Pueblo Area Council of Governments
Metropolitan Planning Organization (MPO)
Transportation Planning Region (TPR)

city of PUEBLO colorado
Urban Transportation Planning Division
www.PACOG.net

Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION
March 9, 2021
9:00 a.m.

ZOOM - https://pueblo.zoom.us/j/94613129536
Meeting Number 946 1312 9536 **Password** 598875

There are no accommodations for those wishing to attend in Person Due to COVID-19

Agenda items marked with * indicate additional materials are included in the packet.
Agenda items marked with ** indicate additional materials will be sent out later.

Individuals requiring Special Accommodations should notify the City MPO's Office (719) 553-2242 by Noon on the Friday preceding the meeting.

AGENDA

1. **Call Meeting to Order**

2. **Self-Introductions and Public Comments (non-agenda items only)**

3. **Approval of Minutes***
   February 9, 2021 Minutes
   Action Requested: Approve / Disapprove / Modify

4. **Recommendation to Approve CDOT's Performance Targets for Pavement and Bridges***
   Action Requested: Approve / Disapprove / Modify

5. **Recommendation to Amend the 2045 LRTP***
   Action Requested: Approve / Disapprove / Modify

6. **Consolidated Carry-Over Planning Grant (CPG) Funds for FFY 2021 Additional Studies**
   Action Requested: Discussion

7. **PACOG 2045 Long Range Transportation Plan Update (LRTP)**
   Action Requested: Informational

8. **CDOT Region 2 and HQ Updates - Wendy Pettit and Aaron Willis**
   Action Requested: Informational

9. **Federal Highway and Federal Transit Updates (If Needed)**
   Action Requested: Informational

10. **Next TAC – April 13th, 2021 Location - VIRTUAL ONLY (ZOOM)**
    Action Requested: Informational

11. **Items from TAC Members or scheduling of future Agenda Items**
    (Roundtable Discussion)

12. **Adjourn at or before 11:00 am**

211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259 FAX: (719) 553-2359
E-mail: JohnAdams@pueblo.us

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Meeting minutes of the
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AGENDA

1. **Call Meeting to Order**
   Chairman: John Adams
   Time of Call: 9:03 a.m.
   MPO Members Present: John Adams, Hannah Haunert, Eva Cosyleon
   TAC Members Present: Wendy Pettit, Aaron Willis, Dan Centa, Shawn Winters, Benjamin Valdez, Muhammed Jawadi, Tanis Manseau, Greg Pedroza
   CAC Members Present: Cheryl Spinuzzi, Heather Norton
   Others Present: Lachelle Davis, Emma Belmont, Joy Morauski, Geoff Guthrie, Glenn Krause, Keara Mclean, Julie George, Molly Bly, Lily Lizarraga, Don Bruestle

2. **Self-Introductions and Public Comments (non-agenda items only)**
   Tanis Manseau – Pueblo County Public Works Director, Chuck Roy – City of Pueblo - Engineering Manager, Julie George – CDOT Local Liaison Region 2, Muhammed Jawadi – City of Pueblo Traffic Engineer, and Molly Bly/Lily Lizarraga – CDOT's Can Do Grant.

3. **Approval of Minutes***
   January 12, 2021 Minutes
   Motion to Approve: Cheryl Spinuzzi
   Second: Ben Valdez
   Unanimous:

4. **CDOT Region II request(s) for PACOG MPO/TPR TIP amendment(s) FY 2021-2025 Transportation Improvement Program TIP/STIP Policy amendment(s) in the MPO and TPR area(s) – TAC or Board action required. ***

   Project Name: Dillion Drive
   STIP Number: SR26867.086
   Project Location and Description: Dillon Drive East Frontage road – Construction of frontage road
   Federal Program Funds: **$331,160**
   State Matching Funds: **$68,840**
   Local Matching Funds: **$**
   TOTAL PROJECT FUND AMENDMENT: $400,000
   This Dillon Frontage Road runs parallel with I-25 from Eagleridge Blvd north and connects to the Dillon flyover.

   Project Name: Pueblo Area Project
   STIP Number: SR2867. 104
   Project Location and Description: Pueblo Area Project - Study
   Federal Program Funds: **$413,950**
   State Matching Funds: **$86,050**
   Local Matching Funds: **$**
   TOTAL PROJECT FUND AMENDMENT: $500,000
   Action Requested: Informational
   This study is extending Hwy 45 Pueblo Blvd north from Hwy 50 West to Dillon Dr. This is to look at the best alignment.

5. **Recommendation to Approve CDOT's Safety Targets for the Pueblo Area***

   Motion to Approve: Cheryl Spinuzzi
   Second: Greg Pedroza
   Unanimous:
   This is to follow CDOT's Safety Target as our own.

6. **Can Do Grant Opportunity – Lily Lizarraga – CDOT**

   Action Requested: Informational
   There are three grants that are available:
   a. *Revitalizing Main Streets Grants*
      i. *Up to $50,000*
      ii. *Evaluation Criteria*
         1. *Impact on public health*
         2. *Benefits to active transportation (sidewalks, parklets, etc...)*
         3. *Equity, local support*
         4. *Project readiness with quick implementation*
   b. *Community Telework Grant*
      i. *Up to $10,000*
      ii. *hardware and software support (VPN, cameras, microphones,*

etc...)

iii. Evaluation Criteria – same as above

c. Safer Main Streets Grant Program for Denver/Region 1 area.

i. Senate Bill 267 - $77m

ii. Sidewalks and lane configuration (West Colfax and new crosswalks in Nederland.)

Don Bruestle asked if these funds would be good for the Main St/Union Project, John Adams said that these would be good. Don also asked how soon the projects would be done, Molly Bly said that these projects need to be started within 30 days. These are CDOT's reimbursement and from purchase orders. Eva Cosyleon said that these could be used for the Demonstration Plans and asked if there is a match, Molly said that they require a 10% match for the first grant. Cheryl Spinuzzi suggested a grant for repairing sidewalks in the older neighborhoods, Chuck Roy said those would fall under CBG Funds. Molly Bly said that the first grant would be good for sidewalks. Emma Belmont said that the FTA5310 funds would help with repairing sidewalks and does not require to be on a bus route.

7. Consolidated Carry-Over Planning Grant (CPG) Funds for FFY 2021
Action Requested: Discussion
There has been some carry over funds and John Adams talked about Transit Safety Plan, Statewide Modal Plan, and Match for Multi Modal Funds. CPG Funds go towards Federal requirements for the Long Range Plan (LRP), Transportation Improvement Program (TIP), Public Participation Plan (PPP), Safety Plans (Transit Study – relocation, Service to Pueblo West, functionaility study), West Pueblo Connector, Federal road classifications (arterial, colletor, etc...) and Staff.

8. CDOT Region 2 and HQ Updates - Wendy Pettit and Aaron Willis
Action Requested: Informational
There are region wide RPP Funds, a joint TPR meeting to allocate the 267 funds, and STIP kicking off next month. Discussion at STAC on SB267 funding (3 year) on Friday. Julie George spoke about the Governor's Stimulus Package, hope there is funding for Can Do Grants. CDOT is looking for a new fee instead of a gas tax. Billed/Tiger Grants might need to be out by April 26th.

Don Bruestle had a concern about crossing Hwy 50 W from Elizabeth to Baltimore and Canon City, Wendy Pettit asked if he can send those concerns in an email and she will forward it to the Traffic Division.

John Adams asked if the Multi-Modal agreements were coming along, Lachelle Davis said yes.

9. **PACOG 2045 Long Range Transportation Plan Update (LRTP)**
   Action Requested: Informational
   This is a Federal requirement every 5 years, pacogmovestheregion-2045.com, there was a comment about the wording. This will be approved by the next PACOG meeting on February 25, 2021.

10. **Federal Highway and Federal Transit Updates (If Needed)**
    Action Requested: Informational
    There is a $50b Stimulus Package that will go towards Transit ($30b), Airport ($8b), and Amtrak ($1.5b). Emma Belmont said that there were two Stimulus Packages called CARES ACT ($6m) and Krisa (we did not receive any).

    FTA5310 – CDOT's manages these Federal Funds.

11. **Next TAC – March 9th, 2021 Location - VIRTUAL ONLY (ZOOM)**
    Action Requested: Informational

12. **Items from TAC Members or scheduling of future Agenda Items**
    (Roundtable Discussion)
    Eva Cosyleon said that there is an E-Bike Pilot Program that is through the Colorado Energy Office (low-income essential workers - $500k), the plan was submitted and moving to submit a full proposal. E-bikes are just regular bikes but with a motor attached. This will be a loan to own program (loan as in data collection). Cheryl Spinuzzi asked if older bikes can be used, Eva said that they can but not recommended, this program is to buy new bikes.

13. **Adjournment**
    Chairman John Adams adjourned the meeting at 10:10 a.m.

