Chapter

2

Section 4:
System Performance Report

GOPMT

The Goals, Objectives, Performance Measures, and Targets (GOPMT) are the guiding policy of transportation investments in the region. GOPMT are incorporated into the RTP, TIP, and associated NFRMPO plans and programs. The GOPMT for the 2050 RTP was adopted by the Planning Council on June 1, 2023, as shown in **Figure 2-27**. Each performance measure and target apply to at least one NFRMPO and national goal as well as an objective.

Figure 2-27: 2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT)

Safety	Regional Health	Mobility	Multimodal	Operations
Reduce the number of roadway related fatalities and serious injuries within the region	Improve economic development, residents' quality of life, and air quality	Move people and goods safely, efficiently, and reliably on a continuous transportation system	Improve accessibility of and access to transit and alternative modes of transportation	Optimize operations, planning, and funding of transportation facilities
Performance Measures				
Safety **Transit Safety** • Total Fatalities • Fatality Rate • Total Injuries • Injury Rate • Total Safety Events • Safety Event Rate • System Reliability/Major Mechanical Failures	**System Performance** • CMAQ Emissions Reductions • Non-SOV Travel • Peak Hour Excessive Delay **Regional PM** • Percent of Non-SOV Commuter Trips • Daily VMT per Capita	**Infrastructure Condition** **System Performance** • Peak Hour Excessive Delay • Truck Travel Time Reliability **Regional PM** • Travel Time Index on RSCs	**Regional PM** • Population served by paratransit • Fixed-route Revenue Hours per Capita within Service Areas • Non-Motorized Facility Miles • Daily VMT per Capita	**TAM** **System Performance** • Travel Time Reliability • Peak Hour Excessive Delay **Regional PM** • Projects Requiring more than One Extension • % of Devices Connected by Fiber on RSCs • Travel Time Index on RSCs

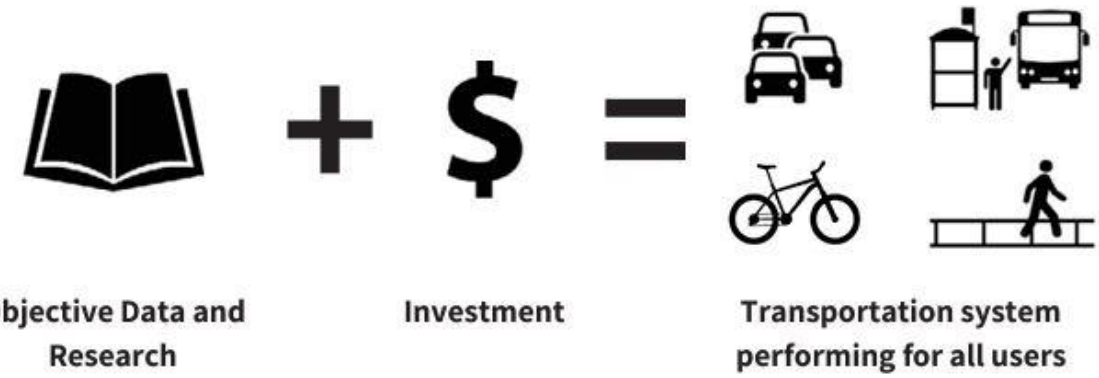
Goals and Objectives

Goals are the first step to supporting the vision statement, which can be found in **Chapter 1**. Goals address the key desired outcomes for the region. National goals are set in federal regulations, while the NFRMPO develops regional goals which address local needs and the federal Planning Factors. Objectives are needed to support and accomplish the established goals. For the 2050 RTP, the NFRMPO worked with Planning Council, TAC, and other stakeholders to ensure these goals reflect the region's current expectations.

Performance Measures and Targets

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 decision-makers understand the impacts of transportation investment decisions based on data and objective information. A graphical representation of TPM is shown in **Figure 2-**. This section shows the connection between data and research, the transportation system, investments, and system performance.

Figure 2-28: Transportation Performance Management



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 as shown in **Chapter 1**. 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 as shown in **Chapter 1**. These targets form part of the NFRMPO's GOPMT, which was first established in the 2040 Regional Transportation Plan (RTP).

As of the adoption of the 2050 RTP, the federally required performance measures are divided into five categories, which include:

- *PM1: Highway Safety*
- *PM2: Pavement and Bridge Condition*
- *PM3: System Performance*
- Transit Asset Management (TAM)
- Transit Safety

Process

The NFRMPO worked with CDOT, local agencies, 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 Planning Council) for further discussion and adoption. Memos were included in each of TAC and Planning Council's meeting packets for Discussion and Adoption.

The NFRMPO can set regional targets or support 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.

The NFRMPO must adopt *PM1: Highway Safety* targets annually, and the transit agencies must adopt TAM and Transit Safety targets. Transit agencies then report the targets to the NFRMPO, while the *PM2: Bridge & Pavement Condition* and *PM3: System Performance* measures are adopted every four years at

the start of each performance period. Targets for *PM2* and *PM3* are reevaluated by the state every two years and may be adjusted at that mid-point.

Impact on the 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 short-range and long-range documents to move the region toward achieving targets set as part of this TPM process.

Call for Projects

The programming stage of performance-based planning is carried out through the NFRMPO-administered Call for Projects in which federal and state funds are awarded for surface transportation projects. The NFRMPO awards funding from four federal programs: Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP). The NFRMPO also awards state funding from the Multimodal Transportation and Mitigation Options Funds (MMOF). Projects that receive funding through the Call for Projects process are required to contribute to the achievement of the performance measure targets.

Target Achievement

Every performance measure has a corresponding baseline and target. Baselines are important to establish how much progress is being made on a performance target. Baselines are set when the performance measures and targets are first set. The current status is the most recent data the NFRMPO has and is used to evaluate progress on target achievement. The federal performance measure targets are to be achieved by the end of the corresponding performance period, and the regional performance measures are meant to be achieved by 2050. The NFRMPO 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.

