

NOTICE OF MEETING

WHO: Nashua Regional Planning Commission

WHEN: Wednesday – February 15, 2023 @ 7:00 P.M.

WHERE: NRPC Conference Room, 30 Temple Street, Suite 310, Nashua, NH. If you are unable to attend in-person, you may participate remotely using the link below:
<https://us02web.zoom.us/j/85101026233>

AGENDA

7:00 pm - Call to Order

1. Welcome and Introductions (7:00)
2. Privilege of the Floor (7:05)
3. Approval of Minutes – December 21, 2022 (**action required**) (7:10)
4. Nomination to Nashua Regional Planning Commission Foundation Board (**action required**) (7:15)
5. MPO Policy Committee (7:20)
 - a. **Public Hearing** - NRPC [2023 – 2026 Transportation Improvement Program \(TIP\)](#) and [2019-2045 Metropolitan Transportation Plan Minor Update](#) (**Action Required**).
 - b. Performance Measures - (**Action Required**).
 - i. Pavement & Bridge - PM2
 - ii. Travel Time Reliability - PM3
 - iii. Transportation Project Updates
6. General Updates: (8:20)
7. Commissioners Roundtable (8:25)
8. Adjourn (9:00)

Next NRPC Commission Meeting: Wednesday, March 15, 2023



**DRAFT – MINUTES
NASHUA REGIONAL PLANNING COMMISSION
December 21, 2022**

Held in-person and via Zoom, an in-person quorum was present

Members Present:

Jason Hennessey, Amherst	Tim Tenhave, Merrimack (Chair)
Will Ludt, Amherst	Chris Costantino, Milford (via Zoom)
Danielle Pray, Amherst	Janet Langdell, Milford
Tamara Sorell, Brookline	Tim Berry, Mont Vernon
Bob Larmouth, Hollis	Camille Correa, City of Nashua
Venu Rao, Hollis	Jeff Gowan, Pelham
James Battis, Hudson (Treasurer)	Dave Hennessey, Pelham
Kara Roy, Hudson	Peter Howd, Wilton (via Zoom)
Ralph Boehm, Litchfield	William Rose, NH DOT (via Zoom)
Kim Queenan, Litchfield (Vice Chair) (via Zoom)	

Staff Present:

Jay Minkarah, Executive Director	Matt Waitkins, MPO Coordinator
Vince Noga, Transp./Planning Analyst	Kristin Wardner, Administrative Assistant
Camille Pattison, Assistant Director	

1. Welcome and Introductions

Tim Tenhave opened the meeting at 7:09 p.m. with introductions.

2. Privilege of the Floor

No members of the public were present to speak.

3. Approval of Minutes – September 21, 2022

Jim Battis motioned, with a second from Jason Hennessey,

THAT the minutes of September 21, 2022, be approved as presented and placed on file. A roll call vote was conducted. William Rose, Bob Larmouth, Tamara Sorell, Kara Roy, Dave Hennessey, and Jeff Gowan abstained.

The motion **carried**.

4. Nominations to Nashua Regional Planning Commission Foundation Board

Jay Minkarah stated that the Commission wishes to nominate Camille Correa to the Nashua Regional Planning Commission Foundation Board as a Commissioner-at-large. The Foundation is a non-profit 501(c)(3) arm of NRPC that was created about a year ago to pursue grants from organizations that only give grants to 501(c)(3)s and not municipal or state entities and to receive tax-deductible donations. It hasn't been active. There is a 7-member Board of Directors to include the officers of the Commission,

2 Commissioners-at-large, and 2 citizens-at-large. There is currently a vacancy for the citizen position. Correa explained her relevant background.

Jeff Gowan motioned, with a second from Danielle Pray,

THAT Camille Correa be appointed to the Nashua Regional Planning Commission Foundation Board. A roll call vote was conducted. Camille Correa abstained.

The motion **carried**.

