NASHUA REGIONAL PLANNING COMMISSION
METROPOLITAN PLANNING ORGANIZATION

Transportation Technical Advisory Committee Meeting

Wednesday, February 8th, 2023 12:00 PM

In-Person Attendance

NRPC Office Main Conference Room
30 Temple Street, Suite 310 Nashua, New Hampshire

Participants may also attend the meeting via Zoom and members attending in this manner may vote on any action item but do not count towards a quorum. For this reason, we encourage in-person attendance at the meeting.

Virtual or Telephone-Only Attendance

https://us02web.zoom.us/j/83667455062?pwd=NDRQR3ROUWJyVU5UR093U1R4Mlkydz09

Call-in #: 1 929 205 6099 Meeting ID: 836 6745 5062 Passcode: 975745

AGENDA

1. Call to Order and Introductions

2. Approval of the December 14th, 2022 meeting minutes (Attachment 1)

3. Review of DRAFT NRPC 2023 – 2026 Transportation Improvement Program (TIP) and 2019-2045 Metropolitan Transportation Plan Minor Update and recommendation to MPO for adoption – (***Action Required).***

4. Review of Performance Measures and recommendation to MPO for adoption - ***(Action Required).***
   - Pavement & Bridge - PM2 (Attachment 2)
   - Travel Time Reliability - PM3 – (Attachment 3)

5. NHDOT 2025-2028 Congestion Mitigation & Air Quality (CMAQ) Program
   NRPC staff will provide information about the evaluation process for the current round of CMAQ funding and project applicants will provide brief presentations about their projects.

6. NRPC transportation project update

7. Municipal, NHDOT, NHDES, FHWA updates

****LUNCH WILL BE PROVIDED****

BUILDING MANAGEMENT REQUESTS THAT VISITORS NOW PARK IN THE UPPER LOT
(see attached)

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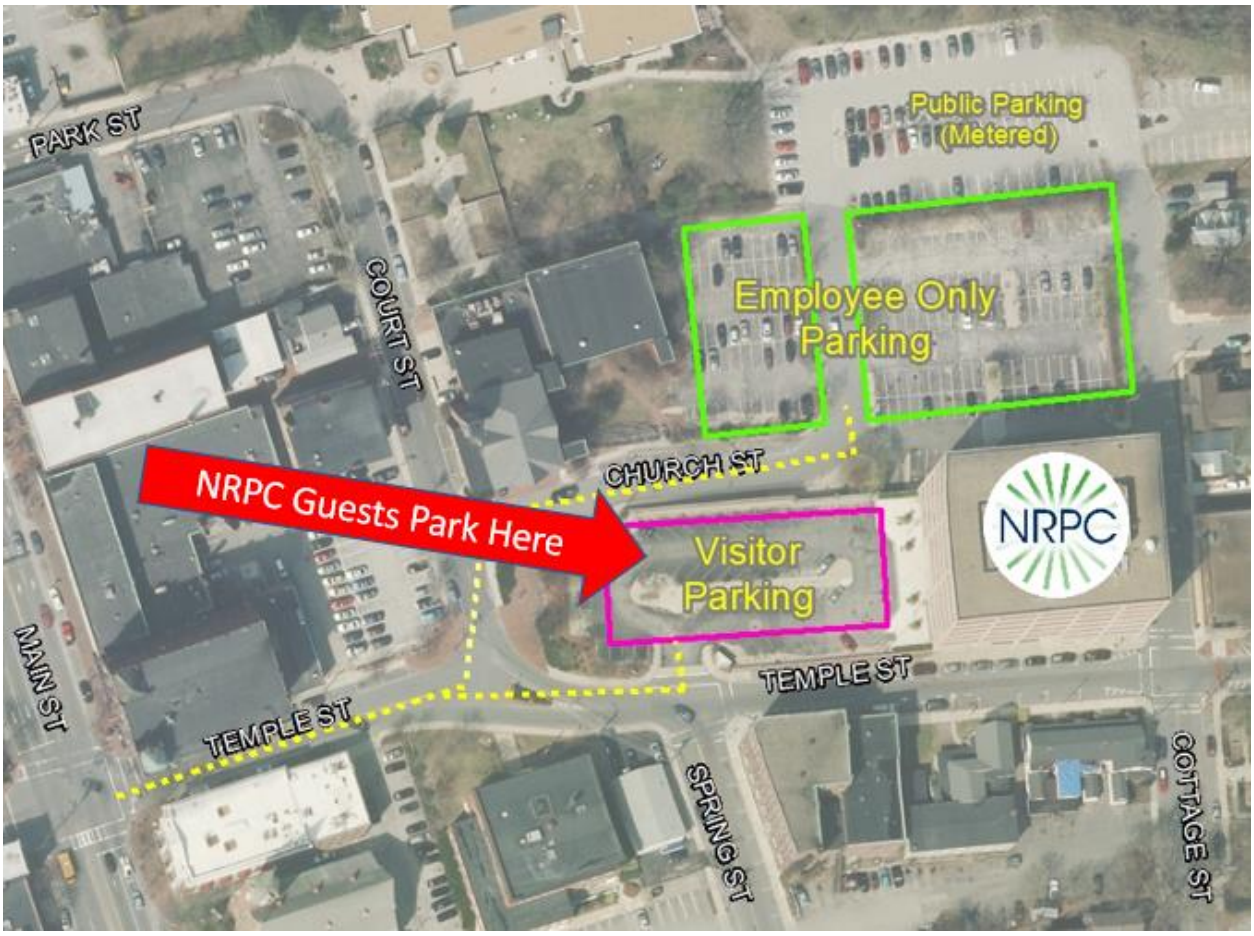