Background Information

The following describe 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.
- **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 their own 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 one VMT regardless of the number of people in the vehicle.

Scenario Planning

The NFRMPO uses scenario planning as a technique for future planning in the 2050 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 2019 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. Scenarios are explored in **Chapter 3**.

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 five-year rolling averages for 2019-2023. The baseline, target, and current status listed below represent the statewide crash trends.

Highway Safety targets are required by FHWA to be data-driven and non-aspirational. Though the NFRMPO recognizes there is no acceptable number of deaths and serious injuries on the roadway network, the NFRMPO follows the federal guidance on target setting for the Highway Safety targets. The CDOT sets targets for Highway Safety based on past trends and anticipated future trends forecasted from past data. The ultimate goal of the CDOT and the NFRMPO as detailed in the Safety section of this chapter are to continually work to reduce fatal and serious injuries on the roadway network

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.
- Fatal and serious injury numbers, along with VMT, were greatly affected in 2020 due the COVID-19 pandemic. Trends across the nation showed a decrease in VMT and an increase in fatal injury rates.

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

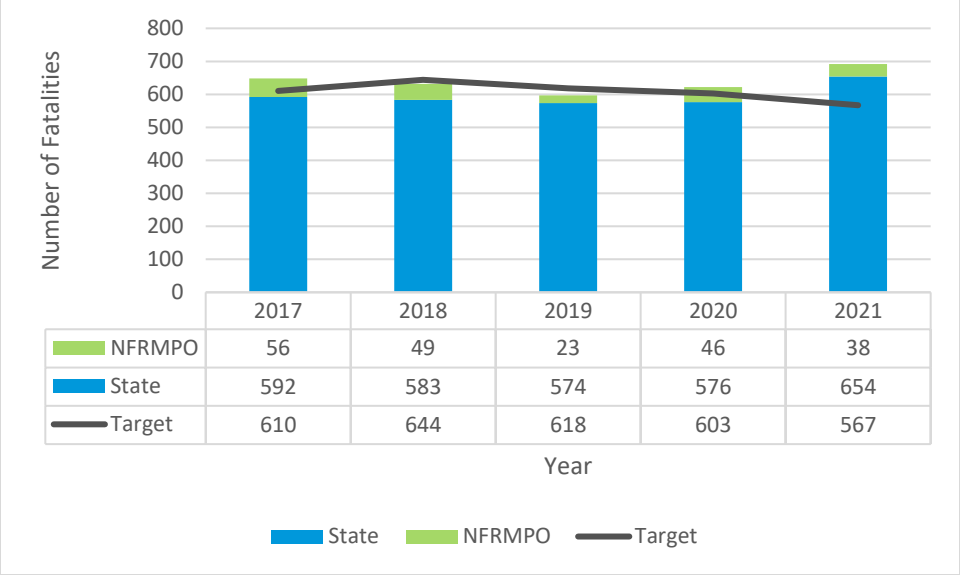
- In 2023, the City of Fort Collins adopted a Vision Zero Action Plan which aims to eliminate fatalities and serious injuries by 2032;
- Larimer County and the City of Greeley received Safe Streets for All (SS4A) grants in 2022 to create Safety Action Plans which will identify projects and set a goal for eliminating fatalities and serious injuries;
- Local communities can apply for Safe Routes to School funds, which improve connections for students and parents walking and biking to and from local schools. These funds have been used to address sidewalk gaps, safe crossings, and Safe Routes to School programming.
- Communities within the NFRMPO have received approximately $17.7M in FASTER funding for safety projects since 2019; and
- The NFRMPO adopted the NFRMPO Safety Vision: Toward Zero Deaths in 2020 outlining action steps to prioritize and enhance safety within NFRMPO plans and projects.

Number of Fatalities

The target for 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 continued to increase and it is expected to continue increasing for the foreseeable future. Fatal crashes are reported in the Fatality Analysis Reporting System (FARS), with the data then analyzed by CDOT.

Baseline:	Target:	Current Status:	Progress:
638	668	692	✖

Figure 2-29: Number of Fatalities

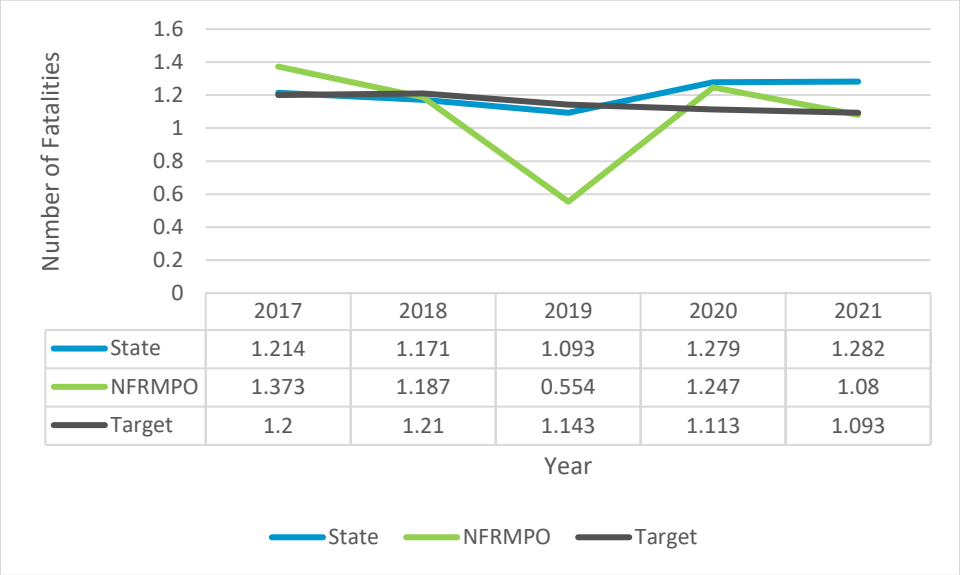


Rate of Fatalities per 100 Million VMT

Converting number 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 serious injury crashes.