5. Presentation – Vince Noga, Transportation Planner, NRPC Traffic Counting Program

Minkarah introduced Vince Noga, who gave a presentation on the 2022 NRPC Traffic Counting Program. He explained the process and said that traffic counts are done as an annual requirement for NH DOT and when locally requested. He explained the 2 types of counts: volume and classification, and said that the count data is sent to NH DOT and also posted on the NRPC Traffic Count Viewer: nashuarpc.org/traffic_counts. He described the equipment used for counting and explained that safety is a major consideration and showed some specific examples. In 2022, NH DOT increased the number of class counts to 30% of total counts, up from 10%. In response to Tim Berry, Noga explained they are able to use a laptop to collect data in the field. He talked about the AI-100 camera traffic counter which uses artificial intelligence to collect data and reviewed the benefits. NRPC has borrowed and tested the camera a few times. Berry asked about AI counter's accuracy for vehicle classification. Noga stated it has high accuracy, he doesn't know the exact threshold. In response to Janet Langdell, Matt Waitkins stated the cost of each unit is \$9,000 compared to \$1,500 for the standard counter.

Bob Larmouth asked about the current process. Noga explained the tubes are attached on each side of the road with clips, the tubes are then attached to the counter box and the counter secured to a structure (i.e., telephone pole or signpost). The time it takes varies but not normally longer than half hour.

Berry asked who pays NRPC to do the traffic counts. Minkarah explained the Unified Work Program (UPWP) covers the program; the UPWP is an agreement between NRPC and NH DOT on how allocated federal transportation dollars are spent. Local counts are charged to the UPWP contract under Local Planning Assistance.

Will Ludt asked about trend reports for specific locations. Noga explained there isn't one report with that information but the Traffic Count Viewer you can see the data for all previous counts at a specific location. Minkarah said communities should let NRPC know if they would like any local counts done so they can be added to the 2023 counting schedule. Dave Hennessey asked if NRPC is purchasing the new AI counters. Minkarah said the plan is to add 2 in the upcoming year and then gradually roll more out each year. Gowan asked about using police detail. Waitkins stated it had been looked at in the past, but it is cost prohibitive and there are often 3-hour minimums.

A pdf of the presentation is available here:

https://cms5.revize.com/revize/nrpc/agenda_detail_T30_R385.php

6. MPO Policy Committee

a. 2023 Highway Performance Safety Targets. Adoption of the proposed 2023 Highway Performance Safety Targets

Waitkins presented on the Highway Safety Performance (PM1) Targets. He 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 NRPC MPO initially adopted statewide targets for 2018 and transitioned to adopting regional targets in 2019. The targets are re-set each year and must be approved by the MPO by the end of February. He reviewed the 5 safety performance measures: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Rate of Serious Injuries, Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and stated the data sources used are the Fatality Analysis Reporting System (FARS), the State Motor Vehicle Crash Database, and the Highway Performance Monitoring System (HPMS).

The FHWA vision is for zero fatalities on our nation's roadways, and it is the policy of the NRPC MPO to prevent traffic related deaths and significant injuries. The NRPC MPO policy is to set future year targets using the most recent five-year moving average in cases where the trend would show a higher number/rate accidents; if the trend is lower than the moving average, then the trend is the target. He reviewed the Number of Fatalities in detail. Venu Rao observed that the rate seems low for the NRPC region.

Waitkins explained the recommended target for the Number of Fatalities is 10; The recommended target for Rate of Fatalities is 0.593 fatalities per 100 million VMT; The recommended target for Number of Serious Injuries is 46; The recommended target for the Rate of Serious Injuries is 2.753 serious injuries per 100 million VMT; and the recommended target for the Number of Non-Motorized Fatal and Serious Injuries is 5.8. He pointed out that the 2023 trends are well below the 5-year moving average in 2020.

Jason Hennessey asked if there were penalties for not meeting a target. Waitkins explained there were not however the MPO's performance is assessed as part of ongoing process reviews. State DOT can be penalized by not being allowed to flex Highway Safety Performance Program (HSIP) funding, although NHDOT doesn't typically flex those funds. Langdell asked where the 5-year moving average criteria came from. Waitkins did not know but will find out.