DRAFT MINUTES
NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
December 14, 2022

Attachment 1

Members Present:	
Eric Slosek, Town of Amherst	Sam Durfee, City of Nashua
Scott Butcher, Town of Brookline	Dan Hudson, City of Nashua
John Savage, First Transit - NTS (remote)	Wayne Husband, City of Nashua
Joan Cudworth, Town of Hollis (remote)	Pete Kohalmi, City of Nashua
Kim Kleiner, Town of Litchfield (remote)	Jennifer Beauregard, Town of Pelham
Mark Chamberlain, Town of Lyndeborough	Leigh Levine, FHWA (remote)
Dawn Tuomala, Town of Merrimack	Lucy St. John, NH DOT (remote)
Camille Correa, NTS	

Others Present:	
Will Ludt, Town of Amherst	

Staff Present:	
Tyrel Borowitz, GIS Analyst (remote)	Matt Waitkins, MPO Coordinator
Caleb Cheng, Regional Planner III	Kristin Wardner, Administrative Assistant
Vince Noga, Transportation/Planning Analyst	

1. Call to Order and Roll Call

Matt Waitkins called the meeting to order at 12:04pm and did a roll call of attendees.

2. Approval of the October 12, 2022, and November 9, 2022, Meeting Minutes

Waitkins referred to the minutes from October 12, 2022. There were no changes to be made.

Motion by Dan Hudson, seconded by Wayne Husband to accept the minutes from the October 12, 2022, meeting as presented.

Motion passed by roll call vote, with Joan Cudworth and Kim Kleiner abstaining.

Waitkins then referred to the minutes from November 9, 2022. There were no changes to be made.

Motion to accept the minutes from the November 9, 2022, meeting as presented.

Motion passed by roll call vote, with Dan Hudson, Jenn Beauregard, Eric Slosek, and Kim Kleiner abstaining.

3. 2023 Highway Performance Safety Targets (PM1) discussion

Waitkins explained there was not a quorum at the last meeting and briefly reviewed the information presented at the November 14th meeting. Waitkins explained that the 2016 Federal Highway Administration (FHWA) final rule (23 CFR Part 924) on the Highway Safety Improvement Program (HSIP) required State DOTs and Metropolitan Planning Organizations (MPOs) to set targets for Safety Performance (PM1). The targets are re-set each year and must be approved by the MPO by the end of February. The Nashua MPO has established Regional Safety Targets in all five mandated areas: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Rate of Serious Injuries, and Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. Future year targets are set in the following manner: the most recent five-year moving average for each measure or the longer-term trend for each measure, whichever is lower.