Baseline:	Target:	Current Status:	Progress:
1.208	1.262	1.282	✖

Figure 2-30: Rate of Fatalities per 100M VMT

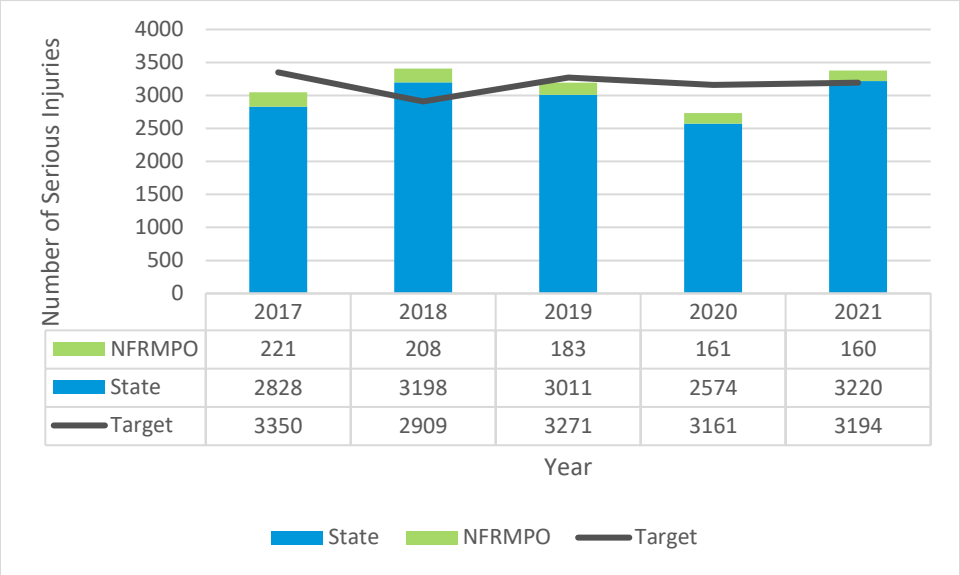


Number of Serious Injuries

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 crash.

Baseline:	Target:	Current Status:	Progress:
3,153	3,041	3,380	✖

Figure 2-31: Number of Serious Injury Crashes

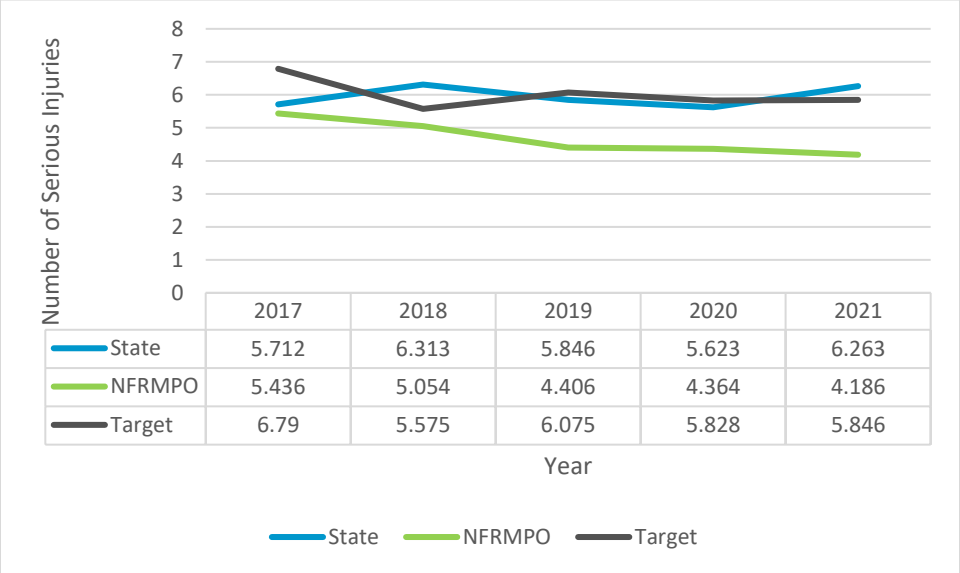


Rate of Serious Injuries per 100 Million VMT

Serious injury crashes are those crashes which 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 crash.

Baseline:	Target:	Current Status:	Progress:
5.951	5.794	6.263	

Figure 2-32: Rate of Serious Injuries per 100 Million VMT

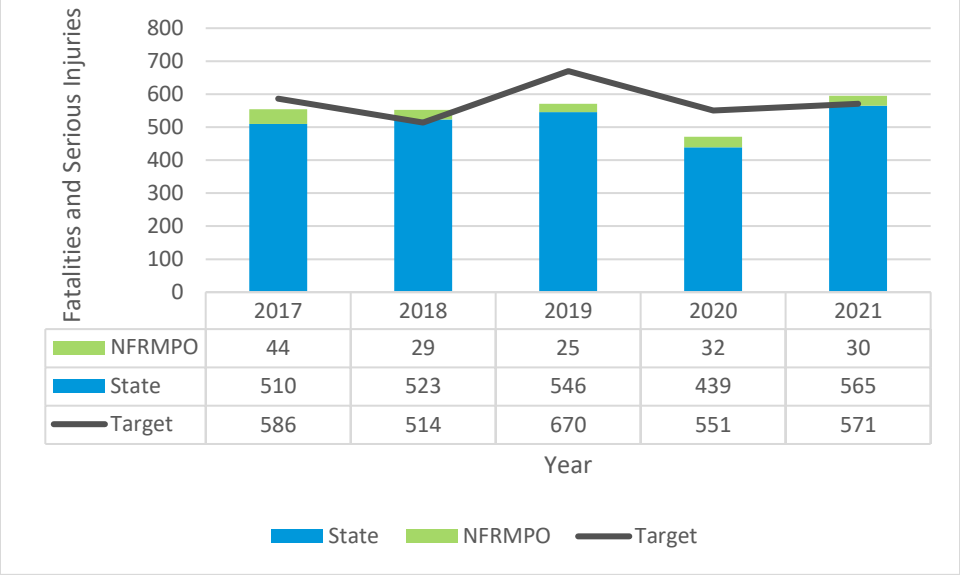


Number of Non-Motorized Fatalities and Serious Injuries

Non-motorized refers to bicyclists, pedestrians, and other active transportation modes. This measure combines both fatalities and serious injuries.