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE 2 AND 4-YEAR PERFORMANCE TARGETS ESTABLISHED BY THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) FOR PM2-INFRASTUCTURE CONDITION AND PM3-SYSTEM PERFORMANCE FOR THE PUEBLO AREA COUNCIL OF GOVERNMENTS (PACOG) METROPOLITAN PLANNING ORGANIZATION AS PER 23 U.S.C. 150

WHEREAS, Regulatory guidance provided pursuant to the adoption of the Fixing America's Surface Transportation (FAST) Act has established the need for states and MPOs to set performance targets concerning different aspects of the transportation system; and

WHEREAS, the performance measures are to be established for safety, pavement condition, bridge condition, system performance, and asset management; and

WHEREAS, the federal government has established deadlines for the adoption by MPOs of PM2 and PM3 targets by March 31, 2021; and

WHEREAS, MPOs have the option of adopting the state targets in lieu of creating their own;
and

WHEREAS, the Colorado Department of Transportation has established targets for the following and are shown in (Attachment A) for the 2 and 4-year Periods;

Infrastructure Condition:

- ✓ Percent of Interstate Pavement in Good Condition;
- ✓ Percent of Interstate Pavement in Poor Condition;
- ✓ Percent of Non-Interstate National Highway Pavement in Good Condition;
- ✓ Percent of Non-Interstate National Highway Pavement in Poor Condition;
- ✓ Percent of National Highway System Bridges in Good Condition; and
- ✓ Percent of National Highway System Bridges in Poor Condition.

System Performance:

- ✓ Percent of the Interstate System providing Reliable Travel Times;
- ✓ Percent of the non-Interstate National Highway System providing Reliable Travel Times;
- ✓ Percent of the Interstate System providing for reliable Truck Travel Times;
- ✓ Annual Hours of Peak-Hour Excessive Delay per capita;
- ✓ Percent of non-SOV travel; and
- ✓ Total emissions reduction benefits in nonattainment and maintenance areas for CMAQ criteria pollutants.

AND, WHEREAS, The Technical Advisory Commission (TAC) of PACOG reviewed and has made recommendation to the Board to adopt the CDOT PM2 and PM3 Targets for the 2-year and 4-year periods for the PACOG MPO Planning Region.

NOW, THEREFORE, BE IT RESOLVED BY THE PUEBLO AREA COUNCIL OF GOVERNMENTS that:

SECTION 1

That the PACOG MPO Board does hereby adopt the Colorado Department of Transportation's 2 and 4-year targets for PM2 and PM3 performance measures; and

SECTION 2.

This Resolution shall become effective immediately upon passage and hereby authorizes and directs the Urban Transportation Planning Division to administer and execute the Resolution in accordance with all applicable state and federal laws and policies.

PASSED AND ADOPTED this _____ day of _____ , 2021 by the PACOG Board.

INTRODUCED: _____

APPROVED: _____
CHAIRPERSON
PUEBLO AREA COUNCIL
OF GOVERNMENTS

ATTEST: _____
PACOG RECORDING SECRETARY

PACOG Youth Transportation Plan Engagement: Cost Proposal (Draft)

STRATEGY / TACTIC	ID	DESCRIPTION	Average WSP Loaded Hourly Rate	Estimated Hours	Cost	Estimated WSP Scope Hours (Total Tasks per Strategy using Max of Estimate)	Estimated Hours			
Strategy Tactic Launch	0	Framing the Effort / Project Management/Kickoff	$ 150.72	32	$ 4,823	32	16	16		
Strategy Tactic #1	1	Publicize Efforts / Attract attention from potential partners and interested youth/parents	$ 150.72	82	$ 12,359	82	2	10	60	10
Strategy Tactic #2	2	Partner with community leaders/influencers and organizations	$ 150.72	25	$ 3,768	25	5	20		
Strategy Tactic #3	3	Coordinate partnership with higher education institutions	$ 150.72	88	$ 13,264	88	24	40	24	
Strategy Tactic #4	4	Coordinate Partnership with existing youth advisory groups	$ 150.72	64	$ 9,646	64	40	24		
Strategy Tactic #5	5	Partner with K-12 schools to advance transportation	$ 150.72	96	$ 14,470	96	24	24	24	24
Strategy Tactic #6	6	Partner with ridesharing, bikesharing and/or transit services	$ 150.72	112	$ 16,881	112	40	24	24	24
TOTAL					$ 75,211					

Name	Raw Rate	Multiplier	Loaded Rate
Mary Lupa	67.74	2.8	$ 189.67
Lisa Hummel	39.92	2.8	$ 111.78

2021 January rates assuming 2.8 multiplier

Chapter 10 - Performance-Based Planning

Transportation planning and standards are continuously evolving and innovating. These standards guide the processes and products of planning efforts, such as the Regional Transportation Plan. Under federal transportation legislation in 2012, performance-based planning became a standard within federally-required planning and programming processes. Transportation Performance Management (TPM) is the practice of setting goals; selecting measures; setting targets; applying data and measures in decision-making; and, reporting results. The 2045 Plan continues the transition toward a performance-based planning process that began with the 2040 RTP.

Summary of Performance-Based Planning

Moving Ahead for Progress in the 21st Century Act (MAP-21), signed in 2012, revised the national policy and programmatic framework for over $100 billion in transportation investment from FY 2013 to 2015. The most significant feature of MAP-21 was the integration of performance-based planning into transportation planning and programming decisions. MAP-21 created a performance-based federal program with the intent of increasing accountability and improving transportation investment decision-making. The Fixing America's Surface Transportation (FAST) Act carried this approach forward and required that Transportation Performance Management be incorporated into plans and programs that Metropolitan Planning Organizations (MPOs) produce.

Performance-based planning considers trends in past and anticipated future performance outcomes to inform investment decisions and then measure progress toward meeting performance goals. The objective is to direct state and regional investment in projects that make progress toward achieving national goals. Federal legislation establishes a core set of national goals with associated performance measures (some of which are yet to be determined by the USDOT, Federal Highway Administration [FHWA] and Federal Transit Administration [FTA]) along with a variety of planning and programming requirements. Instituting a performance-based program carries significant implications for metropolitan planning organizations.

Key elements of this legislation and its implementation include:

- Regulations that require regional long range plans to incorporate a performance-based approach to decision-making that supports national goals;
- Guidance for states and MPOs to establish targets for national performance measures;
- Requirements for regular (within LRTP/RTP update) metropolitan system performance report, through collaboration with CDOT, that evaluates condition and performance, demonstrates progress toward national goals, compares actual performance to target values, and assesses how local policies and investments have impacted costs necessary to achieve performance targets;
- Consideration of measures and targets when developing policies, programs and investment priorities and linkages between national goal areas and Transportation Improvement Program (TIP) projects; and,
- Coordination with the state DOT and transit agencies on measures, targets and performance reporting.

MAP-21 establishes seven key national goals:

- *Safety* - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- *Infrastructure Condition* - To maintain the highway infrastructure asset system in a state of good repair.
- *Congestion Reduction* - To achieve a significant reduction in congestion on the National Highway System.
- *System Reliability* - To improve the efficiency of the surface transportation system.
- *Freight Movement and Economic Vitality* - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- *Environmental Sustainability* - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- *Reduced Project Delivery Delays* - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

These areas are the foundation of the national highway performance program and the USDOT (FHWA and FTA) will establish consistent performance measures and data elements that align with these goals. Performance measures are focused on the National Highway System (NHS) and Interstate System networks within the region and do not necessarily apply to all public roads. Minimum data and performance reporting requirements will extend primarily to NHS networks.

The Colorado Department of Transportation has adopted the national goals established by MAP-21. The Grand Valley Metropolitan Planning Organization's 2045 long-range goals also align with these important state and national goal areas. **Table 10.1** shows the links between national goals and the region's 2045 goals.

Table 10.1: Connection between national and local goals

National goal	National goal description	Local goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Make the multimodal regional transportation system safe for all users by using proven methods for lowering crash rates, ensuring roadways are in good repair, increasing personal safety, and providing low-stress facilities for people walking, biking, driving or taking transit.

Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair.	Bring roadways, sidewalks, and multi-use trail to a state of good repair.
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System.	Make transit a reliable, viable, and efficient transportation option for local and regional travel throughout the Grand Valley. Foster active transportation by providing a regionally connected network of low-stress facilities that are safe for people walking and people biking.
System reliability	To improve the efficiency of the surface transportation system.	Ensure driving in the Grand Valley is efficient, safe, and comfortable.
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Provide a transportation system, operating parameters, and policy-framework that support the safe, efficient, and reliable movement of goods within, to and from the Grand Valley; and, identify programs and strategies to support the economic viability of freight-dependent industries in the region.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Support the physical, social and mental health of those traveling in the Grand Valley by investing in a connected, safe, equitable, and accessible multimodal transportation network.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	Leverage available resources and prioritize projects to fulfill the transportation vision for the Grand Valley.

Monitoring program for tracking performance measures

As part of the TPM program, each state DOT and MPO must adopt targets to strive for within the planning and programming process. State DOTs and MPOs are required to set targets for performance measures related to safety (PM1), state of good repair (PM2), and system performance (PM3). The GVMPO developed its process for setting targets through close coordination with CDOT and has adopted and supported CDOT's targets. By supporting the state's targets, GVMPO reflects the support of the target through its planning and programming activities. 2045 RTP projects were quantified and selected based on a similar process as the one described in this section for national and state monitoring. The data-driven, performance-based approach used to prioritize and select projects ensures that the projects in this RTP will help to achieve state and national goals. The prioritization process for the RTP is described further in Chapter 12.

Safety

The state's safety performance targets will help improve data, foster transparency and accountability, and allow safety progress to be tracked at the national and state level. States use the safety performance management framework to assist them in making progress toward improving road safety through the Highway Safety Improvement Plan (HSIP), which requires a data-driven, strategic approach to improving highway safety through performance. The annual measures applied by CDOT are defined as follows, with current data and targets shown in **Table 10.2**.