In following up from a question from the November meeting about mapping crashes, Waitkins stated that the state and federal data do not provide good location data for GIS purposes. The state data is excluded from public record and available only via written request and even then, only for planning purposes not for further transmittal, except for aggregate summaries. Hudson stated he saw a message board on highway listing fatalities, which is higher than last year; and that there seems to be an uptick in pedestrian crashes. Slosek wondered if there is any data that would tell the cause of the upticks – Waitkins stated it is theorizing but he thinks part of it is distracted driving and bigger vehicles. Wayne Husband stated that lighting/ and lack of are causes, as well as wet weather and other factors. Waitkins explained that safety is the highest rated criteria for Ten Year Plan projects.

Motion by Scott Butcher, seconded by Eric Slosek that the Nashua Regional Planning Commission TTAC recommends that the Nashua Metropolitan Planning Organization adopt the 2023 Highway Safety Performance Targets as presented.

Motion passed by roll call vote.

4. 2022 NRPC Traffic Counting Program Summary

Vince Noga, NRPC, gave a presentation summarizing the 2022 NRPC Traffic Counting Program. He explained the process, the types of counts, safety issues and considerations, and the future of the counting program. Will Ludt asked if police detail was ever used when putting out the counters and the response was no – staff tries to go out at the lower traffic times of day. The video counter (new technology which hopefully will be obtained in the future) will be key because it will keep employees out of the road. Dan Hudson stated they heard that DOT was going to be required to provide count data for more roadway segments than they used to and asked if Matt had heard that and if NRPC would be required to do more counts. He said that Nashua has about 20 Gridsmart cameras that would be capable of sharing data. Waitkins stated that yes, there is a Federal rule that would require by 2026, an ADT on every road segment but there is nothing on how it will be facilitated. It would likely be the transportation model that accomplishes that. In response to Husband, Waitkins stated the turning movement counts are done on demand and NRPC has 6 counters. Husband stated that Nashua has found the speed studies done for them by NRPC to helpful. Eric Slosek thanked NRPC for the work they do.

5. NRPC Transportation Project Update

Waitkins reviewed the current active transportation projects:

- FY2023-2026 Transportation Improvement Program (TIP)
- FY2022 Annual List of Obligated Projects
- FY2024-2025 UPWP
- FY2025-2028 CMAQ Funding – The following letters of intent were submitted to NH DOT:
    - Amherst - sidepath on Amherst Street (NH122)
    - Litchfield - sidewalk on Pinecrest Road
    - Milford -sidewalks on Nashua Street and Ponemah Hill Road
    - City of Nashua - road/intersection projects to improve traffic flow (2 separate LOIs)
    - City of Nashua - EV charging infrastructure
    - NRPC - Transit Expand NTS service along NH101A to Milford
- Road Surface Management System (RSMS) – Amherst, Wilton
- Hudson Townwide Traffic Study
- Ledge Street Safe Routes to School
- Volunteer Driver Feasibility Study

6. Municipal, NHDOT, NHDES, FHWA Updates

Municipal

- **Brookline**: Scott Butcher stated that the town's sidewalk and pedestrian bridge project has started this month. Next thing will be a bridge replacement.

- **Merrimack**: Dawn Tuomala stated she has resigned from her position in Merrimack and will be the new Town Engineer for Milford.

- **Amherst:** Eric Slosek stated that the town had a bridge (Thorntons Ferry Rd. 1) closed by the state over the summer and they have recently awarded work to Hansen Bridge install a temporary bridge. Also working on their Mont Vernon Road bridge project coming up next construction season. Will Ludt stated that he and Sara Siskavich will be hosting a webinar on GIS mapping on January 24th.

- **Hollis** – Joan Cudworth stated that 2 road rebuilds (Worcester Road and Wheeler Road) have been completed.

- **Litchfield** – Kim Kleiner explained she is the new Town Administrator for Litchfield and is looking forward to getting more involved in the committee.

NHDES

- No updates.

NHDOT

- Lucy St. John stated the CMAQ workshop presentation from 12/13 is on the DOT website. (https://www.nh.gov/dot/org/projectdevelopment/planning/cmaq/documents/workshop2023.pdf)

FHWA

- Leigh Levine had no FHWA updates. In response to an earlier discussion, he stated that NH HSIP funds have never been used for anything other than HSIP. St. John stated that she can check and confirm that.

NTS

- No updates.

7. Adjourn

The meeting adjourned at 1:16pm with a motion from Wayne Husband and a second from Mark Chamberlain, with all in favor.