Baseline:	Target:	Current Status:	Progress:
549	548	595	✖

Figure 2-33: 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 NFRMPO NHS System can be found in **Chapter 1**.

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 2-11** shows the metric categories for good, fair, and poor conditions used as part of this performance measure.

Table 2-11: Pavement Condition Metric Thresholds

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10(CRCP)	>20 (asphalt) 0.15 (JCP) >10 (CRCP)

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, and culvert condition are graded and FHWA set the following thresholds. **Table 2-12** shows the thresholds for Bridge Condition Metrics.

Table 2-12: 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

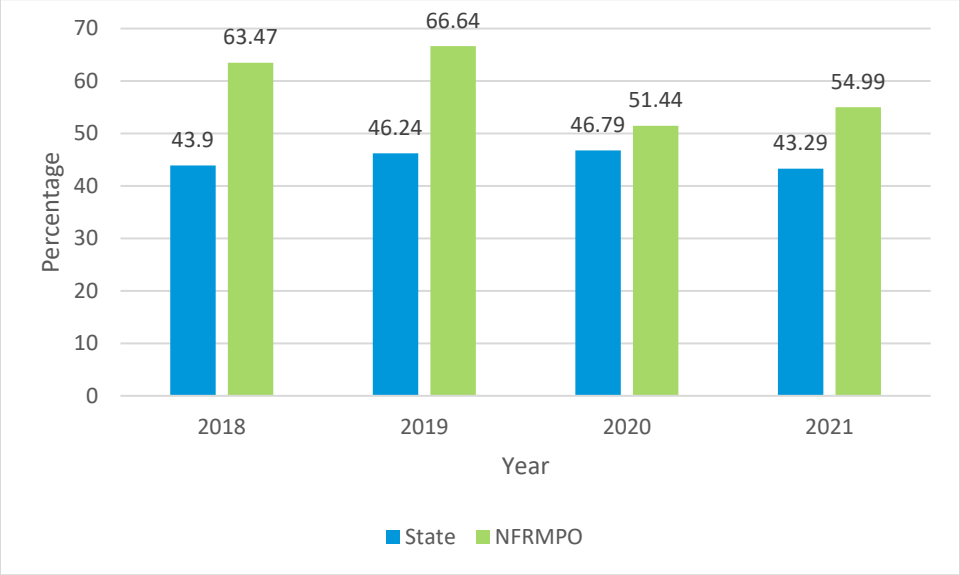
Strategies within the NFRMPO region to improve pavement and bridge condition since 2019 include:

- 10 bridges and much of the pavement along I-25 was rebuilt and improved as a part of the *I-25 North Express Lanes Project* between Johnstown and Fort Collins.
- Pavement improvements were made along US34 within Loveland due to a series of improvement projects.

Percent of Interstate Pavement in Good Condition

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
43.09%	47%	43.29%	

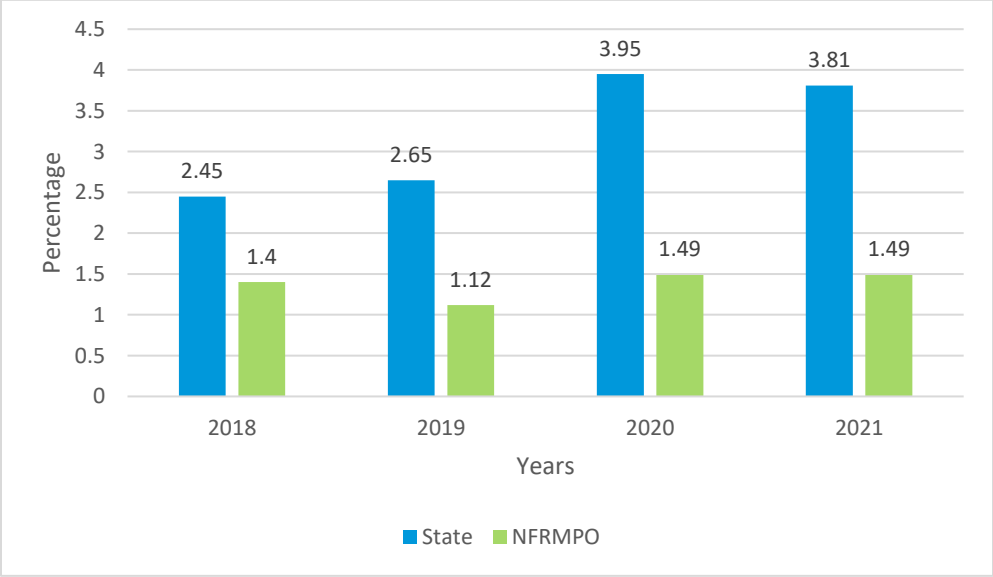
Figure 2-34: Percent of Interstate Pavement in Good Condition