Waitkins reviewed NRPC efforts to improve roadway safety: Road safety audits, Corridor studies, Ten Year Plan project selection process (safety is the highest weighted selection criteria), and Safe Streets & Roads for All Grant program (a joint application with NH MPOs to develop corridor safety plans).

Waitkins stated that the TTAC voted at their December 14th meeting to recommend that the Safety Performance Targets be adopted. He confirmed to that the target is a projection of the trend line analysis.

Jim Battis motioned, with a second from Tim Berry,

THAT the Nashua Regional Planning Commission and Metropolitan Planning Organization adopt the 2023 Highway Safety Performance Targets (PM1) as presented.

The motion **carried**.

b. CMAQ Project Solicitation

Waitkins reviewed that NH DOT is currently holding a round of FY2025-2028 CMAQ Funding. As part of the process, letters of intent for the following projects were submitted to NH DOT:

- Amherst – side path on Amherst Street (NH122)
- Litchfield – sidewalk on Pinecrest Road
- Milford – sidewalks on Nashua Street and Ponemah Hill Road
- Nashua – road/intersection projects to improve traffic flow (2 separate LOIs)
- Nashua – EV charging infrastructure
- NRPC – Transit – Expand NTS service along NH101A to Milford. Langdell explained this is a joint project with the Town of Milford and NTS.

Minkarah explained that the letter of intent was the first step in the process and NH DOT has vetted all the projects and deemed them eligible. Applications are due January 6th; the MPO will then rank the projects before submitting priorities to DOT. The projects would be announced later this summer and funding will be available in FY2025. William Rose confirmed that the projects would be included in the DOT's Ten Year Plan (TYP) submittal to GACIT in the summer. Minkarah that the cost of the projects submitted is about twice the CMAQ funding available. In response to Langdell, Rose stated most letters received from private businesses were for alternative fuel projects (i.e., EV charging equipment). Berry asked about public hearings for the TYP in discussion; Rose clarified that DOT provides staff support for the public hearings that are hosted by the Executive Councilors and those will start next October/November. Rose confirmed that there is a 80/20 split for project funding.

c. Transportation Project Updates

Waitkins explained that NRPC is currently updating the Transportation Improvement Program (TIP) which lists projects for the next 4 years. There will be a special MPO meeting required February 15th to adopt the TIP, which is a federally required document. Minkarah reminded that you cannot spend federal transportation dollars on projects not in the TIP.

7. General Updates

a. Revision of the Statement of Strategy

Minkarah stated the Statement of Strategy is out of date and needs to be updated. He then explained the process to update it will tentatively include a survey of stakeholders in February and stakeholder sessions with a facilitator from a private consulting firm in April (in-person and virtual). The intention is to provide regular updates to the full Commission with the idea of developing a new statement for adoption. Tenhave stated the document will guide the Commission with strategic goals and stated they are going to need participation from commissioners to bring it to their towns for their input. They are looking at September or December for adoption.

b. NRPC Regional Housing Needs Assessment

Minkarah stated the RHNA is still in process with not a lot to report. GACIT met today (12/21) and extended deadline to end of March 2023. He reminded that all nine of the RPCs are updating the plan simultaneously and is required under statute every 5 years. Adopting the RHNA will be an action item at the March meeting.

He stated that the NRPC website has a Housing page with information that will be updated as needed: https://www.nashuarpc.org/land_use/housing.php

8. Commissioners Roundtable

NH DOT – William Rose stated that DOT has named Bill Cass as the new commissioner; David Rodrigue has been conformed as the next Assistant Commissioner; and Alan Hanscom has been promoted to State Maintenance Engineer. The department is through 6 of the 9 project candidates of the TYP process. The DOT will be providing \$10mil to the nine RPCs for next UPWP. He stated the Statewide Corridor Study project has a new consultant working with the department to first define a corridor, then prioritize identified corridors in the state and then engage to develop more detailed corridor study for each. There is a current effort to hire a consultant to assist with developing an update to the long-range transportation plan and the new effort will be to better aligning the plan with the TYP process. The second piece of that is to update the state freight plan.