The next meeting will be held on January 11, 2023.

Respectfully submitted by Kristin Wardner, Administrative Assistant, NRPC

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Attachment 2

Nashua Regional Planning Commission
Pavement and Bridge Condition Performance Targets - 2023

In 2012 Congress passed the surface transportation legislation known as MAP-21, which introduced the requirement that states and MPOs use performance measures to work towards specific goals and targets. Subsequent transportation legislation, the FAST Act, modified the time frames for these requirements. A series of final rules by FHWA and FT provided further definition to the required performance targets.

The Pavement & Bridge Condition (PM2) targets include the following federally-required performance measures:

- Percentage of pavements on the Interstate System in Good condition;
- Percentage of pavements on the Interstate System in Poor condition;
- Percentage of pavements on the non-Interstate National Highway System in Good condition;
- Percentage of pavements on the non-Interstate National Highway System in Poor condition;
- Percentage of National Highway System bridges classified as in Good condition; and
- Percentage of National Highway System bridges classified as in Poor condition.

MPOs have the option of adopting statewide targets as detailed by NHDOT in a State Performance Report. The applicable targets for the Nashua Region MPO are shown below, with data developed by NHDOT shown in green that provide the basis for setting these targets. For each performance measure NHDOT has provided a cushion to allow some slippage in performance and still meet the target.

NHDOT STATEWIDE PERFORMANCE TARGETS for 2022-2026

PM2		**Baseline Estimate**	**2-Year Target**	**4-Year Target**	**State-of-good-repair**
Pavement Condition	Non-Interstate NHS: Good	39.4%	35%	35%	35%
	Non-Interstate NHS: Poor	3.6%	7%	7%	5%
Bridge Condition	NHS: Good	58.4%	57%	57%	39.4%
	NHS: Poor	4.3%	5%	5%	5%

State DOTs have some flexibility and may use the simple IRI measure for the first reporting period to allow them time to collect any additional data needed for a more thorough analysis. MPOs are required to use the combined factors even for the initial performance period. In the past there was a discrepancy between the pavement condition metrics being used between MPOs and the NHDOT. Since then, both groups have adopted the same methodology and there is compatibility between the State and NRPC pavement targets.

The pavement measures are defined as the overall roadway condition based on several factors: the International Roughness Index (IRI), cracking, and rutting. Each of these three distresses are measured independently and graded on a Poor/Fair/Good scale based on specific values. For this broad reporting of pavement condition a road segment is considered in Good condition if it scores Good for all three types of distresses. A road segment is considered Poor if it scores Poor on two or more types of distresses. The rest of the road segments are considered Fair.

The PM conditions for the non-interstate NHS network statewide and for the NRPC region are shown below. NRPC pavement conditions are within the NHDOT Targets with 40% of pavement considered Good and 3% considered Poor in 2021. This is the most recent available data from NHDOT and reflects what NHDOT was able to provide NRPC, which excluded years 2018, 2019, and statewide statistics for 2021.

Non-Interstate Pavement Condition - NHDOT

	2016		2017		2020	
	Miles	Percentage	Miles	Percentage	Miles	Percentage
Good	472	27%	372	22%	898	44%
Fair	1225	71%	1331	78%	1098	54%
Poor	25	1%	13	1%	38	2%
Total	1722		1716		2034	

Non-Interstate Pavement Condition - NRPC

	2016		2017		2020		2021	
	Miles	Percentage	Miles	Percentage	Miles	Percentage	Miles	Percentage
Good	74	33%	136	50%	107	36%	117	40%
Fair	140	63%	124	46%	179	60%	169	57%
Poor	8	4%	12	4%	10	3%	9	3%
Total	222		272		296		295	

As shown below, bridges score more favorable in the NRPC region than statewide. Of NRPC's Bridges, 73% scored Good and only 1% scored Poor. These numbers are significantly better than the NHDOT Targets of 58.4% Good and 4.3% Poor.