Percent of Interstate Pavement in Poor Condition

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
3.51%	3.5%	3.81%	

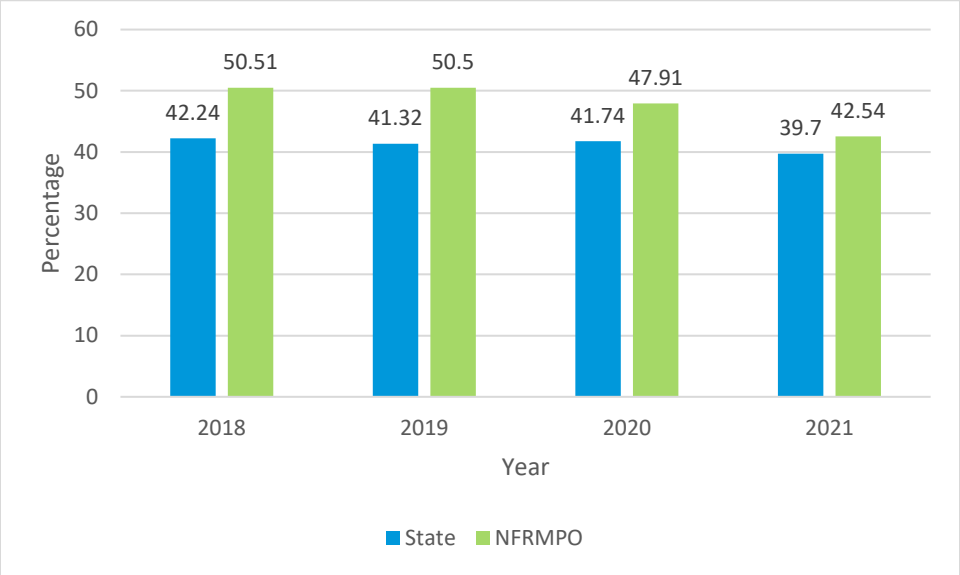
Figure 2-35: Percent of Interstate Pavement in Poor Condition



Percent of Non-Interstate NHS Pavement in Good Condition

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
49.4%	43%	39.7%	✖

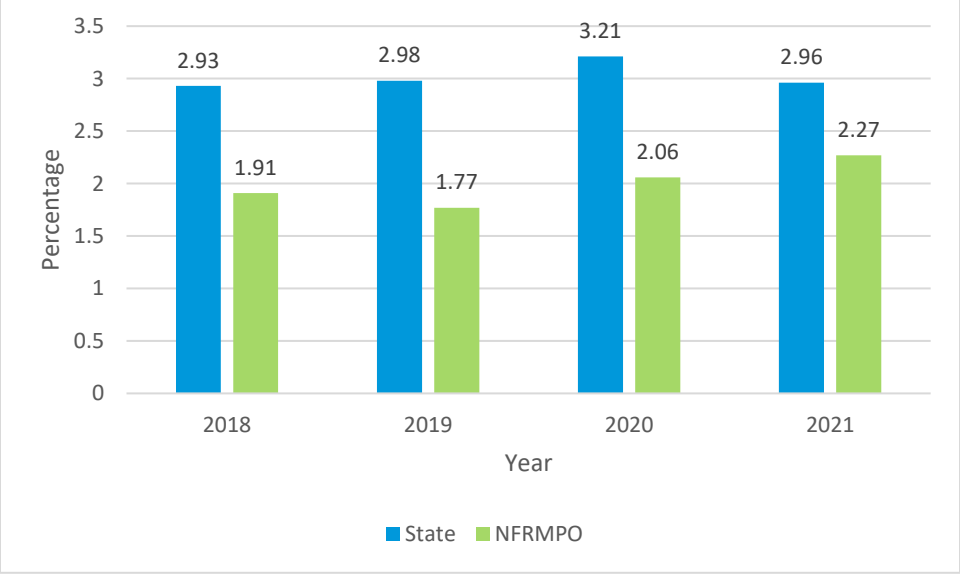
Figure 2-36: Percent of Non-Interstate NHS Pavement in Good Condition



Percent of Non-Interstate NHS Pavement in Poor Condition

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
12.7%	3.5%	2.96%	✔

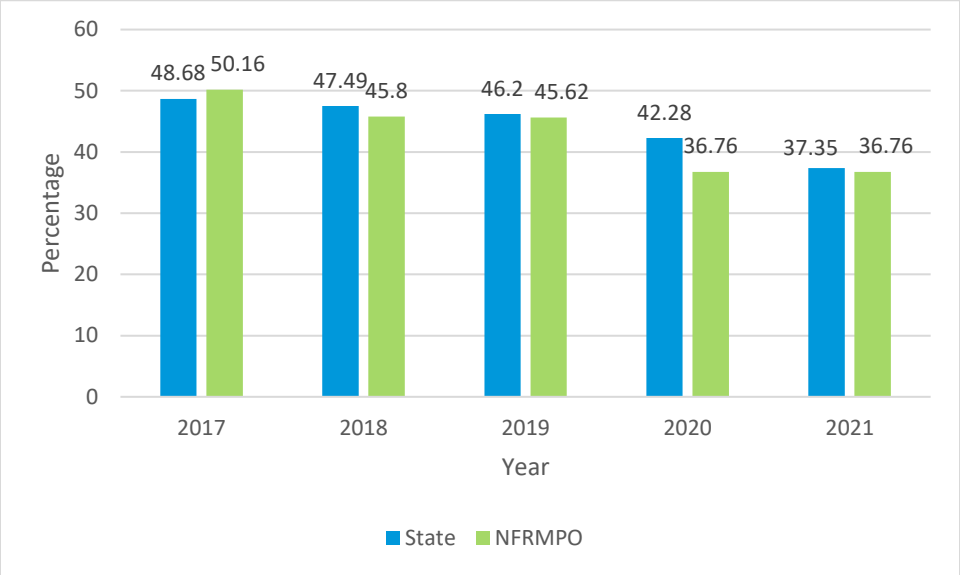
Figure 2-37: Percent of Non-Interstate NHS Pavement in Poor Condition