- Number of fatalities- The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
- Rate of fatalities per 100 million vehicle miles traveled (VMT)- The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year.
- Number of serious injuries- The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
- Rate of serious injuries per 100 million VMT- The ratio of total number of serious injuries to the number of VMT (expressed in 100 Million VMT) in a calendar year.
- Number of non-motorized fatalities and number of non-motorized serious injuries combined- The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Table 10.2: Safety performance measures and targets (CDOT)

Performance Measure	CDOT 5-year average (2013-2017)	CDOT 5-year average (2015-2019)
Number of fatalities	554.4	644
Rate of fatalities (per 100 M VMT)	1.098	1.21
Number of serious injuries	3,122	2,909
Rate of serious injuries (per 100 M VMT)	6.218	5.575
Number of non-motorized fatalities and non-motorized serious injuries	548.2	514

Infrastructure Condition

An FHWA rule published on January 18, 2017 established performance measures for state DOTs and MPOs for the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Maintaining the Grand Valley roadway system is important to ensure the safety, efficiency, and reliability for moving people and goods. The annual measures applied by CDOT are defined as follows, with current data and targets shown in **Table 10.3**.

Table 10.3: Infrastructure condition performance measures and targets (CDOT)

Performance Measure	CDOT Baseline	CDOT 4-Year Target
Percentage of pavements of the Interstate System in Good condition	N/A	47%
Percentage of pavements of the Interstate System in Poor condition	N/A	1%
Percentage of pavements of the non-Interstate NHS in Good condition	49.4%	51%
Percentage of pavements of the non-Interstate NHS in Poor condition	12.7%	2%
Percentage of NHS bridges classified as in Good condition	47.2%	44%
Percentage of NHS bridges classified as in Poor condition	3.8%	4%

System Reliability

A reliable transportation system dependably provides users with a consistent range of predictable travel times. Transportation system reliability is one of the core performance outcomes of many management and operation strategies. The annual measures applied by CDOT are defined as follows, with current data and targets shown in **Table 10.4**.

Table 10.4: System reliability performance measures and targets (CDOT)

Performance Measure	CDOT Baseline	CDOT 4-Year Target
Percent of the person-miles traveled on the Interstate that are reliable	80.7%	81%
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	N/A	64%
Truck Travel Time Reliability (TTTR) Index	1.37	1.5
Annual Hours of Peak Hour Excessive Delay Per Capita	GVMPO does not qualify (metric only for non-attainments areas or populations over 1 Million)	
Percent of Non-SOV travel	GVMPO does not qualify (metric only for non-attainments areas or populations over 1 Million)	

Total Emissions Reduction (kg/day) through CMAQ projects	PM10	590.917	152
	NOC	1,663.53	105
	CO	9,998.7	1,426
	VOC	672.28	105

Transit Asset Management Plan Performance Measures and Targets

The Federal Transit Administration (FTA) requires recipients of FTA funds to maintain and document minimum Transit Asset Management (TAM) standards. The purpose of these standards is to create a strategic and systematic practice of procuring, operating, inspecting, maintaining, and replacing transit capital assets and to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation.

Transit capital assets owned by Mesa County for the operation of Grand Valley Transit (GVT) are repaired, assessed against annual targets, and replaced according to the Grand Valley Transit Asset Management Plan (TAMP) which was updated alongside the update of the 2045 RTP, March 1, 2018. The TAMP is intended to fulfill the requirements of MAP- 21 and the FTA. Mesa County and GVT will monitor FTA guidance and update the plan as needed. The TAMP provides direction for Mesa County and GVT to protect and preserve capital assets for maximum utilization. The performance measures and respective performance and targets are shown in **Table 10.5**.

Table 10.5: Transit Asset Management performance measures and targets

Performance Measure	Current Performance		Target
	Revenue Fleet	Non-Revenue Fleet	
Percent of fleet in at least good or fair condition	90% (96% excluding contingency buses)	100%	65%
Percent of vehicles that have not yet reached their useful life benchmark (ULB)	Total: 86% (97% excluding contingency buses) Paratransit: 100% Other buses: 79% (93% excluding contingency buses)	25%	80% - Rev. vehicles 50% - Non-revenue vehicles **Vehicles will be considered for replacement after reaching their ULB**

Next Steps

Fully implementing and integrating performance-based planning is a long-term and iterative process. Federal regulations and state guidance were only recently established and may continue to evolve. This 2045 RTP is the latest step in a full transition to a performance-based approach. The Grand Valley has a long history of regional cooperation, a capable foundation in data management and reporting, commitment from staff and partners, and can learn from the lessons of other regional organizations.

Lessons and experiences from early adopters of performance-management approaches should be considered and may hone the methodology, path of regional efforts, and tracking over time. Some of those key lessons can be summarized as follows:

- Leverage existing planning efforts and tools such as state data management systems, transit asset management plans, complementary regional planning processes, GIS databases, or local initiatives.

- Start with national measures and other statewide base measures and incrementally add regional measures that further communicate goals.

- Emphasize internal cross-function coordination and increase external collaboration with new partners and stakeholders.

- Dedicate resources to managing data, processes, and people. A performance-based approach may take additional organizational resources or at least a redistribution of existing resources within the MPO.

- Provide clear visuals and communication of performance decisions and impacts to help stakeholders and decision-makers better understand the tradeoffs and impacts of decisions.

- A performance-based process alone, without sufficient resources or regional cooperation, will not drive better performance results. However, this approach can help communicate financial needs and illustrate performance impacts.

- Prepare for an iterative and evolutionary period of adjustment as the performance approach is continually implemented and prior planning processes, projects, procedures, and protocols are continually revaluated.

2019 System Performance Report

2045 Regional Transportation Plan

North Front Range
Metropolitan
Planning
Organization

Table of Contents

Table of Figures

Performance Measure Scorecard

Category	Performance Measure	Benchmark*	Target	Status	Page
Highway Safety	Number of fatalities	600	644	✔	8
	Rate of fatalities per 100M VMT	1.09	1.20	✔	9
	Number of serious injuries	2,340	2,909	✔	10
	Rate of serious injuries per 100M VMT	4.384	5.575	✔	11
	Number of non-motorized fatalities and serious injuries	512	514	✔	12
Bridge and Pavement Condition	Percent of Interstate pavement in Good condition	42.4%	47%	✖	14
	Percent of Interstate pavement in Poor condition	0.98%	1%	✔	14
	Percent of Non-Interstate NHS pavement in Good condition	41.4 %	51%	✖	14
	Percent of Non-Interstate NHS pavement in Poor condition	2.21%	2%	⊖	14
	Percent of NHS bridges in Good condition	47.4%	44%	✔	14
	Percent of NHS bridges in Poor condition	3.8%	4%	✔	14
System Performance	Percent of person-miles traveled on Interstate system that are reliable	80.7%	81%	⊖	15
	Percent of person-miles traveled on non-Interstate system that are reliable	86.2%	64%	⊖	15
	Truck travel time reliability index	1.37	1.5	✔	15
	VOC Reduction	672.780 kg/day	105.000 kg/day	⊖	15
	CO Reduction	9,998.719 kg/day	1,426.000 kg/day	⊖	15
	NOx Reduction	1,663.534 kg/day	105.000 kg/day	⊖	16

Status Key: ✔ **Achieved** ⊖ **In Progress** ✖ **Negative**

Category	Performance Measure	Benchmark*	Target	Status	Page
Regional Performance Measures	Population within publicly-operated paratransit and demand response service area within the NFRMPO boundary	65.1%	≥ 75%	✗	19
	Non-motorized facility miles	3,352	↑ 50%	⊖	19
	Percent of non-single occupant vehicle commuter trips	23%	≥ 25%	⊖	19
	Fixed-route revenue hours per capita within service areas	0.65	↑ 10%	⊖	19
	Daily VMT per capita	24	≤ 24	✓	19
	Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters	0	0	✓	20
	Travel Time Index on RSCs	90%	90% ≤ 1.5	✓	20
	Miles of fiber for connected roadways		250 miles		20

Status Key: ✓ **Achieved** ⊖ **In Progress** ✗ **Negative**

Agency	Percent Revenue vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target	Status	Page
Transfort	Bus	15	25%	✗	17
	Articulated Bus	17		✓	
	Cutaway	12		✓	
	Automobile	10		n/a	
	Minivan	10		n/a	
	Truck/SUV	10		n/a	
GET	Bus	14	5%		17
	Cutaway (Fixed-Route)	7	10%		
	Cutaway (Paratransit)	8	20%		
Statewide Tier II	Bus	14	20%	✓	17
	Cutaway	10	7%-20%	✗	
	Automobile	8	50%	N/A	
	Minivan	8	38%	✓	

Status Key: ✓ **Achieved** ⊖ **In Progress** ✗ **Negative**

Agency	Percent Service Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	Target	Status	Page
Transfort	Automobile	10	25%	✗	18
	Truck and other rubber-tire vehicles				
GET	Equipment	10	1%		18
Statewide Tier II	Automobile	8 to 14	28%	✓	18
	Truck and other rubber-tire vehicles				

