

## Strafford Metropolitan Planning Organization Technical Advisory Committee Meeting

Friday August 4, 2023 from 9:00am - 10:30am

Location: Conference Rm 1A, SRPC Office (Remote access via Zoom)

In accordance with RSA 91:A, the Commission requires a minimum of an in-person quorum. To organize this, the Commission staff will confirm the necessary in-person attendance. It is the preference of the Commission that others participate via Zoom, however, guests may attend the meeting at the SRPC Office. All participants, both in-person and virtual, can communicate contemporaneously. View the remote access information below.

**Meeting Link:**

<https://us02web.zoom.us/j/83483049101?pwd=RW9oK2xORzJDdkdoYTVzVzZGNDRhZz09>

**Meeting ID:** 834 8304 9101

**Telephone-only Access:** +1 646 558 8656

These instructions have also been provided at [www.trafford.org](http://www.trafford.org). If anybody is unable to access the

| Agenda Item   | Time    | Pre-Meeting Task/Notes  |
|---|---------|---|
| 1) Introductions  | 5 mins  |   |
| 2) Staff Updates  | 5 mins  |   |
| 3) Community Updates  | 15 mins | Round table discussion  |
| 4) Action Items<br>a) Minutes from May 5, 2023<br>b) Officer Appointment<br>c) Performance Targets: Pavement, Bridge, and Travel Time Reliability | 15 mins | a) Review draft minutes in packet<br>b) See prep memo<br>c) Review draft target setting memo in packet<br><a href="#">Link to draft System Performance Report</a> |
| 5) New Data Collection Technology   | 5mins   | SRPC is now artificially intelligent  |
| 6) New Electric Vehicle Charging Toolkit  | 10 mins | <a href="#">LINK to New Toolkit</a>   |
| 7) Other Business<br>NHDES clean vehicle funding opportunities  | 5 mins  | <a href="#">LINK to NHDES website</a>   |
| 8) Citizen's Forum  |         |   |
| 9) Adjourn  |         |   |

Reasonable accommodations for people with disabilities are available upon request. Include a detailed description of the accommodation you will need along with your contact info. Please make your request as early as possible; allowing at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call (603) 994-3500 or email [srpc@strafford.org](mailto:srpc@strafford.org).



## **RULES OF PROCEDURE**

*Strafford Regional Planning Commission  
Strafford Metropolitan Planning Organization, and  
Strafford Economic Development District*

### **Meeting Etiquette**

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise when speaking.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as Citizen Forum, Public Hearings, Public Comment Periods, outreach events, seminars, workshops, listening sessions, etc.



## MEMO

Stafford MPO Technical Advisory Committee

August 4, 2023

Preview and prep for meeting agenda items:

- Officer appointments

Bruce Woodruff has requested to step down from his role as TAC Chair. Michael Williams from COAST is willing to remain as our Vice Chair. Michelle Mears from Somersworth has volunteered to fill the position of Chair.

- Performance Target Setting

SRPC is federally required to set performance targets in coordination with NHDOT. Some of those performance areas are pavement and bridge conditions, and travel time reliability. The attached memo provides an overview of the measures, the data involved, and the target setting process.

**In all target areas, staff are recommending that SRPC support the state targets rather than set specific regional targets.** The primary justification is that SRPC does not directly influence pavement or bridge maintenance.

Mark Davie will give an overview presentation on the performance areas and targets.

The new targets will be included on a draft System Performance Report that will be published once the pavement and bridge targets are approved.

[Link to draft System Performance Report](#)

- New data collection technology

Our data collection team has been working on technology upgrades to SRPC's suite of data collection equipment. We recently acquired a camera based counter from a company in Concord called Leetron. It uses an artificial intelligence system to count vehicles and record data. SRPC is also deploying a loaner Leetron unit to help the company improve it's AI system for recognizing pedestrians and cyclists.

