Southern New Hampshire Planning Commission
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www.snhpc.org

Minutes of the
SNHPC METROPOLITAN PLANNING ORGANIZATION
March 24, 2026
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**
Auburn	Chris Sterndale
Bedford	Ed Comiskey, Alt.
Bedford	Marc Snyder
Chester	Andrew Hadik
Chester	Deb Munson
Deerfield	Erroll Rhodes
Derry	John O'Connor
Derry	Richard Tripp
Francestown	**Gary Schnakenberg, Vice Chair**
Goffstown	Barbara Griffin
Goffstown	Jo Ann Duffy
Londonderry	**Arthur Rugg, Secretary**
Londonderry	Suzanne Brunelle
Manchester	Dan O'Neil
Manchester	Elyza Agosta
Manchester	Kevin Sheppard, Alt.
Manchester	Peter Capano
Manchester	**Raymond Clement, Treasurer**
New Boston	Ellen Kambol
New Boston	Jonathan Willard
Windham	Peter Griffin
Windham	Edgar Lapointe

MEMBERS VIRTUALLY PRESENT

CNHRPC	Craig Tufts
Derry	Jeff Moulton
Goffstown	Jacob LaFontaine
Londonderry	Deborah Lievens
NHDOT	Denise Sherburne
Windham	DJ Withee

MEMBERS EXCUSED

Bedford	John Nelson
Candia	Ron Laverdure
Deerfield	Fred McGarry
Francestown	Linda Kunhardt
Londonderry	Patrick Cheetham, Alt.
MTA	Ryan Renauld-Smith, Alt.
MTA	Tracey Whitehead, Alt.
NHDES	Mac Bevier
RPC	David Walker

GUESTS VIRTUALLY PRESENT

VOTING REPRESENTATIVE SEATS VACANT

Candia	
Weare	
Manchester Airport	

MEMBERS ABSENT

Auburn	Jeffrey Porter, Alt.
Bedford	Dan Heath
Bedford	Danielle Evansic
Bedford	Nadir Ali, Alt.
Chester	Dana Theokas, Alt.
CNHRPC	Matthew Baronas
FHWA	Leigh Levine
Francestown	Jennifer Vadney, Alt.
Hooksett	Jarrod Williams
Hooksett	Sheena Gilbert
Londonderry	Brian Battaglia
Londonderry	Jeff Penta, Alt.
MTA	Mike Whitten
Manchester	Marcus Ponce de Leon, Alt.
NHDES	Jack Wade
NHDES	Jessica Wilcox
NHDOT	Bill Watson
RPC	Tim Roache
Strafford RPC	Colin Lentz
Windham	Tom Earley

STAFF VIRTUALLY PRESENT

Adam Hlasny	Sr. Transportation Planner
Anthony Summers	Field Technician
Cameron Prolman	Senior Planner

STAFF PHYSICALLY PRESENT

Sylvia von Aulock	Executive Director
Nathan Miller	Deputy Executive Director
Aloyo Yen	Office & Finance Administrator
David Tilton	Sr. Transportation Planner
James Vayo	Principal Planner
Suzanne Nienaber	Principal Planner
Zachary Swick	Senior GIS Analyst
Liliana Vornehm	Assistant Planner

GUESTS PHYSICALLY PRESENT

Manchester DPW	Robert Robinson
Parsons	Molly Foster

CALL TO ORDER

Chair Jean called the meeting to order at 11:36 AM. A quorum was present.

ACTION ON MINUTES OF JANUARY 27, 2026

Motion by Mr. Rhodes of Deerfield to approve the minutes of January 27, 2026. Motion was seconded by Mr. Rugg of Londonderry, and carried with Mr. O'Connor, Mr. Schnakenberg, Ms. Duffy, Ms. Brunelle, Ms. Agosta, and Ms. Kambol abstaining. The vote was taken in conjunction with the roll call.

OLD BUSINESS (none)

NEW BUSINESS

Guest Presentation: Manchester CSO Project

City of Manchester Combined Sewer Overflow Project History

Robert Robinson, Chief Engineer of the Manchester DPW Environmental Protection Division, provided an overview of the Manchester Combined Sewer Overflow (CSO) project's history, tunnel design, and current construction status. He explained that the project began in the 1990s with engineering studies and initial separations, followed by Phase 1 from 1999 to 2009, which had a budget of $58 million and included eight separation contracts on the west side of the city. Phase I included new/rehabilitated sewer and drains. Added benefits of the program were reconstructed roads, new/reset curbing, new sidewalks, and more.

Phase II is a continuation of the CSO effort, centered around a project to construct the Cemetery Brook Drain Tunnel.