Status Key: ✓ **Achieved** ⊖ **In Progress** ✗ **Negative**

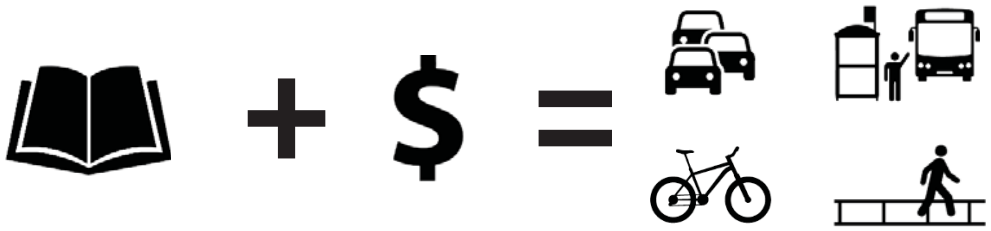
Agency	Percent Passenger and Maintenance Facilities Rated Below Condition 3	Target	Status	Page
Transfort	Passenger Facility	25%	✓	19
	Passenger Parking		n/a	
	Maintenance		✓	
	Administrative		n/a	
GET	Administrative	10%	✓	19
Statewide Tier II	Passenger Facility	19%	n/a	19
	Passenger Parking		n/a	
	Maintenance		✓	
	Administrative		n/a	

Status Key: ✓ **Achieved** ⊖ **In Progress** ✗ **Negative**

Introduction

Performance measures at the local, regional, state, and federal levels are based on the Transportation Performance Management (TPM) approach set forth by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). TPM is a strategy which helps decisionmakers understand the impacts of transportation investment decisions based on data and objective information. A graphical representation of TPM is shown in **Figure 1**. This *2019 System Performance Report* is drafted to make the connection between data and research, the transportation system, investments, and system performance.

Figure 1: Transportation Performance Management



Objective Data and Research | **Investment** | **Transportation system performing for all users**

The North Front Range Metropolitan Planning Organization (NFRMPO) works with the Colorado Department of Transportation (CDOT), its member communities, transit agencies, and the general public to establish targets based on the federally-required and regionally-selected performance measures for the region shown in **Figure 2**. The NFRMPO has 180 days to set targets after CDOT adopts Statewide targets to adopt its own regional targets or agree to support CDOT's targets. CDOT sets targets for the NHS, shown in **Figure 3**. These targets form part of the NFRMPO's Goals, Objectives, Performance Measures, and Targets (GOPMT), which was first established in the *2040 Regional Transportation Plan (RTP)*.

As of the adoption of the *2045 RTP*, the federally-required performance measures are divided into four categories, which include:

- Highway Safety
- Pavement and Bridge Condition
- System Performance
- Transit Asset Management (TAM).

These four categories, in addition to regionally-identified performance measures, make up the chapters of this *2019 Systems Performance Report*.

Figure 2: NFRMPO Region

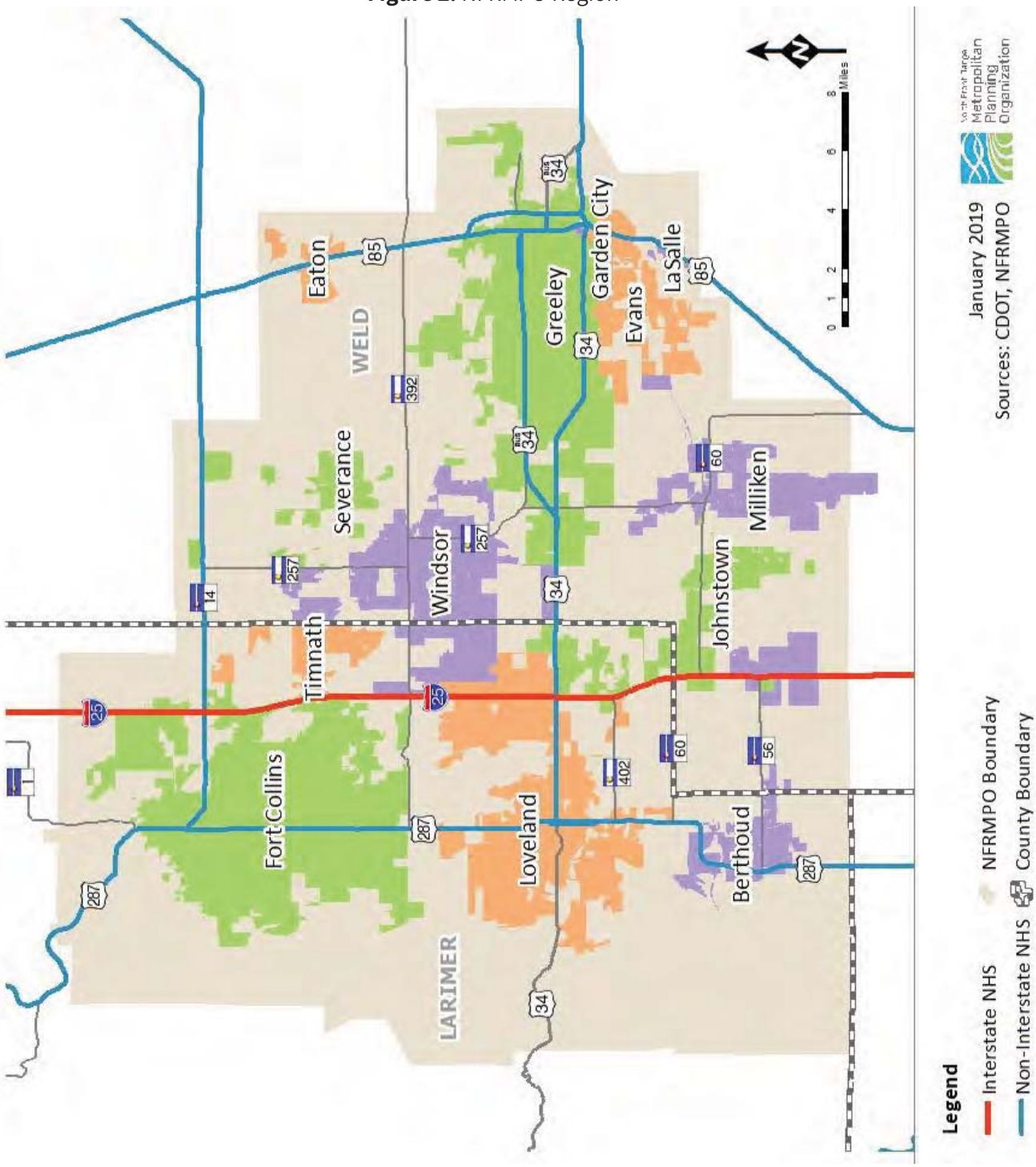


Figure 3: Statewide NHS System

Process

The NFRMPO worked with CDOT, local agency, and transit staff to collect data on current conditions and to identify long-term needs. This data was presented to the NFRMPO's Technical Advisory Committee (TAC), which provided guidance on how to set targets. TAC's recommendation was taken to the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC, known as the Planning Council) for further discussion and adoption. Memos were included each of TAC and Planning Council's meeting packets for Discussion and Adoption. In the future, the NFRMPO expects to include a more robust public outreach process to ensure targets match the expectation of residents prior to adoption.

The NFRMPO can set regional targets or adopt the Statewide targets for Highway Safety, Bridge & Pavement Condition, and System Performance measures. The NFRMPO set targets by agreeing to program projects to help achieve the Statewide targets. For the transit measures, the NFRMPO worked with the transit agencies in the region and adopted each transit agency's targets as the regional target.

Highway Safety and TAM targets must be adopted annually, while the NFRMPO adopts the Bridge & Pavement Condition and System Performance measures every four years. These new targets will be reflected in the next Systems Performance Report to be completed in 2023.

Impact on NFRMPO Planning Process

The RTP and the Transportation Improvement Program (TIP) both acknowledge the need to invest in the regional transportation system. Projects are programmed into the short-range and long-range documents to move the region toward achieving targets set as part of this TPM process. The impact of TIP projects on performance measures and target achievement is explained in the TIP Narrative, available at https://nfrmpo.org/tip/.

Target Achievement

This Systems Performance Report uses a three-tier grading system: ✔ means the State or the NFRMPO region has achieved the target based on baseline data; ⊖ means the State or the NFRMPO is making progress and is trending in the proper direction or is close to achieving a target but has not yet; and ✖ means the target has not been achieved and not enough progress has been made.

GOPMT

The GOPMT is the guiding policy of transportation investments in the region and has been updated based on the guidance provided for performance measures and targets. The most recent GOPMT was adopted by the Planning Council on October 4, 2018. **Figure 3** shows the GOPMT as adopted by the Planning Council. Each performance measure and target apply to an MPO and national goal as well as an objective.

Figure 4: GOPMT Framework

	Goal Area 1 Economic Development Quality of Life					**Goal Area 2** Mobility			**Goal Area 3** Multi-Modal			**Goal Area 4** Operations		
MPO Goal	Foster a transportation system that supports economic development and improves residents' quality of life					Provide a transportation system that moves people and goods safely, efficiently, and reliably.			Provide a multimodal system that improves accessibility and transportation system continuity.			Optimize operations of transportation facilities		
National Goals	Infrastructure condition					Safety			Infrastructure condition			Congestion Reduction		
	Freight movement and economic vitality					Congestion Reduction			System reliability			Freight Movement and Economic Vitality		
	Environmental Sustainability					System Reliability						Reduced Project Delivery Delays		
Objectives	Conform to air quality requirement	Maintain transportation infrastructure and facilities			Increase investment in infrastructure	Reduce number of severe traffic crashes	Reduce congestion	Improve travel time reliability	Support transportation services for all including the most vulnerable and transit-dependent populations	Increase mode share of non-single occupancy vehicles (SOV) modes	Develop infrastructure that supports alternate modes and connectivity	Optimize the transportation system	Enhance transit service in the NFR region	Reduce project delivery time frame
Performance Measures & Targets	Air Quality	Pavement	Bridge	Transit	Region	Safety	Reliability	Reliability	Region	Region	Region	Reliability	Region	Region

Background Information

The following explain the intention of the performance measures in the following sections.