- SRPC's online electric vehicle charging toolkit

Angie Cleveland is one of SRPC's new planners and she's developed an online toolkit to help municipalities navigate the world of Electric Vehicle charging.

The guide is in a storymap format for easy reading and focusing on topic areas of interest.

[LINK to the toolkit](#)

Strafford Metropolitan Planning Organization  
Technical Advisory Committee  
Friday, May 5, 2023  
9:00 – 10:30 AM  
Strafford Regional Planning Commission  
Rochester, NH

## 1. Introductions

Chair Bruce Woodruff called the meeting to order and asked for introductions. Vanessa Price, Barrington; Michael Williams, COAST; Katrin Kasper, Lee; Wayne Lehman, Lee; Michelle Mears, Somersworth; Jill Semprini, Dover

Staff: Colin Lentz, Mark Davie, Lisa Murphy, Stephen Geis

Members attending remotely: Leigh Levine, Lucy St. John, Richard DiCillo

Staff attending remotely: Angela Cleveland, Rachel Dewey

## 2. Staff Updates

There were no staff updates

## 3. Community Updates

M Williams reported that COAST has collected lots of data from their survey.

B. Woodruff reported that the Milton town offices are getting ready to move to the Milton Industrial Park.

## 4. Action Items

### a. Minutes from April 07, 2023

MW, KK. motioned to approve the April 7, 2023. seconded the motion. A, roll call vote was taken: B. Woodruff, V. Price, M. Williams, K. Kasper, W. Burton, M. Mears, J. Semprini, R DiCillo all voted in favor. Motion passed with a unanimous vote in favor. L. St. John-abstain,

### b. Amendment 1 to the 2023-2026 TIP – Recommendation to the Policy Comm.

C. Lentz reviewed the proposed amendments to the 2023-2026 Transportation Improvement Program. There are three projects in the amendment: The NH125 bridge over the Little River in Lee, intersection safety improvements at Indigo Hill Blackwater/NH9 in Somersworth, and two projects along NH11 north of the Spaulding Turnpike exit 15 in Rochester.

A public comment period will commence on May 8<sup>th</sup> and continue till a public hearing at the Policy Committee meeting on May 19<sup>th</sup>.

M. Williams motioned to approve the amendments as presented. B. Woodruff seconded the motion. There was no discussion. A roll call vote was taken: B. Woodruff, V. Price, M. Williams, K. Kasper, W. Burton, M. Mears, J. Semprini, R DiCillo all voted in favor. Motion passed with a unanimous vote in favor. L. St. John-abstain,

## 5. 2023 Transportation Data Collection Season

C. Lentz stated that staff is preparing to begin transportation data collection season. Staff members S. Geis, R. Dewey and M. Davie provided a preview of efforts in 2023 including community profiles, bike pedestrian counts and traffic data collection.

#### **6. 2023 Data Snapshot Presentation**

Staff member Rachel Dewey highlighted the 2023 update to the Regional Data Snapshot. It includes new data, individualized community profiles, and a forthcoming online tool for users to make their own custom analysis and get quick data on their towns to support local planning efforts.

#### **7. Updates and Events from NH DES**

R. DiCillo stated that NHDES is holding a Green Your Fleet event on June 9 at the Speedway. There will be exhibits and demonstrations of alternative fuels, electric vehicles, technology and infrastructure. Learn from fleet managers and industry experts how to transition municipal, commercial, and light-duty vehicles and equipment to biodiesel, electric, propane, and natural gas.

#### **8. Other Business**

C. Lentz stated that the deadline for the road safety audit is June 1. If there is a section of road in your town that has high accident numbers and has had a fatal crash in past 10 years, and as long as no other safety improvements have been made in the last 5 years. You can apply for the program. Contact Colin for more information on the application.

B. Woodruff reported that there was a safety audit conducted on route 125. The town of Milton will coordinate with DOT to follow through on ultimate safety goals.

#### **9. Citizens Forum**

There were no citizens present.