PM2 Bridge Conditions - NHDOT

	2018		2019		2020		2021		2022	
	Sq Ft	Percentage	Sq Ft	Percentage	Sq Ft	Percentage	Sq Ft	Percentage	Sq Ft	Percentage
Good	631927	56%	664925	58%	662472	58%	658752	57%	650078	56%
Fair	404980	36%	404075	35%	409498	36%	421946	36%	433948	37%
Poor	93318	8%	79375	7%	78378	7%	76698	7%	75142	6%
Total	1130225		1148375		1150349		1157396		1159168	

PM2 Bridge Conditions - NRPC

	2018		2019		2020		2021		2022	
	Sq Ft	Percentage	Sq Ft	Percentage	Sq Ft	Percentage	Sq Ft	Percentage	Sq Ft	Percentage
Good	49952	85%	47771	81%	47771	81%	46099	76%	44055	73%
Fair	8151	14%	10333	18%	10369	18%	13503	22%	15542	26%
Poor	791	1%	791	1%	805	1%	805	1%	805	1%
Total	58894		58894		58945		60407		60402	

It should be noted that although Performance Measures and Targets are mandated by federal law for States and MPOs, there is no penalty or mandated action that would be triggered should future data indicate targets are not being met. Prolonged periods of not meeting targets could result in States being required to target highway funds to remedy deficient performance.

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Attachment 3

Nashua Regional Planning Commission
System Performance Targets
Travel Time Reliability

The Federal Highway Administration has established performance measures for the purposes of assessing the Interstate and Non-Interstate Highway System, freight movement on the Interstate System and traffic congestion and on-road mobile source emissions. In the NRPC region there is no Interstate highway mileage. Additionally, as of January 29, 2021 the carbon monoxide Limited Maintenance Plan area designations for the Cities of Manchester and Nashua expired. Therefore, the on road mobile source emissions measure is no longer applicable to the Nashua MPO. System Performance on the non-interstate National Highway System (NHS), as measured by travel time reliability, is the only applicable measure.

Travel Time Reliability Defined

In the past, traffic congestion has been communicated only in terms of simple averages. However, most travelers experience and remember something much different than a simple average throughout a year of commutes. Their travel times vary greatly from day to day, and they remember those few bad days they suffered through unexpected delays.

Travel time reliability measures the extent of this unexpected delay. A formal definition for travel time reliability is: the consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day.

Travel time reliability is significant to many transportation system users, whether they are vehicle drivers, transit riders, freight shippers, or even air travelers. Personal and business travelers value reliability because it allows them to make better use of their own time. Shippers and freight carriers require predictable travel times to remain competitive. Reliability is a valuable service that can be provided on privately-financed or privately operated highways. Because reliability is so important for transportation system users, transportation planners and decision-makers should consider travel time reliability a key performance measure.