Litchfield – Kim Queenan stated the town's CIP is completed and thanked NRPC. She stated that NRPC is also helping with updating its impact fees. There are 2 new developments with about 106 homes. Boehm stated that the state has many bills coming forward (800+).

Wilton – Peter Howd thanked NRPC for help with Wilton's HOP grant application. It is budget season. They have a dam failing in town.

Milford – Langdell stated there are a couple of housing developments coming in (1 is 218-unit apartment building; and an old motel convert to multi-family housing). It is currently budget season. Conservation is busy to include improving rail trail (safety improvements on Armory Road).

Amherst – Will Ludt mentioned a webinar with NRPC on GIS mapping on January 24th. Pray explained although voters approved open space bond 2 years ago, nothing has been purchased. Planning Board approved 23-unit development. Had to shut down a failing bridge in town; it will be rebuilt in 2024 and a temporary bridge is being fabricated. A Planning Board case went to Supreme Court – remanded back to town. Ludt stated the town will be holding a public hearing soon for the master plan update.

Hollis – Larmouth stated the Conservation Commission acquired development rights to a large parcel (240 acres). Workforce housing construction ongoing in south end of town; he thinks it may be good to get a traffic count in that area.

Brookline – Tamara Sorell stated there is workforce housing in litigation currently and there is a proposed older person housing development before the Planning Board.

Merrimack – Tenhave stated that the town has summer camp jobs posted. They also have Public Works Director and 2 assistant director positions open. Housing developments have slowed down; there is a 100k sq. ft. warehouse being proposed.

Hudson – Kara Roy stated the Planning Board approved a conditional use permit for the Target warehouse project (formerly the Amazon project). The town received federal funding to repair Taylor Falls Bridge; she believes Nashua got matching funding also.

Mont Vernon – Tim Berry stated it is budget season in Mont Vernon.

Pelham – Dave Hennessey stated there is a 96-unit workforce housing project being planned. He said it is a tax sensitive town and are in the midst of paying for Middle School rehab project, so taxes went up. He is projecting that after April and May there will be a significant decline in construction and prices and supply will increase.

9. Adjourn

Motion to adjourn was made by Jim Battis with a second from Tim Berry, all in favor. The meeting ended at 8:54 p.m.

The next Commission meeting will be held on Wednesday, December 21, 2022, at 7:00 p.m.

Respectfully submitted,
Kristin Wardner, Administrative Assistant

MEMORANDUM

TO: NRPC Transportation Technical Advisory Committee

FROM: Matt Waitkins, MPO Coordinator

SUBJECT: **Draft** 2023-2026 Transportation Improvement Program (TIP) & **Draft** 2019-2045 Metropolitan Transportation Plan (MTP) update

DATE: February 9, 2023

Background

NRPC staff has developed the draft NRPC [2023 – 2026 Transportation Improvement Program \(TIP\)](#) and draft [2019-2045 Metropolitan Transportation Plan Minor Update](#). The documents can be viewed by clicking the preceding links.

A thirty-day public comment period for these documents began on January 13, 2023 and runs through February 14, 2023.

A Public Hearing will be held at the NRPC Policy Committee meeting on Wednesday, February 15, 2023, at 7:00 PM, at which NRPC staff will provide information about the documents. The Nashua MPO Policy Committee will then consider adoption of the proposed FY 2023-2026 Transportation Improvement Program and FY 2019-2045 Metropolitan Transportation Plan Minor Update.

This process is being conducted in accordance with the Public Involvement Process for Transportation Planning (PIP) adopted by the Nashua MPO for the development of the TIP and MTP; the PIP meets Federal and State requirements and satisfies the FTA's Program of Projects requirements for public involvement activities and time established for public review and comment.

Public Comments

The public comments that have been received to date are attached to this memo (below).