Percent of NHS Bridges in Good Condition

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
47.2%	36%	37.35%	

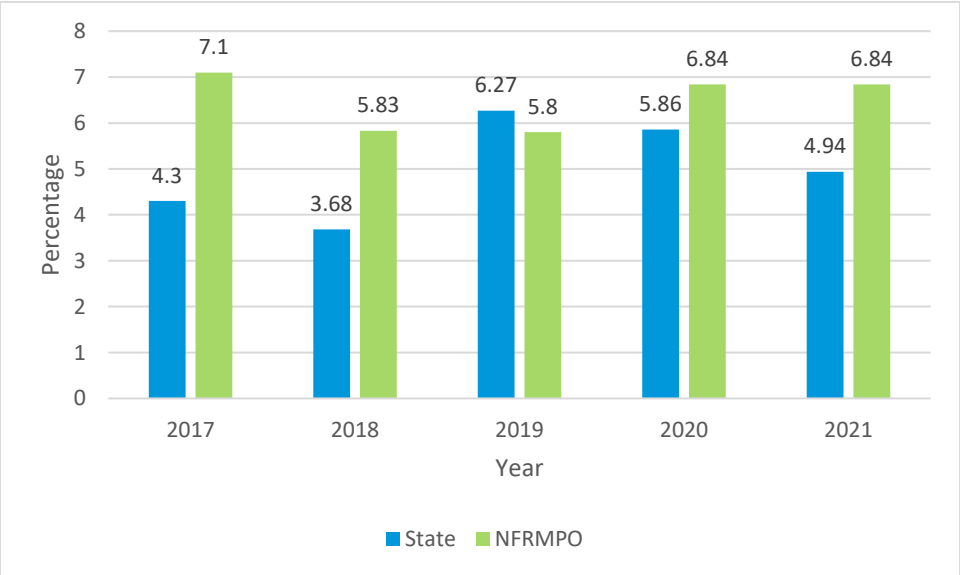
Figure 2-38: Percent of NHS Bridges in Good Condition



Percent of NHS Bridges in Poor Condition

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
3.8%	4.0%	3.47%	

Figure 2-39: Percent of NHS Bridges in Poor Condition



System Performance

There are three types of system performance measures: Reliability, Air Quality, and Traffic Congestion.

Reliability

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 considering a TTRI below 1.5.

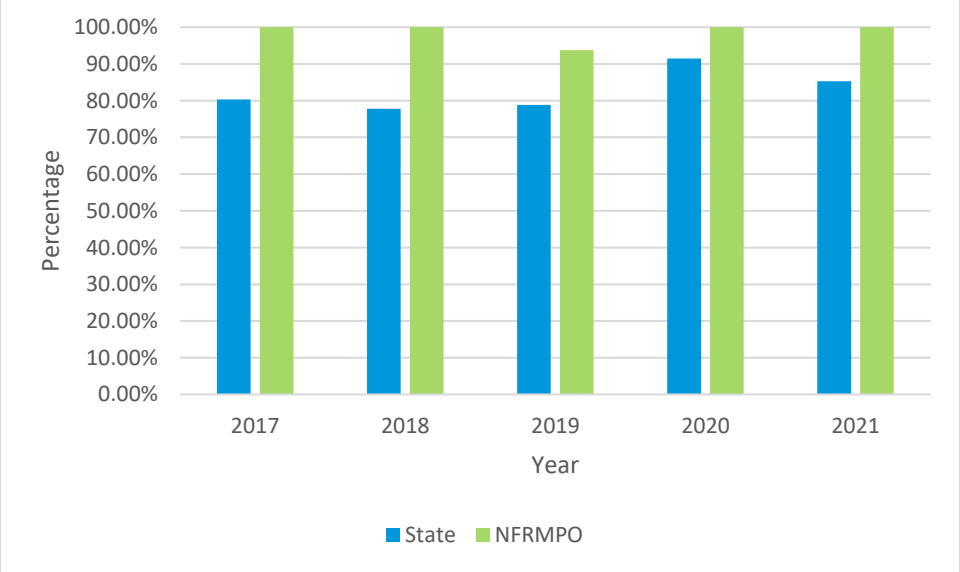
Example projects and strategies to improve reliability in the NFRMPO region since 2019 include:

- *I-25 North Express Lanes* project will add a managed lane between Berthoud and Fort Collins adding additional capacity.
- Investment in ITS and improved signal timing throughout the region to balance traffic needs.

Percent of Person-Miles Traveled on Interstate System that are Reliable

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
80.7%	79%	85.30%	✓

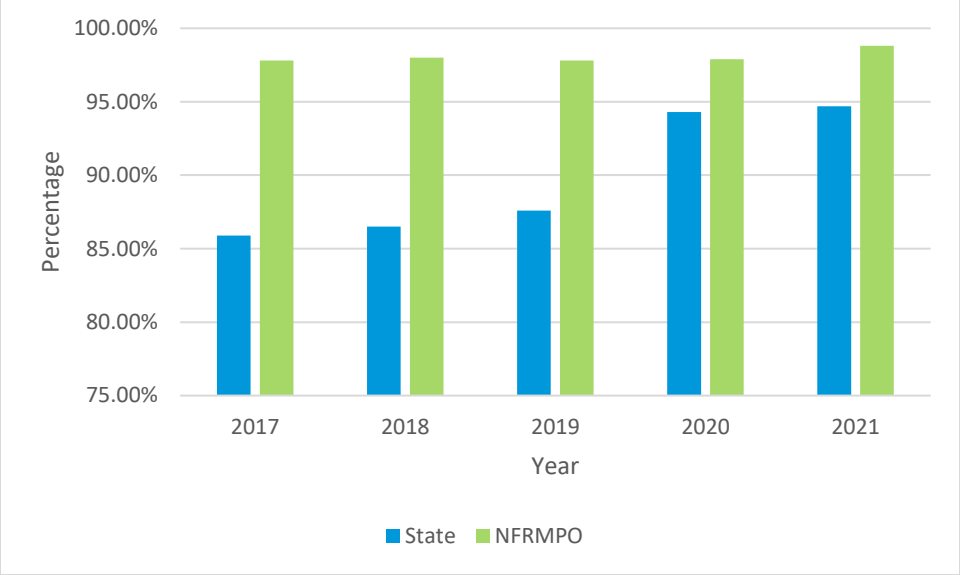
Figure 2-40: Percent of Person-Miles Traveled on Interstate System that are Reliable