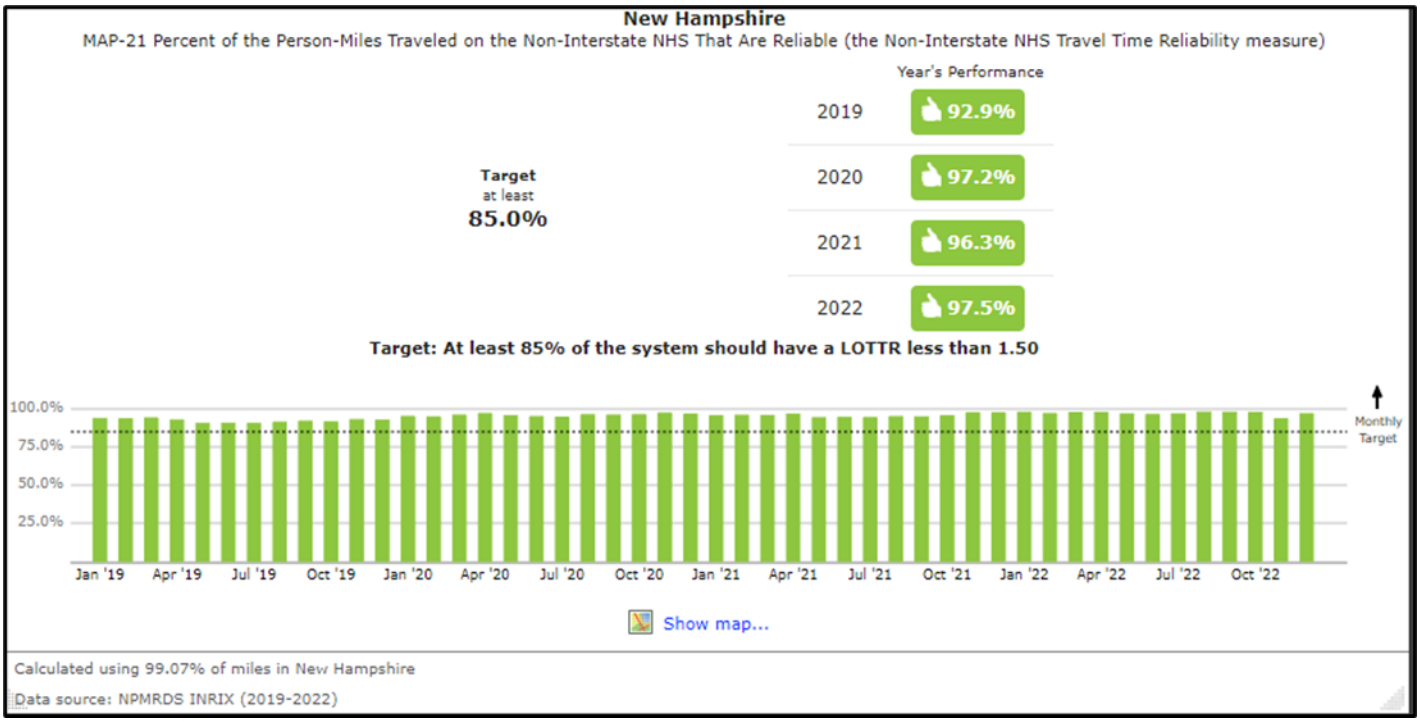
Travel Time Reliability Measures

For the Travel Time Reliability performance measure, there is a uniform measure defined as the ratio of the 80th percentile travel time to the 50th percentile. A ratio not exceeding 1.5 is defined as constituting "reliability". The statewide Level of Travel Time Reliability (LOTTR) of 90% was identified in the Statewide Performance Report in 2017 when targets were set and a recent data analysis indicates

reliability has approached 93% in 2019 and over 97% in 2022. In the NRPC region, LOTTR has been slightly higher than the statewide levels.

The Nashua MPO Policy Committee adopted the statewide 85% target for travel time reliability at its meeting of September 19, 2018. The Nashua MPO may consider raising targets with the next Metropolitan Plan Update in December 2023.

It should be noted that although Performance Measures and Targets are mandated by federal law for States and MPOs, there is no penalty or mandated action that would be triggered should future data indicate targets are not being met. Prolonged periods of not meeting targets could result in States being required to target highway funds to remedy deficient performance.



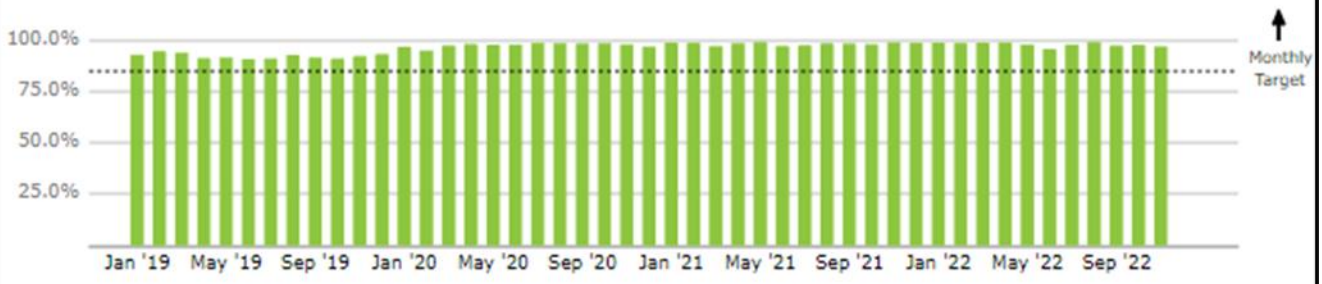
NH - Nashua Regional Planning Commission, Nashua (NRPC)

MAP-21 Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)

Target
at least
85.0%

	Year's Performance
2019	93.1%
2020	98.3%
2021	98.4%
2022	98.9%

Target: At least 85% of the system should have a LOTTR less than 1.50



Show map...

Calculated using 99.64% of miles in Nashua Regional Planning Commission

Data source: NPMRDS INRIX (2019-2022)