Matt Waitkins

From: Ruth Sessions <ruthsessions03051@yahoo.com>
Sent: Tuesday, February 7, 2023 2:52 PM
To: Matt Waitkins
Subject: Nashua Metro Planning Org TIP 2023-2026 Draft

Matt:

In Section V Table 5, the description of the Location and Scope of Project ID 41754 in Hudson contains the same text as given for project that occurs on the line above it, Project ID 40662 in Brookline. There is no Old Milford Road in Hudson. It is clearly a copy and paste error.

Can you provide me with a correct description of the Location and Scope of the Hudson project?

I also did not find a definition for the acronym CON used under the Status column in this same table. What does CON mean?

I hope you can get back to me today, as the meeting I am preparing for is at noon tomorrow ;-)

Ruth Sessions

----- *Ruth Sessions* 603/886-7355 | 603/809-3054

Matt Waitkins

From: Rose, William <William.A.Rose@dot.nh.gov>
Sent: Wednesday, February 8, 2023 11:38 AM
To: Matt Waitkins
Cc: Rummo, Kimberly; Wescott, Linda
Subject: Anticipated STIP public comment changes in the NRPC region
Attachments: Public Comment Funding 2.8.2023.pdf; EFLHD NH Projects 12.13.2022.pdf; New_STIP_Scopes_RPCs.xlsx

Good morning Matt –

Thank you for taking the time yesterday for a quick check-in re: known Public Comment changes to the NRPC TIP/NH STIP. I hope it was beneficial to your planning for this afternoon's NRPC TTAC meeting. We've had some conflicts come up here at NHDOT, so I will be unable to have NHDOT staff present for the TTAC discussion, but wanted to share information re: known public comment changes with you in advance to help with your TIP discussion.

Attached is a revised docket that includes all the proposed changes to the NH STIP as a result of public comments received. Specific projects to bring to your attention include:

- Nashua 41586 – Existing federal funds for PE & ROW have been accelerated to facilitate obligation of Congressionally Directed Spending in 2025.
- Nashua 44141 – New project funded with federal and Congressionally Directed Spending funds.
- PAVE-T1-Resurf – program funding adjusted to address individual projects. No impact to NRPC projects, but the program is carried in NRPC's TIP.

We are currently finalizing the financial constraint document re: the changes above (and then some outside of NRPC's area) and will forward that once it is complete. We know that all the changes outlined above fit within constraint, but final formatting is somewhat time consuming.

We were also made aware of funding for the Nashua National Fish Hatchery through the FHWA's Eastern Federal Lands Highway Division. I have attached that documentation for your use. We do not enter these projects into the STIP directly but simply attach the documentation to the STIP/TIP as an appendix.

And finally, we had several projects that were identified as having scopes that did not meet the 23 CFR standard from FHWA as a public comment. I have attached that list of projects and highlighted the ones in the NRPC region. For reference they are:

- Nashua 40660
- Nashua 41585
- Nashua 41742
- Nashua 43509
- Wilton-Milford-Amherst-Bedford 13692D
- Wilton-Milford-Amherst-Bedford 13692E

Please note that ProMIS has a character limitation in our scope field of 99 characters, so if some of the scopes seem wonky – that's why. Please feel free to cut-and-paste the new scopes into your TIP.

That is the list from this end. If you are aware of any additional changes not outlined above, please let us know and we'll work to address them.

Thank you very much for your assistance in managing the NRPC TIP/NH STIP.

-William

William Rose
Policy & Planning Manager
NHDOT Bureau of Planning & Community Assistance
(P) 603.271.6581 (F) 603.271.8093 (E) William.Rose@dot.nh.gov



MEMORANDUM

TO: NRPC Commissioners

FROM: Matt Waitkins, MPO Coordinator

SUBJECT: 2023 System Performance - Travel Time Reliability (PM3) Measures

DATE: February 9, 2023

Background

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.