Percent of Person-Miles Traveled on Non-Interstate System that are Reliable

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
86.2%	94%	94.70%	

Figure 2-41: Percent of Person-Miles Traveled on Non-Interstate System that are Reliable



Truck Travel Time Reliability (TTTR) Index

The TTTR ratio is generated by using the following equation:

$$Truck\ Travel\ Time\ Reliability = \frac{95th\ Percentile\ Truck\ Travel\ Time}{50th\ Percentile\ Truck\ Travel\ Time}$$

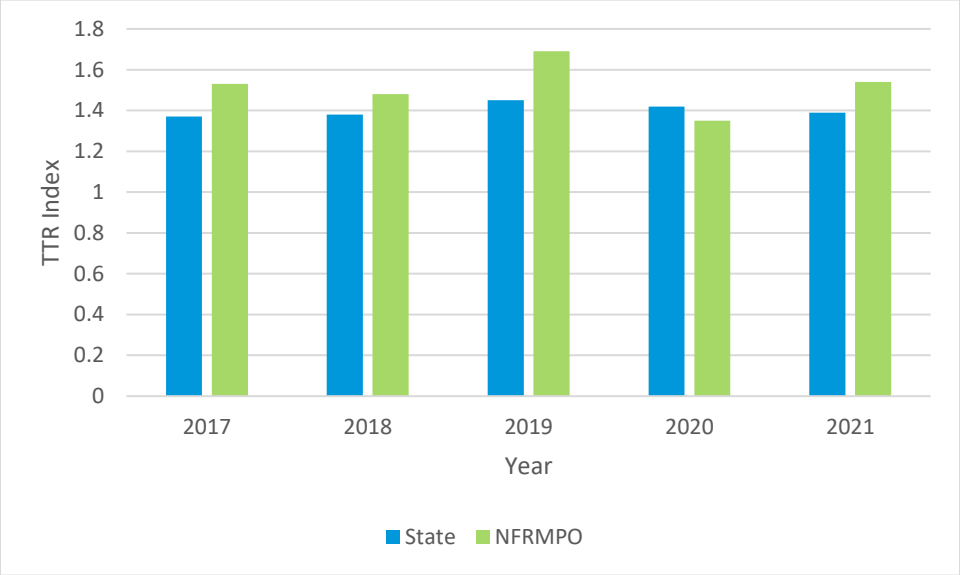
The TTTR is calculated for each of the following five time periods for each segment of Interstate:

- Morning peak Monday through Friday (6-10 a.m.);
- Midday Monday through Friday (10 a.m.-4 p.m.);
- Afternoon peak Monday through Friday (4-8 p.m.);
- Weekends (6 a.m.-8 p.m.); and
- Overnights for all days (8 p.m.- 6 a.m.).

The maximum TTTR for each segment of Interstate is multiplied by the length of the segment, then the sum of all length-weighted segments is divided by the total length of Interstate will generate the TTTR Index.

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
1.37	1.46	1.39	✓

Figure 2-42: Truck Travel Time Reliability (TTTR) Index



Air Quality

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 (VOC) 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. CDOT set the following four-year targets by forecasting anticipated daily emissions reductions using an average benefit reduction by dollar as reported through the CMAQ Public Access System.

Volatile Organic Compounds (VOC) Reduction

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
672.78 kg/day	482 kg/day	223.11 kg/day	−

Carbon Monoxide (CO) Reduction

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
9,998.716 kg/day	5,393 kg/day	2,826.53 kg/day	−

Nitrogen Oxides (NOx) Reduction

Statewide Baseline:	Statewide Target:	Current Status:	Progress:
672.780 kg/day	1,086 kg/day	304.26 kg/day	−

Traffic Congestion

The NFRMPO is required to establish two- and four- year targets for two Traffic Congestion Performance Measures: Percent of Non-Single Occupant Travel and Annual Hours of Peak Hour Excessive Delay (PHED). Unlike the other PM3 targets, traffic congestion measures are only required for the Fort Collins Transportation Management Area (TMA). The NFRMPO is required to set traffic congestion targets in conjunction with the State.

Non-Single Occupant Vehicle (SOV) Travel

The Non-SOV Travel performance measure measures whether travelers are using modes of transportation other than driving by themselves in their cars.

Baseline:	Target:	Current Status:	Progress:
25.4%	25.6%	25.6%	

Annual Hours of Peak Hour Excessive Delay per Capita on the NHS System

Annual Hours of Peak Hour Excessive Delay evaluates congestion during peak commuting hours which are 6:00-10:00 a.m. and either 3:00-7:00 p.m. or 4:00-8:00 p.m. The level of congestion is equal to the longest travel time compared to the average travel time.

Baseline:	Target:	Current Status:	Progress:
2.7	3.7	2.7	

Transit Asset Management (TAM)

The NFRMPO region decided to keep each transit agency separate regarding performance measures. City of Loveland Transit (COLT) elected to join the Statewide Tier II TAM Plan and to support Statewide targets, while Transfort and Greeley Evans Transit (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 System Performance Report.

Strategies to improve transit investment include using CMAQ funding to purchase new buses, assisting the transit agencies in purchasing new buses, and ensuring transit investments are represented in the 2050 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). Transit agencies have faced difficulty with delivery of vehicles due to supply chain issues.

Table 2-13: Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark

Agency	Vehicle Type	Useful Life Benchmark	Target
GET	Bus	14	0%
	Cutaway	7	
Statewide Tier II	Bus	14	31.14%
	Cutaway	10	26.15%
	Minivan	8	7.03%
Transfort	30-ft Bus	13	0%
	35-ft and 40-ft Bus	15	
	Articulated Bus	15	
	Cutaway- Light Duty	6	
	Cutaway- Medium Duty	9	

Percent Services 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 2-14: Percent Service Vehicles Meeting or Exceeding Useful Life Benchmark

Agency	Vehicle Type	Useful Life Benchmark	Target
GET	Non-Revenue/Service Automobile	10	0%
	Other Rubber Tire Vehicles	10	50%
Statewide Tier II	Automobiles	8	0%
	Trucks & Other Rubber Tire Vehicles	14	15.07%
Transfort	Automobiles	10	21%
	Trucks and Other Rubber Tire Vehicles	10	0%

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 Facilities Condition Assessment Guidebook, leading to the TERM five-point scale. Condition 3 is considered "Adequate".

