new transit center. Mr. Whitten provided a detailed overview of the new building, including passenger waiting areas, dispatch, and administrative spaces. The new facility would allow for increased bus frequency and better evening service due to improved passenger safety. He highlighted the economic benefits of the transit-oriented development, including reduced paratransit costs for ADA-mandated services. Mobility Manager Ben Herbert asked about the potential for expanding service and increasing capacity. Mr. Whitten emphasized the need for increased bus frequency to attract more riders. The new facility will allow for more efficient bus routing and increased service frequency. He discussed the challenges of providing safe and convenient evening service at the current hub at Veterans Park. Mr. Rhodes of Deerfield inquired about the availability of bus drivers. Mr. Whitten noted that MTA has not faced a transit driver shortage and has been able to recruit new drivers as needed. Ms. Agosta of Manchester inquired about bike storage, and Mr. Whitten confirmed that the new facility will include bike storage.

OTHER BUSINESS

ADJOURNMENT

Motion to adjourn by Mr. Capano, seconded by Mr. Rugg, and carried unanimously. Chair Jean declared the meeting adjourned at 12:16 PM.

I hereby certify that this is a true and correct copy of the minutes of the October 28, 2025 meeting of the Metropolitan Planning Organization of the Southern New Hampshire Planning Commission.


Sylvia von Aulock, Executive Director


Aloyo Yen, Office and Finance Administrator/Recording Clerk