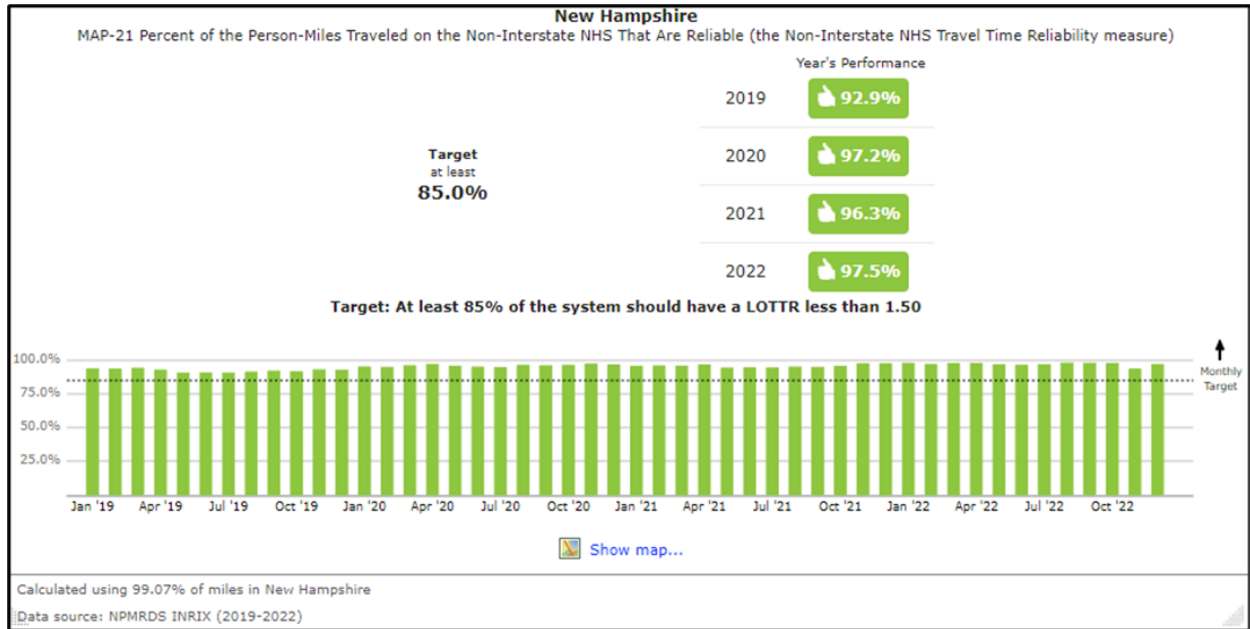
Travel time reliability is significant to many transportation system users, whether they are vehicle drivers, transit riders, freight shippers, or even air travelers. Personal and business travelers value reliability because it allows them to make better use of their own time. Shippers and freight carriers 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 was over 97% in 2022. In the NRPC region, LOTTR approached 99%.