- **Federal-aid highway program –** The federal-aid highway program includes the Interstate Highway System, primary highways, and secondary local roads.
- **National Highway System (NHS) –** The NHS is a network of roadways important to the nation's economy, defense, and mobility. **Figure 2** shows the NHS network in the North Front Range region.
- **Person-miles –** Person-miles are the distance traveled by each individual person. For example, a bus carrying five people traveling one mile is five person-miles while one person driving his or her car one mile is one person-mile.
- **Reliability –** Reliability is the ratio of the 80th percentile travel time (a particularly bad day) to the 50th percentile travel time (a normal day). If the ratio is less than 1.5, the roadway segment is considered reliable.
- **Vehicle Miles Traveled (VMT) –** VMT is the distance traveled by a vehicle, no matter the occupancy of the vehicle. For example, if a car travels one mile, that is 1 VMT regardless if there is one person in the car or if there are five.

Scenario Planning

The NFRMPO uses scenario planning as a technique for future planning in the *2045 RTP*. Based on public input, scenarios are designed and run using the NFRMPO's Land Use Allocation Model (LUAM) and the Regional Travel Demand Model (RTDM). Both models use 2015 as a base year for data and can take into consideration changing demographics, roadway and transit improvements, and changes in travel behavior. The NFRMPO's RTP must be fiscally-constrained, meaning the desired scenario will be one which considers current and future funding levels to afford projects.

Highway Safety

Highway safety targets are concerned with incidents involving motor vehicles on all local, state, and Interstate roads. The NFRMPO adopted highway safety targets by agreeing to support the State targets. Unlike the other performance measures, Highway Safety measures must be adopted on an annual basis rather than the two- and four-year basis. The following targets are the 5-year rolling averages for 2015-2019. Data for the NFRMPO-specific region is provided as it is available for informational purposes only.

Important trends to note for Highway Safety Targets:

- VMT has increased throughout Colorado, meaning vehicles are traveling farther each day and/or there are more vehicles on the road.

Sample strategies and projects in place to improve highway safety in the NFRMPO region include:

- The Colorado Legislature established the Road Safety Fund as part of the FASTER program to support the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street.
- Safe Routes to School funds projects which improve connections for pedestrians and cyclists to local schools.
- The *I-25 North Express Lanes* project will feature safety improvements along one of the most heavily-trafficked corridors in Northern Colorado.
- Improvements along US85 between Weld County, CDOT, and the Union Pacific Railroad will streamline railroad crossings in the corridor, reducing the number of at-grade railroad crossings.

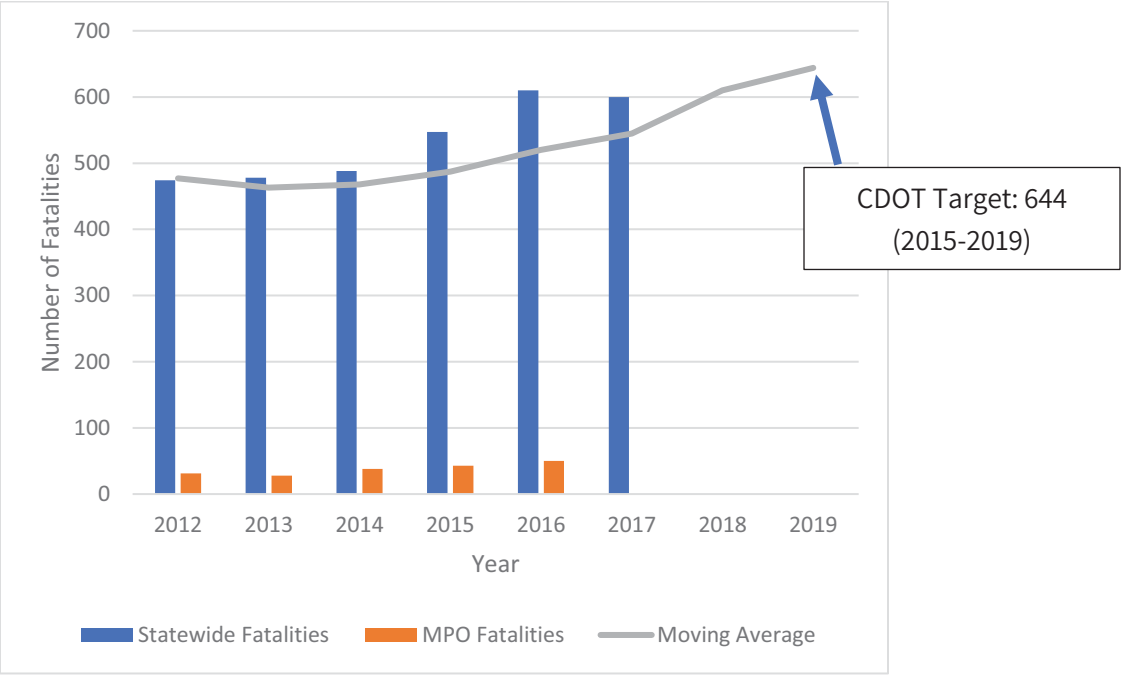
Number of Fatalities

Number of fatalities on all public roads is measured using a five-year rolling average. This smooths out fluctuations in the number of crashes over time. Unfortunately, fatal crashes in Colorado have increased in each year and it is expected to continue increasing. Fatal crashes are reported in the Fatality Analysis reporting System (FARS), with the data then analyzed by CDOT.

Desired Statewide trend: Decrease
Current Statewide trend: Increase

Desired Regional trend: Decrease
Current Regional trend: Increase

Figure 5: Number of Fatalities



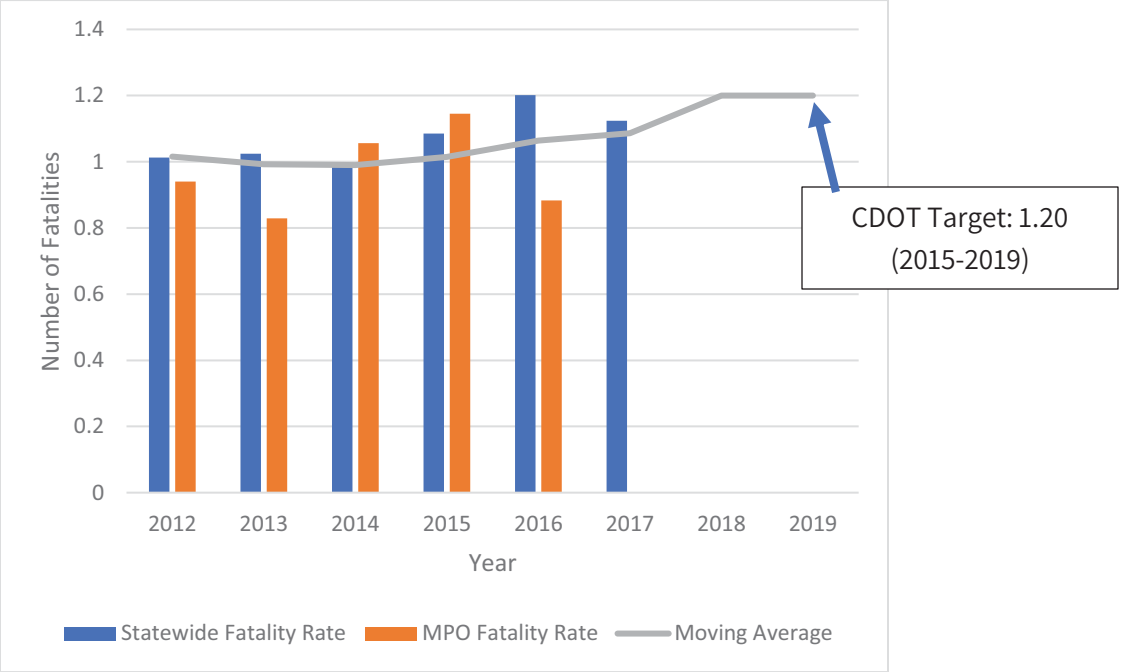
Rate of Fatalities per 100 Million VMT

Converting numbers to rates adds context – for example, understanding the number of fatal crashes in the context of how many miles are driven can indicate the relative safety of the system. VMT has increased across the State in recent years as have crashes.