#### **10. Adjourn**

M. Mears motioned to adjourn seconded by M. Williams. All in favor. The meeting was adjourned at 10:00 a.m.

## **Strafford Metropolitan Planning Organization 2023 Performance Targets for Pavement and Bridge Condition & Travel Time Reliability**

August 18, 2023

### **Background**

Performance-based planning requirements were first incorporated into federal transportation law in 2012 and were reaffirmed in the Bipartisan Infrastructure Law on November 15, 2021. Metropolitan Planning Organizations (MPOs) are required to set targets for federal performance measures linked to the seven national performance goals described in [23USC §150\(b\)](#). This document concerns targets associated with the condition of pavements and bridges, and the reliability of travel on the National Highway System. Federal requirements include 12 performance measures for which targets must be set (depending on applicability). They apply to highways and bridges designated as part of the National Highway System (NHS) and the Interstate Highway System. Strafford MPO is required to set targets only for the measures in bold.

#### Pavement Conditions

- **Percentage of the Non-interstate NHS in Good condition**
- **Percentage of the Non-interstate NHS in Poor condition**
- Percentage of the Interstate in Good condition (\*No interstate miles in the region)
- Percentage of the Interstate in Poor condition (\*No interstate miles in the region)

#### Bridge Conditions

- **Percentage of NHS bridges in Good condition**
- **Percentage of NHS bridges in Poor condition**

#### Travel Time Reliability

- **Percent of person-miles traveled on the non-Interstate NHS that are reliable**
- Percent of person-miles traveled on the Interstate that are reliable
- Truck Travel Time Reliability (TTTR) Index (Interstate only)

#### Congestion

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
- Percent of Non-Single Occupancy Vehicle Travel

#### Emissions

- Total Emissions Reduction

Congestion and emission measures only apply to urbanized areas that have populations over 1 million and are in non-attainment or maintenance for air quality standards for ozone, carbon monoxide, or particulates.



## Pavement Conditions and Targets – Statewide

Federal rules require the condition of its asphalt pavements to be measured using three distresses: international roughness index (IRI); rutting; and cracking. IRI is a measure of how rough a surface feels to drive on. Rutting is what happens to asphalt when heavy vehicle traffic creates permanent grooves in pavement along wheel tracks. NHDOT uses a “keep the good roads good” approach to pavement maintenance – as opposed to a “fix the worst first” approach.

| Performance Measure   | Current Baseline | 2-Year Target | 4-Year Target |
|---|------------------|---------------|---------------|
| Percentage of Pavements of the Non-Interstate NHS in Good Condition | 45.3%            | 35.0%         | 35.0%         |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition | 1.8%             | 7.0%          | 7.0%          |

## Bridge Conditions and Targets – Statewide

Bridges have four major components used to measure their deterioration: decks, superstructures, substructures, and culverts (any structure with a span of 10 feet or less is a culvert). A bridge’s overall condition is determined by the lowest scoring component. For example: if any one component on a bridge is rated 4 or below, the whole bridge is considered in poor condition. NHDOT describes these bridge conditions on a 1 – 10 scale. 10 being a brand-new, pristine bridge; anything below a 4 and the bridge is considered in poor condition.

| Performance Measure                                       | Current Baseline | 2-Year Target | 4-Year Target |
|---|------------------|---------------|---------------|
| Percentage of NHS Bridges Classified as in Good Condition | 58.4%            | 57.0%         | 57.0%         |
| Percentage of NHS Bridges Classified as in Poor Condition | 4.3%             | 5.0%          | 5.0%          |

| SCORE | NAME | DESCRIPTION                        |
|-------|------|------------------------------------|
| 9     | Good | Pristine condition.                |
| 8     |      | No problems noted.                 |
| 7     |      | Insubstantial flaws.               |
| 6     | Fair | Minor deterioration.               |
| 5     |      | Elements sound, some defects.      |
| 4     | Poor | Advanced defects.                  |
| 3     |      | Local failures, cracking begins.   |
| 2     |      | Support failure, closure possible. |
| 1     |      | Elements moving, bridge closed.    |
| 0     |      | Out of service, beyond repair.     |