Cemetery Brook Drain Tunnel Project Overview

A video of the City of Manchester's Cemetery Brook Drain Tunnel project was shown, featuring Mayor Jay Ruais. Mayor Ruais highlighted the project, a major infrastructure initiative in collaboration with the US Environmental Protection Agency and the New Hampshire Department of Environmental Services. The project involves constructing a 2.25-mile, 12-foot-diameter stormwater tunnel beneath Queen City Ave and Mammoth Road to reduce sewer overflows and improve water quality. Key construction activities include mechanized excavation of a rock shaft, installation of drop shafts for tunnel access and machine retrieval, and construction of a stormwater inlet and outfall structure. The project has been planned to minimize disruptions through limited impact areas, noise and vibration controls, pollution controls, and ongoing community outreach.

Cemetery Brook Drain Tunnel Route and Project Details

Mr. Robinson discussed the details of the Cemetery Brook Drain Tunnel project and locations of seven drop shafts (DS 1-7) along a railroad corridor, which begins near Queen City Ave by the

Merrimack River. The drop shaft sites will be developed sequentially along streets such as Brown Ave, Queen City, Beech, Union, Somerville, Maple, Wilson, Valley, Taylor, and Massabesic. It crosses near Elliot Hospital, with key sites like DS-6 and DS-7 involved in drainage and tunnel infrastructure, extending from Queen City Ave to Massabesic Street. Mr. Robinson noted that the active launch zone and drop shafts 1–3 targeted for construction from summer 2025 to fall 2026. The Tunnel Boring Machine (TBM), disassembled in Germany, is expected to arrive in late May and be assembled at the Queen City location, with drilling to begin around fall 2026 and last approximately 18 months. Detailed subsurface mapping will ensure proper tunnel development.

Subsurface Investigation

Prior to starting design, the geotechnical exploration was initiated, involving approximately 170 borings over two and a half years along the profile, extending 80 feet underground in some areas. The drilling allowed mapping of subsurface conditions crucial for tunnel design.

Cemetery Brook Drain Tunnel Design and Construction

Senior Engineer Molly Foster reviewed the design and construction sequencing of the Cemetery Brook Drain Tunnel project, including the tunnel's path through various soil types and rock, with the machine progressing approximately 40 feet per day. She discussed the launch site excavation and the outflow structure, which has features incorporated to slow water before it enters the river, protecting wildlife and preventing washout. Logistical challenges include multiple work sites, utility coordination, and spoils management.

Discussion:

- A question was asked about the handling of residue produced by the tunneling. Mr. Robinson explained that the material expelled during tunneling with the TBM will be directed to various locations depending on its composition. Material will be tested as it is removed. He noted that the type of soil to be encountered varies, including both rock and other soil types. In the case of pure rock, the material can potentially be reused, as it is considered valuable and suitable for reuse.
- A question was asked about the dimensions of the rock. Mr. Robinson explained that cores are extracted, typically two inches in diameter, and drilled through after boring. The depth varies.
- Ms. Lievens asked if there would be effluent water going into the pipes, if so, how it would be treated before it gets to the river. Mr. Robinson said it would be purely stormwater and that it would not be treated.
- A question was asked about property acquisitions. Mr. Robinson said they acquired four properties and had to establish easements and subterranean easements.
- A question was asked about the total cost of the project and where the funding comes from. Mr. Robinson said that the TBM contract costs $360 million, and total CSO project expenses, including engineering, property acquisitions, and future separation, exceed $600 million. He noted that the program spans 20 years and is funded by sewer revenue bonds.

- A question was asked about the bike path near the outflow. Mr. Robinson said that the bike path will be rerouted around the outfall structure.
- Ms. Griffin inquired about the quantitative measures of water quality improvement after the project is completed. Mr. Robinson said that it's not something that can be easily measured.

Overview of FY 2025-2028 TIP Amendment #4

Senior Transportation Planner Dave Tilton explained the Project Development Process and how the Transportation Improvement Plan (TIP) fits within it. He noted that the Metropolitan Transportation Plan (MTP) is a document produced by the MPO that identifies regional projects for the Ten-Year Transportation Improvement Plan (TYP). The TYP is a state-level process and is currently in the hands of legislators. The TIP covers the first four years of the TYP, focusing on projects closest to implementation and construction. This is the fourth amendment in the current cycle.

Mr. Tilton presented the proposed changes to the Fiscal Year 2025-2028 TIP Amendment #4. He mentioned that the changes will be released for public comment starting April 13th. The MPO will consider adopting the following changes at a public hearing on April 28, 2026:

- **Derry-Londonderry 13065C:** Moving the construction phase funding beyond the TIP horizon due to additional time needed for right-of-way acquisitions.
- **Hooksett 29611:** Decreasing right of way funds by moving a portion of right of way funding outside of the current TIP horizon. The project development schedule now has right of way phase work continuing beyond FY 2028. Construction phase work for this project is now scheduled for 2031 – 2033.

OTHER BUSINESS (none)

ADJOURNMENT

Motion to adjourn by Mr. Hadik of Chester, seconded by Mr. Capano of Manchester, and carried unanimously. Chair Jean declared the meeting adjourned at 12:44 PM.

I hereby certify that this is a true and correct copy of the minutes of the March 24, 2026 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