Desired Statewide trend: Decrease
Current Statewide trend: Increase

Desired Regional trend: Decrease
Current Regional trend: *??*

Figure 6: Rate of Fatalities per 100M VMT



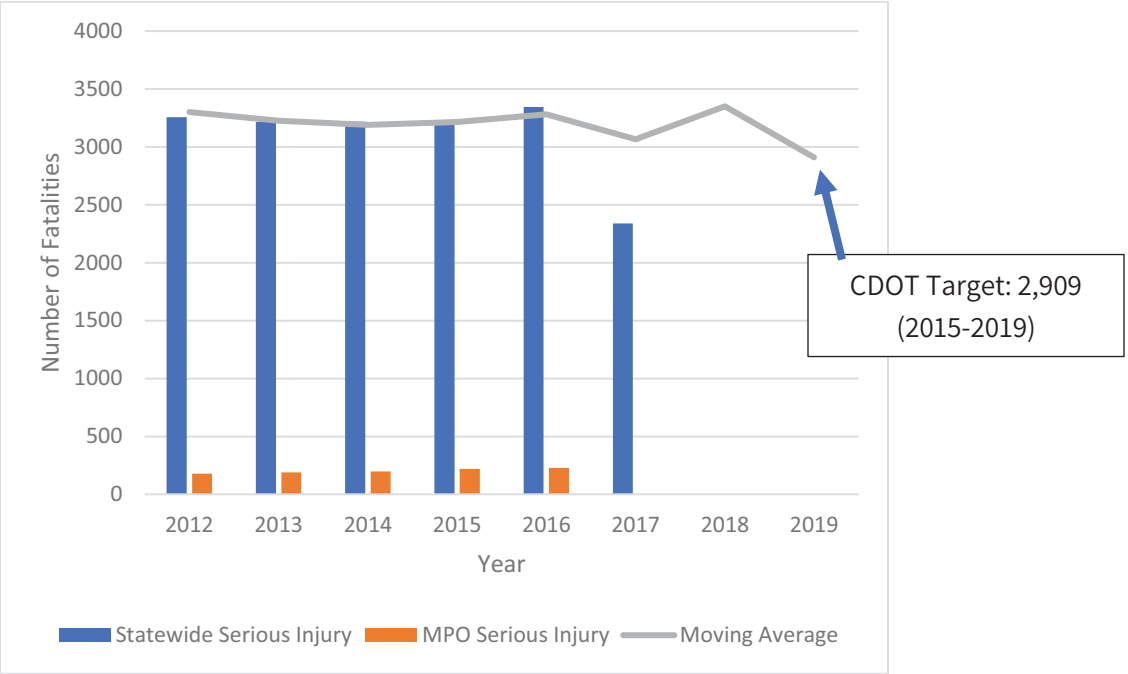
Number of Serious Injuries

Serious injury crashes include any injury other than a fatal injury which prevents the injured person from walking, driving, or from performing other activities which they performed before the accident. Statewide serious injury crashes generally decreased over the 2012-2017 time period.

Desired Statewide trend: Decrease
Current Statewide trend: Decrease

Desired Regional trend: Decrease
Current Regional trend: Increase

Figure 7: Number of Serious Injury Crashes



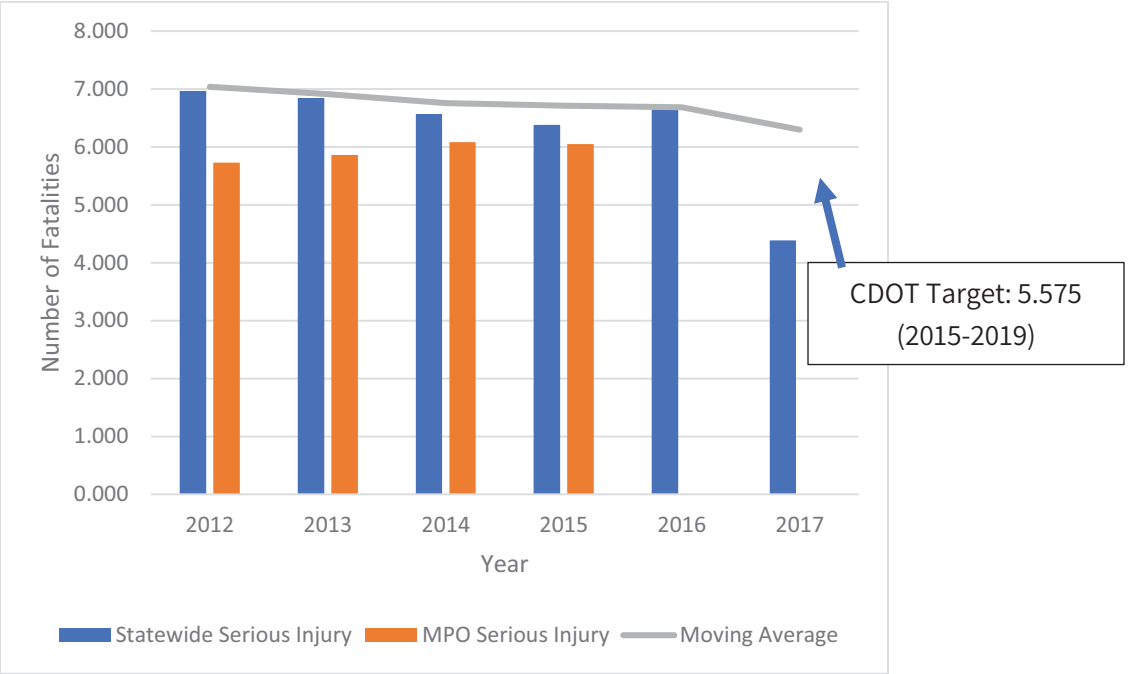
Rate of Serious Injuries per 100 million VMT

Serious injury crashes are including any injury other than a fatal injury which prevents the injured person from walking, driving, or from performing other activities which they performed before the accident. Statewide serious injury crashes generally decreased over the 2012-2017 time period.

Desired Statewide trend: Decrease
Current Statewide trend: Decrease

Desired Regional trend: Decrease
Current Regional trend: Increase

Figure 8: Rate of Serious Injuries per 100 million VMT



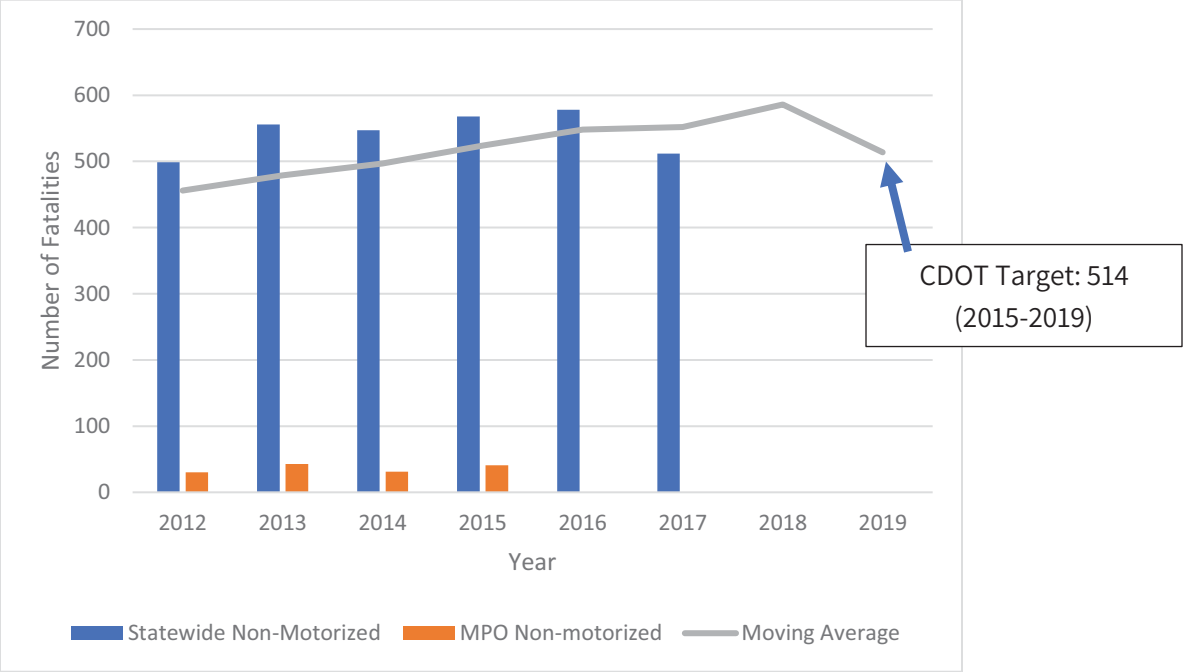
Number of Non-motorized Fatalities and Serious Injuries

Serious injury crashes are including any injury other than a fatal injury which prevents the injured person from walking, driving, or from performing other activities which they performed before the accident. Statewide serious injury crashes generally decreased over the 2012-2017 time period.

Desired Statewide trend: Decrease
Current Statewide trend: Decrease

Desired Regional trend: Decrease
Current Regional trend: Increase

Figure 9: Number of Non-motorized Fatalities and Serious injuries



Pavement and Bridge Condition

Pavement and Bridge Condition are measured solely for the Interstate and non-Interstate NHS for the purposes of this System Performance Report. The Statewide NHS system is shown in **Figure 3** and the NFRMPO NHS System is shown in **Figure 2**.

Pavement condition is measured using data submitted to the Highway Performance Monitoring System (HPMS), specifically the International Roughness Index (IRI), cracking percent, faulting, and rutting. The IRI is a system used to evaluate and manage the road system, while cracking percent, faulting, and rutting address various aspects of pavement condition. FHWA set certain metric thresholds in the final rule, defining good, fair, and poor conditions for each of these measurements. **Table 1** shows the metric categories for good, fair, and poor conditions used as part of this performance measure.