## Travel Time Reliability – Statewide

The national highway system is designed to be a reliable transportation network. It is important to note that “reliability” and “congestion” are separate topics. Most commuters travel between home and work at consistent times (e.g. 8-9am and 4-5pm on weekdays) causing congestion. If the congestion is relatively the same every day, and commuters can expect the congestion to take the same amount of time each day, then that is still considered reliable. Across the state, travel time reliability averages over 95%.

| Performance Measure - Statewide  | Base Line | 2-Year Target | 4-Year Target |
|--|-----------|---------------|---------------|
| Percent of the person-miles traveled on the non-interstate NHS that are reliable | 96.3%     | 85.0%         | 85.0%         |

| Commute Time Scenario                     | Mon                    | Tues                   | Wed                    | Thu                    | Fri                    | Reliable? |
|---|------------------------|------------------------|------------------------|------------------------|------------------------|-----------|
| A – Consistent congestion                 | 45 min (15 in traffic) | 43 min (13 in traffic) | 46 min (16 in traffic) | 45 min (15 in traffic) | 44 min (14 in traffic) | Yes       |
| B – Inconsistent congestion               | 45 min (15 in traffic) | 55 min (25 in traffic) | 35 min (5 in traffic)  | 65 min (35 in traffic) | 90 min (45 in traffic) | No        |
| C – Mostly consistent, with crash one day | 45 min (15 in traffic) | 43 min (13 in traffic) | 60 min (30 in traffic) | 45 min (15 in traffic) | 44 min (14 in traffic) | Yes       |

## Target Development and Summary

Strafford MPO analyzed performance data from the National Bridge Inventory (NBI) and Highway Performance Monitoring System (HPMS) and used an analysis tool for the National Performance Management Research Data Set (NPMRDS) in preparation for target setting. Based on our analyses and on recommendations from FHWA, the New Hampshire Department of Transportation (NHDOT), and other stakeholders, Strafford MPO recommended to its Technical Advisory and Policy committees that the MPO support the statewide targets set by NHDOT, shown in the table below.

| Summary of Statewide 2023 Performance Targets for Pavement & Bridge Conditions and Travel Time Reliability |                                      |                   |               |               |
|--|--------------------------------------|-------------------|---------------|---------------|
| Measure Area   | System                               | Baseline Estimate | 2-Year Target | 4-Year Target |
| Pavement Condition   | Non-interstate NHS: Good             | 45.3%             | 35.0%         | 35.0%         |
|  | Non-interstate NHS: Poor             | 1.8%              | 7.0%          | 7.0%          |
| Bridge Conditions  | NHS: Good                            | 58.4%             | 57.0%         | 57.0%         |
|  | NHS: Poor                            | 4.3%              | 5.0%          | 5.0%          |
| Travel Time Reliability  | Non-Interstate reliable person-miles | 96.3%             | 85.0%         | 85.0%         |