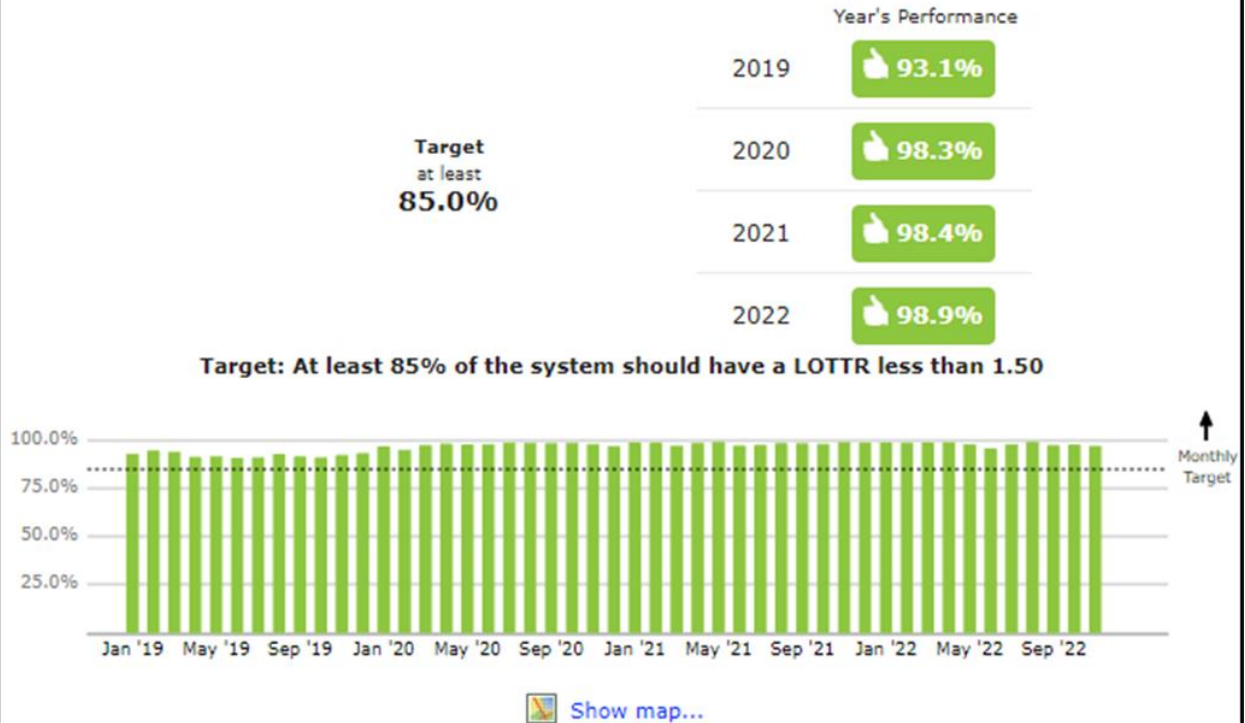
The Nashua MPO Policy Committee adopted the statewide 85% target for travel time reliability at its meeting of September 19, 2018. The Nashua MPO may consider raising targets with the next Metropolitan Plan Update in December 2023.

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)



Calculated using 99.64% of miles in Nashua Regional Planning Commission

Data source: NPMRDS INRIX (2019-2022)

MEMORANDUM

TO: NRPC Commissioners

FROM: Matt Waitkins, MPO Coordinator

SUBJECT: 2023 Pavement and Bridge (PM2) Measures

DATE: February 9, 2023

Background

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 FTA provided further definition to the required performance targets.

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.

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

- Percentage of pavements on the Interstate System in Good condition (none in NRPC region).
- Percentage of pavements on the Interstate System in Poor condition (none in NRPC region).
- 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 yellow that provides 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					
<u>PM2</u>		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 PM2 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.

PAVEMENT CONDITION FOR NASHUA MPO						
Non-Interstate Pavement Condition - NHDOT						
	2016		2017		2020	
	Miles	%	Miles	%	Miles	%
Good	472	27%	372	22%	898	44%
Fair	1,225	71%	1,331	78%	1,098	54%
Poor	25	1%	13	1%	38	2%
Total	1,722		1,716		2,034	

Non-Interstate Pavement Condition - NRPC								
	2016		2017		2020		2021	
	Miles	%	Miles	%	Miles	%	Miles	%
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*.

BRIDGE CONDITION DATA FOR NASHUA MPO						
NHDOT PM2 Bridge Conditions						
	2018		2019		2020	
	Sq Ft	%	Sq Ft	%	Sq Ft	%
Good	631,927	56%	664,925	58%	662,472	58%
Fair	404,980	36%	404,075	35%	409,498	36%
Poor	93,318	8%	79,375	7%	78,378	7%
Total	1,130,225		1,148,375		1,150,349	
NRPC PM2 Bridge Conditions						
	2018		2019		2020	
	Sq Ft	%	Sq Ft	%	Sq Ft	%
Good	49,952	85%	47,771	81%	47,771	81%
Fair	8,151	14%	10,333	18%	10,369	18%
Poor	791	1%	791	1%	805	1%
Total	58,894		58,894		58,945	