Table 1: Pavement Condition Metric Thresholds

	Good	Fair	Poor
IRI	<95	95-170	>170
Cracking Percent	<5	Concrete: 5-10	>10
		Jointed: 5-15	>15
		Asphalt: 5-20	>20
Rutting	<0.20	0.20-0.40	0.40
Faulting	<0.10	0.10-0.15	>0.15

Source: FHWA, 2019.

Bridge condition is measured using data reported to the National Bridge Inventory (NBI). The NBI is a rating scale from zero to nine, rated good, fair, and poor. Deck, superstructure, substructure, and culvert condition are graded and FHWA set the following thresholds. **Table 2** shows the thresholds for Bridge Condition metrics.

Table 2: Bridge Condition Metric Thresholds

	Good	Fair	Poor
Deck	≥ 7	5 or 6	≤ 4
Superstructure	≥ 7	5 or 6	≤ 4
Substructure	≥ 7	5 or 6	≤ 4
Culvert	≥ 7	5 or 6	≤ 4

Source: FHWA, 2019.

Strategies within the NFRMPO region to improve pavement and bridge condition include:

- CDOT repaved US287 within Loveland, Larimer County, and Fort Collins, and US85 between Greeley and Ault between 2016 and 2018.
- A number of bridges and much of the pavement along I-25 will be rebuilt or improved as part of the *I-25 North Express Lanes* Project between Johnstown and Fort Collins.
- Larimer County set a goal in its *2013-2018 Strategic Plan* to ensure all public bridges on heavily-traveled public roads in unincorporated Larimer County to be structurally sufficient by 2020.
- Weld County maintains a pavement management goal in its *2017-2021 Strategic Plan* as well as inspection and development of bridge engineering.

Percent of Interstate pavement in Good Condition

Statewide Baseline: 43.09% **Statewide Target**: 47% **Status**:

Percent of Interstate pavement in Poor Condition

Statewide Baseline: 0.51% **Statewide Target**: 1% **Status**:

Percent of Non-Interstate NHS pavement in Good Condition

Statewide Baseline: 49.4% **Statewide Target**: 51% **Status**:

Percent of Non-Interstate NHS pavement in Poor Condition

Statewide Baseline: 12.7% **Statewide Target**: 2% **Status**:

Percent of NHS bridges in Good Condition

Statewide Baseline: 47.2% **Statewide Target**: 44% **Status**:

Percent of NHS bridges in Poor Condition

Statewide Baseline: 3.8% **Statewide Target**:4% **Status**:

System Performance

A reliable transportation system is important for all aspects of the State's economy and quality of life.

Travel time reliability indexing (TTRI) is a multi-stepped process to determine the ratio of peak travel periods to normal travel periods. Travel time reliability is calculated using the following equation:

$$Travel\ Time\ Reliability = \frac{80th\ Percentile\ Travel\ Time}{50th\ Percentile\ Travel\ Time}$$

Travel time is reported using the National Performance Management Research Data Set (NPMRDS) and is collected in 15-minute segments during all time periods between 6:00 a.m. and 8:00 p.m. local time. The 80th Percentile Travel Time represents congested periods, while the 50th Percentile Travel Time represents the average travel time. "Reliable" is considered a TTRI below 1.5.

Important to note is the National Performance Measures Research Data Set (NPMRDS) switched from using HERE data to INRIX data between 2016 and 2017. The updated data provided additional information and caused large jumps in reliability estimates.

Example projects and strategies to improve reliability in the NFRMPO region include:

- Investment in ITS and improved traffic signals throughout Fort Collins, Loveland, and Greeley to balance traffic needs.
- *I-25 North Express Lanes* project will add a managed lane between Johnstown and Fort Collins adding additional capacity.

Percent of person-miles traveled on Interstate system that are reliable

Statewide Baseline: 80.7% **Statewide Target**: 81.0% **Status**:

Percent of person-miles traveled on non-Interstate system that are reliable

Statewide Baseline: 86.2% **Statewide Target**: 64.0% **Status**:

Truck travel time reliability index (TTTRI)

Statewide Baseline: 1.37 **Statewide Target**: 1.5 **Status**:

The following performance measures are required because the NFRMPO is part of the Denver Metro-North Front Range 8-Hour Ozone Nonattainment Area and the cities of Fort Collins and Greeley are both Maintenance Areas for Carbon Monoxide. Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) are criteria pollutants for ozone. Because of the Maintenance Areas and the Nonattainment Area, the NFRMPO receives Congestion Mitigation and Air Quality (CMAQ) funding and must estimate the reductions in criteria pollutants during the project selection process.

Volatile Organic Compounds (VOC) Reduction

Statewide Baseline: 672.78 kg/day **Statewide Target**: 105 kg/day **Status**:

Carbon Monoxide (CO) Reduction

Statewide Baseline: 9,998.719 kg/day **Statewide Target**: 1,426 kg/day **Status**:

Nitrogen Oxides (NOx) Reduction

Statewide Baseline: 672.780 kg/day **Statewide Target**: 105 kg/day **Status**:

Transit Asset Management

The NFRMPO region decided to keep each transit agency separate regarding performance measures. COLT and the VanGo™ program elected to join the Statewide Tier II TAM Plan and to support Statewide targets, while Transfort and GET elected to draft their own TAM plans.

The transit agencies each identified their current and expected needs and use the National Transit Database (NTD) to report data to FTA. This data is meant to help transit agencies identify need and invest limited funds where they are needed most. Anticipated Useful Life Benchmarks are identified by the FTA, but each agency identifies their needs and funding capabilities. These targets are set yearly by the transit agencies and then reported to the NFRMPO. The NFRMPO will report these targets with each update to the Systems Performance Report.

Strategies to improve transit investment include using Congestion Mitigation and Air Quality (CMAQ) funding to purchase new buses, assisting the transit agencies in purchasing new buses, and ensuring transit investments are represented in the *2045 RTE* and the *2045 RTP*.

Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark

Revenue vehicles are vehicles providing revenue service, namely those vehicles which directly provide transit service to customers. A useful life benchmark (ULB) estimates how many years that vehicle can be in service and still be in a state of good repair. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs. ULBs are derived from FTA's Transit Economic Requirements Model (TERM).

Table 3 : Percent Revenue vehicles Meeting or Exceeding Useful Life Benchmark

Agency	Vehicle Type	Useful Life Benchmark	Target
GET	Bus	14	5%
	Cutaway (Fixed Route)	7	10%
	Cutaway (Paratransit)	8	20%
Statewide Tier II	Bus	14	20%
	Cutaway	10	7% - 20%
	Automobile	8	50%
	Minivan	8	38%
Transfort	Bus	15	25%
	Articulated Bus	17	
	Cutaway	12	
	Automobile	10	
	Minivan	10	
	Truck/SUV	10	

Percent Service Vehicles Meeting or Exceeding Useful Life Benchmark

FTA defines service vehicles as vehicles used to indirectly deliver transit service, maintain revenue vehicles, and perform transit-oriented administrative activities.

Table 4: Percent Service Vehicles Meeting or Exceeding Useful Life Benchmark

Agency	Vehicle Type	Useful Life Benchmark	Target
GET	Equipment	10	1%
Statewide Tier II	Automobile, Truck, and other rubber tire vehicles	8 – 14	28%
Transfort	Automobile, Truck, and other rubber tire vehicles	10	25%

Percent Passenger and Maintenance Facilities Rated Below Condition 3

Passenger and maintenance facilities include transit stations and centers, park-n-ride lots and garages, maintenance facilities, and administrative offices. The FTA provides grading criteria in its Facility Condition Assessment Guidebook, leading to the TERM five-point scale. Condition 3 is considered "Adequate".

Table 5: Percent Passenger and Maintenance Facilities Rated Below Condition 3

Agency	Vehicle Type	Target
GET	Administrative	10%
Statewide Tier II	Passenger Facility	19%
	Passenger Parking	
	Maintenance	
	Administrative	
Transfort	Passenger Facility	25%
	Passenger Parking	
	Maintenance	
	Administrative	

Regional Performance Measures

All the previously-identified performance measures relate back to federally-required performance measures; however, the NFRMPO region identified the following performance measures as important to the benefit of the transportation system in Northern Colorado.

Population within Publicly-Operated Paratransit and Demand Response Service Area Within the NFRMPO Boundary

Population for the paratransit and demand response service area are taken from the National Transit Database for the most recent year, while the population for the overall NFRMPO region is taken from Department of Local Affairs (DOLA) estimates. Current investments call for commuter transit investments which do not have a requirement for complementary ADA paratransit.

Baseline: 63% **Target**: At least 75% **Status**:

Fixed-route Revenue Hours per Capita within Service Areas

Population in the NFRMPO region is growing at a quick rate, while investment in transit is holding steady. Investments like the Poudre Express service between Fort Collins, Windsor, and Greeley will increase transit revenue hours at a regional level.

Baseline: 0.65 **Target**: Increase by 10% **Status**:

Non-Motorized Facility Miles

Non-motorized facilities include sidewalks, trails, and bike lanes. The region has invested heavily in implementing the *2013 Bike Plan* and *2016 Non-Motorized Plan* regional trails, while individual communities have worked to ensure connectivity within their communities.

Baseline: 3,352 miles **Target**: Increase by 50% **Status**:

Percent of Non-Single Occupant Vehicle Commuter Trips

Percent of non-single occupant vehicle commuter trips is a required performance measure for urbanized areas (UZAs) with more than 1,000,000 residents, but the NFRMPO will be required to set a target for this performance measure in 2022 (the second reporting period). As a result, the NFRMPO has decided to include a target for the lifespan of the *2045 RTP*.