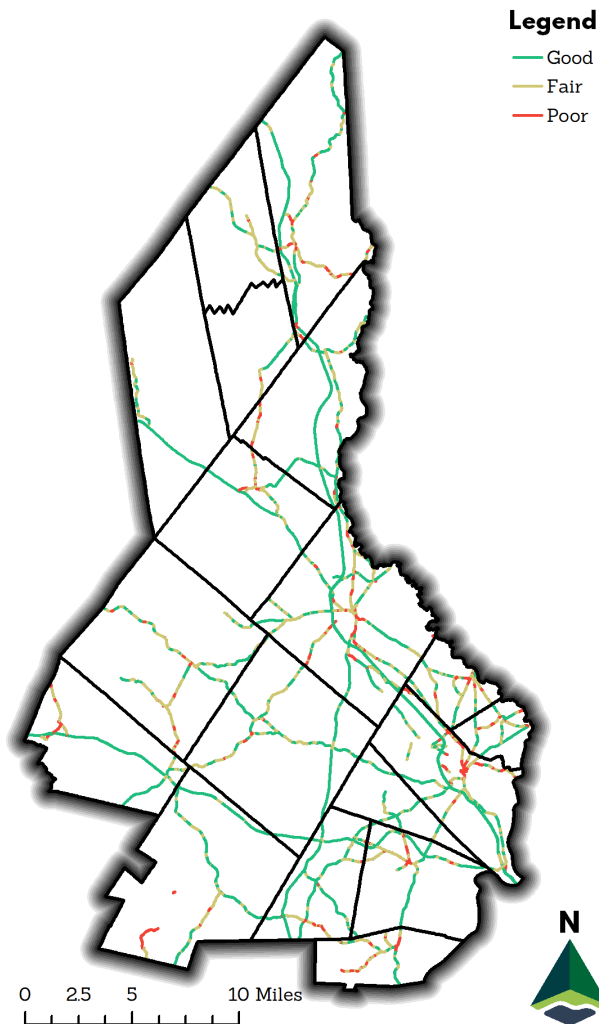
## Regional Performance Comparison

The table below shows regional performance data for the pavement, bridge, and travel time reliability measures. These data are shown for illustration and are not meant to affect regional target setting. Strafford MPO programs have very limited impact on the management of bridges and pavement on the NHS. Strafford MPO assists municipalities with prioritizing maintenance and repairs on local pavement and bridges, but those are not part of federal performance-based planning and are managed through local decision-making.

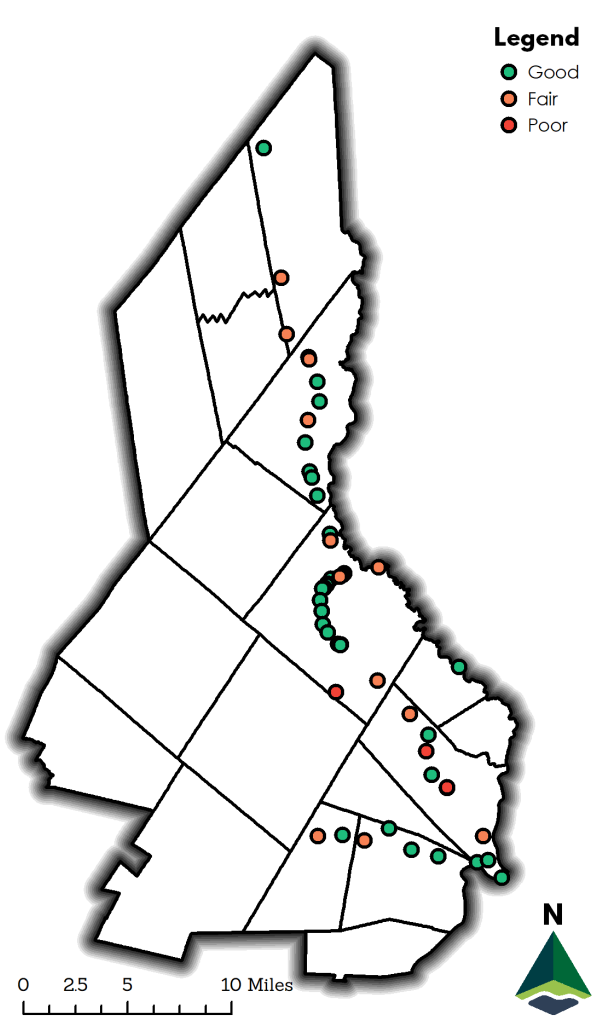
| Strafford Region Current Conditions                |                                      |                           |
|--|--------------------------------------|---------------------------|
| Measure Area                                       | System                               | Conditions                |
| Pavement Condition<br>(Most recent data from 2021) | Non-interstate NHS: Good             | 34.0% in good condition   |
|  | Non-interstate NHS: Poor             | 0.6% in poor condition    |
| Bridge Conditions<br>(Most recent data from 2022)  | NHS: Good                            | 81.8.0% in good condition |
|  | NHS: Poor                            | 9.0% in poor condition    |
| Travel Time Reliability**                          | Non-Interstate reliable person-miles | 97.8% reliable travel     |