Baseline: 23% **Target**: At least 25% **Status**:

Daily VMT per Capita

VMT is estimated using the NFRMPO's Regional Travel Demand Model (RTDM), data provided by CDOT, and Census data. Population is estimated by DOLA. Investments should be made to ensure residents do not need to drive as far to run errands, commute, go to school, etc.

Baseline: 24 **Target**: 24 **Status**:

Federally-Funded Projects within the NFRMPO Boundary Reported as Financially Inactive for more than Three Quarters

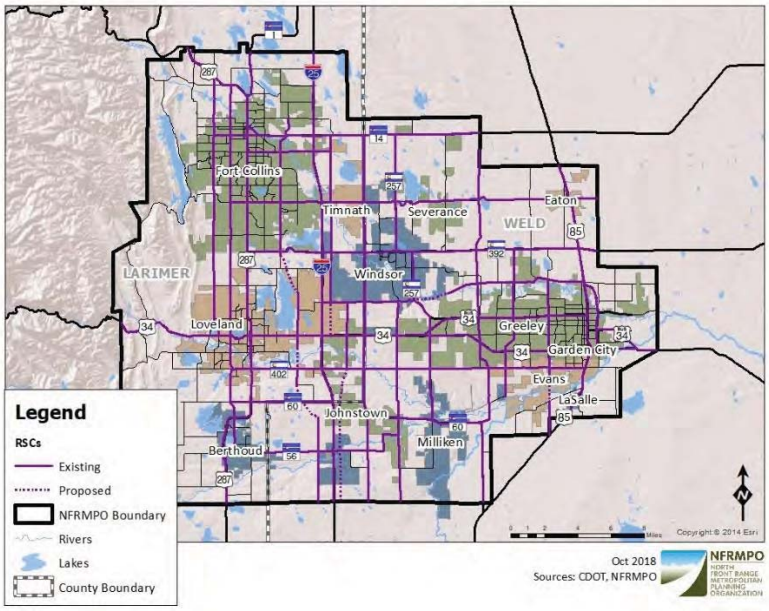
CDOT tracks financially inactive projects and reports them to the NFRMPO's Technical Advisory Committee (TAC) quarterly. Projects on this list have not billed within a certain amount of time.

Baseline: 0 **Target**: 0 **Status**: ✅

Travel Time Index on RSCs

Regionally Significant Corridors (RSCs) include all Interstates, US, and State Highways; and roadways which are eligible to receive federal aid, connect more than one governmental jurisdiction and/or activity center, will be completely built by 2045, and serve regional traffic. The 2040 RSCs are shown in **Figure 10**. Travel Time Index (TTI) measures the ratio of peak-period travel time to the free flow travel time, with peak period being defined as 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. Travel time data is not available for all RSCs, so a sampling is done and extrapolated to all RSCs.

Figure 10: 2040 RTP RSCs



Baseline: 90% of RSCs have a TTI $\leq$ 1.5 **Target**: 90% **Status**: ✅

Miles of Fiber for Connected Roadways

CDOT is investing heavily in their RoadX program, partnering with public and private organizations around the State to utilize technology in lieu of additional lane miles or other investments. Limited transportation funding at the State level means CDOT must find other ways to improve travel throughout the State.

Baseline: Under development **Target**: 250 miles **Status**: ??

SUPPLEMENTAL SERVICES FOR 2045 LRTP UPDATE Wilson & Company Fee Breakdown by Task/Subtask	Wilson & Company					
Labor Tasks & Hours Budget	**Project Manager**	**Technical Writer**	**CADD/GIS/ Graphics**	**Project Controller**	**Project Hours (ALL)**	**Labor Cost**
Raw	**$75.52**	**$25.72**	**$41.08**	**$33.68**		
Multiplier (Overhead + Fee)	**2.9534**	**2.9534**	**2.9534**	**2.9534**		
Loaded Rate	**$223.04**	**$75.96**	**$121.33**	**$99.47**		
Billable Hourly Rate	**$223.04**	**$75.96**	**$121.33**	**$99.47**		
Task A: Project Management and Coordination						
Task A.1 Project Management						
Task A.1.1 Project Setup	0	0	0	2	2	$ 200
Task A.1.2 Project Schedule/Schedule Tracking	2	0	0	0	2	$ 450
Task A.1.3 Project Budget Tracking/Invoicing	0	0	0	2	2	$ 200
Task A.2 Project Coordination						
Task A.2.1 Presentation to TAC/Board for Approval	8	0	0	0	8	$ 1,780
Task A.2.2 Biweekly Progress Meetings	4	0	0	0	4	$ 890
Total Task A: Project Management and Coordination	**14**	**0**	**0**	**4**	**18**	**$ 3,520**
Task B: 2045 LRTP/PACOG Website Tasks						
Task B.1 2045 LRTP Website Updates	8	0	4	0	12	$ 2,270
Task B.2 Reformat 2045 LRTP as MPO Website	16	0	16	0	32	$ 5,510
Task B.3 Train Staff for MPO Website Maintenace	8	0	0	0	8	$ 1,780
Total Task B: 2045 LRTP/PACOG Website Tasks	**32**	**0**	**20**	**0**	**52**	**$ 9,560**
Task C: 2045 LRTP Update Additional Tasks						
Task C.1 System Performance Report Appendix						
Task C.1.1 Performance Data Collection	0	40	0	0	40	$ 3,040
Task C.1.2 Prepare Scorecard and Supporting Maps	0	0	40	0	40	$ 4,850
Task C.1.3 Develop Report/Appendix	16	0	0	0	16	$ 3,570
Task C.1.4 Conduct QC Review of System Performance Report	0	16	0	0	16	$ 1,220
Task C.2 Update Transit Project/Funding for FY21- FY25						
Task C.2.1 Transit Project/Funding Data Collection	8	0	0	0	8	$ 1,780
Task C.2.2 Prepare/QC Update of Transit Projects (Chapters 8, 9 & 12)	8	0	0	0	8	$ 1,780
Task C.3 Update Human Service Transportation Plan Appendix						
Task C.3.1 Human Services Transit Data Collection	16	0	0	0	16	$ 3,570
Task C.3.2 Prepare/QC Update of Human Services Transportation Plan Appendix	16	24	8	0	48	$ 6,360
Total Task C: Review and Analysis	**64**	**80**	**48**	**0**	**192**	**$ 26,170**
Total Hours / Labor Cost	**110**	**80**	**68**	**4**	**262**	**$ 39,260**
Total - Direct Labor Costs (Billable Hourly Rate x Total Hours)	**$ 24,534**	**$ 6,077**	**$ 8,250**	**$ 398**		
Total - Direct Expenses	1-Year Subscription (wix.com) 1-Year Domain Renewal ($25/Year)				**$ 240** **$ 25**	
Total Budget Summary						
Labor Expenses						$ 39,260
Direct Expenses						$ 240
Grand Total						**$ 39,500**

Derivation of Cost **WSP / 2020**

Notes / M Lupa Jan 20, 2020

Raw Rates January 2020 per Diana Marshall

We are using the audited 135.47% rate with CDOT because they annually approve OH and approve employee rates and these are what is currently approved

The 135.47% doesn't include FCCM. That is an additional 0.59% and takes the total to 136.06%.

Staff	Loaded Rate	Raw Rate	Overhead Rate	Fee			
Mary Lupa	$175.90	$67.74	1.3606	10.00%	175.8977484	2.5967	$175.90
Charles Gorugantula	$148.22	$57.08	1.3606	10.00%	148.2173528	2.5967	$148.22
Adam Miliszewski	$100.00	$38.51	1.3606	10.00%	99.9973766	2.5967	$100.00
Lisa Hummel	$103.66	$39.92	1.3606	10.00%	103.6586672	2.5967	$103.66

Derivation of Cost **WCI / 2020**

We are using the audited 167.84% rate with CDOT because they annually approve OH and approve employee rates and these are what is currently approved

The 167.84% doesn't include FCCM. That is an additional 0.65% and takes the total to 168.49%.

Staff	Loaded Rate	Raw Rate	Overhead Rate	Fee			
Scott Asher	$225.28	$76.28	1.6849	10.00%	225.28	2.9534	$225.28
Maureen Paz de Araujo	$223.04	$75.52	1.6849	10.00%	223.04	2.9534	$223.04
Doug Eberhart	$200.95	$68.04	1.6849	10.00%	200.95	2.9534	$200.95
Tiffany Haugh	$121.33	$41.08	1.6849	10.00%	121.33	2.9534	$121.33
Marsha Sheldon	$99.47	$33.68	1.6849	10.00%	99.47	2.9534	$99.47
Wendy Schlosberg	$75.96	$25.72	1.6849	10.00%	75.96	2.9534	$75.96
Kevin Rayes	$84.23	$28.52	1.6849	10.00%	84.23	2.9534	$84.23
Amy Moran	$184.76	$62.56	1.6849	10.00%	184.76	2.9534	$184.76
Alex Arveson	$109.28	$37.00	1.6849	10.00%	109.28	2.9534	$109.28
Hannah Peakman	$0.00		1.6849	10.00%		2.9534	$0.00
Wendy Schlosberg	$103.37	$35.00	1.6849	10.00%	103.37	2.9534	$103.37
Wendy Schlosberg	$118.14	$40.00	1.6849	10.00%	118.14	2.9534	$118.14