\*\* Congested travel can be considered reliable if it happens predictably (e.g., during commuting hours).

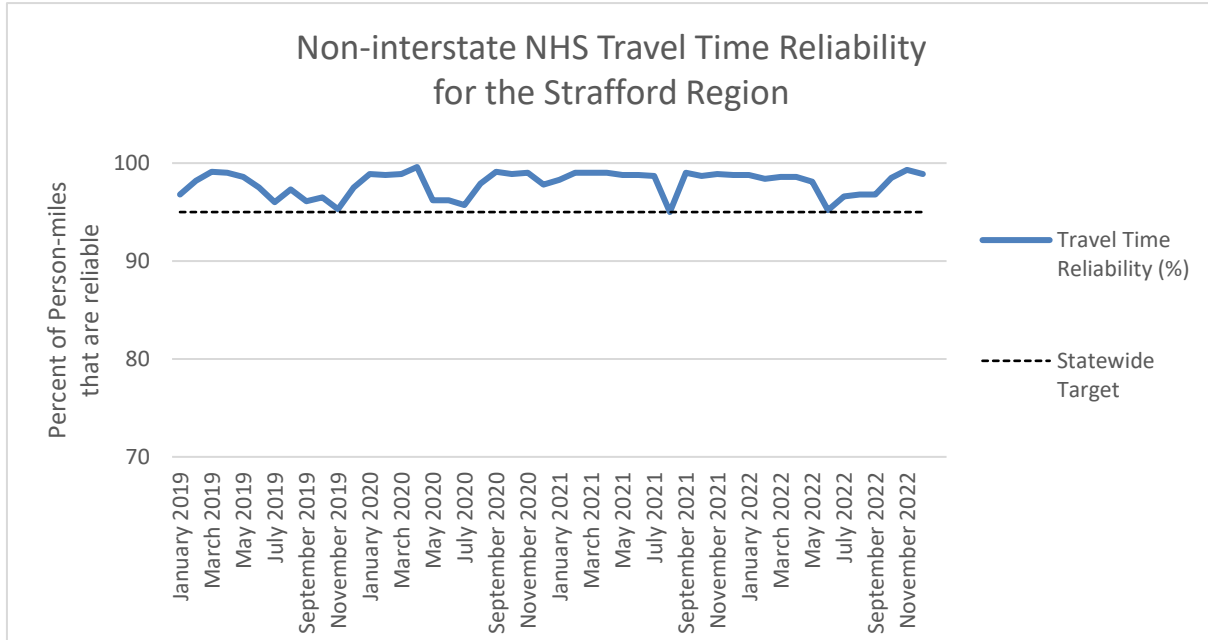
Most current (2021) pavement conditions on the National Highway System



Most current (2022) bridge conditions on the National Highway System



Travel time data for NHS roads in the Strafford region is shown from January 2019; the pandemic appears to have had no long-term effect on travel time reliability. Only twice since January 2019 has it fallen to 95%.



## Regional Performance Improvement

Strafford MPO will continue to collaborate with NHDOT to sustain the Strafford region's good performance in these and other performance areas. Strafford MPO's Metropolitan Transportation Plan has been restructured to incorporate performance measures and link them to planned and programmed projects in the region.

Sincerely,

Jennifer Czysz, AICP  
Executive Director  
Strafford Regional Planning Commission  
Strafford Metropolitan Planning Organization