Table 2-15: Percent Passenger and Maintenance Facilities Rated Below Condition 3

Agency	Vehicle Type	Target
GET	Administrative/ Maintenance Facilities	0%
	Passenger Facilities	0%
Statewide Tier II	Administrative and Maintenance	2.78%
	Passenger and Parking	0%
Transfort	Administrative and Maintenance Facilities	0%
	Passenger and Parking Facilities	0%

Transit Safety

The Federal Transit Agency (FTA) requires certain operators of public transportation systems that receive federal funds under the FTA's Urbanized Area Formula Grants to develop Public Transportation Agency Safety Plans (PTASPs) which include targets for transit safety performance measures. There are three public transportation agencies within the North Front Range region which are subject to this rule: Transfort, Greeley-Evans Transit (GET), and City of Loveland Transit (COLT). The transit safety measures were first set in 2021.

Public transportation agencies are required to set the following performance targets annually for each mode of transit service provided:

- Total Fatalities
- Fatality Rate (per 100,000 Vehicle Revenue Miles (VRM)
- Total Injuries
- Injury Rate (per 100,000 VRM)
- Total Safety Events
- Safety Event Rate (per 100,000 VRM)
- System Reliability/Major Mechanical Failures (VRM/Failures)

Table 2-16: Transit Safety Targets

Agency	Measure	Total Fatalities	Fatality Rate	Total Injuries	Injury Rate	Total Safety Events	Safety Event Rate	System Reliability
GET	Fixed Route Bus, Paratransit, Demand Response	0	0	1	0	0	0	1.5
COLT	Fixed Route Bus	0	0	0	0	0	0	0
	ADA/Paratransit	0	0	0	0	0	0	0
Transfort	Fixed Route Bus (Directly Operated)	0	0	0	0	0	0	0
	Bus Rapid Transit (Directly Operated)	0	0	0	0	0	0	0
	Demand Response (Purchased Transportation)	0	0	0	0	0	0	0
	Demand Response- Taxi (Purchased Transportation)	0	0	0	0	0	0	0

Regional Performance Measures

The NFRMPO region identified the following performance measures as important to the benefit of the transportation system in Northern Colorado. Unlike the federally required performance measures, the regional performance measures are to be achieved by 2050.

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

Population for the paratransit and demand response service area are taken from the NTD 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:	Target:	Current Status:	Progress:
63%	At Least 75%	68.7%	

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 in regional transit as a result of the LinkNoCo study will increase transit revenue hours at the regional level.

Baseline:	Target:	Current Status:	Progress:
0.65	Increase by 30%	.45	

Non-Motorized Facility Miles

Non-motorized facilities include sidewalks, trails, and bike lanes. The region has invested heavily in implementing the 2021 Active Transportation Plan regional trails, while individual communities have worked to ensure connectivity within their communities.

Baseline:	Target:	Current Status:	Progress:
3,352 miles	7.62 miles per 1,000 people	4,586 miles	

Percent of Non-Single Occupant Vehicle Commuter Trips

As the region continues to grow, investments and strategies should be made to increase the percentage of non-single occupant vehicle commuter trips to prevent excess congestion and lower the region's greenhouse gas emissions. The federally required percentage of non-single occupant vehicle commuter trips performance measure is only for the Fort Collins TMA while this performance measure is for the whole region.

Baseline:	Target:	Current Status:	Progress:
23%	At Least 40%	26.8%	

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:	Target:	Current Status:	Status:
24	24	24	✓

Projects Requiring more than One Extension

All projects that receive funding through a NFRMPO Call for Projects are subject to the TIP Project Delay Procedure which aims to maximize the funding obligated each fiscal year and enable the NFRMPO to redirect funds to alternate projects if any are inactive or not making progress. Projects that are determined to be delayed may be granted extensions. Projects that require more than one extension could have their project funding revoked by Planning Council.

Baseline:	Target:	Current Status:	Status:
11%	≤22%	20%	✓

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 2050, and serve regional traffic. 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.

Baseline:	Target:	Current Status:	Status:
90% of RSCs have a TTI ≤1.5	90%	94.9%	✓

Percent of Devices Connected by Fiber on RSCs

Communities throughout the region are investing in fiber to help connect Intelligent Transportation System (ITS) devices to the transportation network. Investments in ITS technology will assist in connecting the region's transportation network and providing important data that will assist with the transportation planning process.

Baseline:	Target:	Current Status:	Status:
87%	≥87%	87%	✓

Scorecard

Category	Performance Measure	Benchmark (2045 RTP Target)	2050 RTP Target	Status
PM1: Highway Safety	Number of fatalities	644	668	✗
	Rate of fatalities per 100M VMT	1.20	1.262	✗
	Number of serious injuries	2,909	3,041	✗
	Rate of serious injuries per 100M VMT	5.575	5.794	✗
	Number of non-motorized fatalities and serious injuries	514	548	✗
PM2: Bridge and Pavement Condition	Percent of Interstate pavement in Good condition	47%	47%	−
	Percent of Interstate pavement in Poor condition	1%	3.5%	✗
	Percent of Non-Interstate NHS pavement in Good condition	51%	43%	✗
	Percent of Non-Interstate NHS pavement in Poor Condition	2%	3.5%	✓
	Percent of NHS Bridges in Good condition	44%	36%	✓
	Percent of NHS Bridges in Poor condition	4%	4%	✓
PM3: System Performance	Percent of person-miles traveled on Interstate system that are reliable	81%	79%	✓
	Percent of person-miles traveled on non-Interstate system that are reliable	64%	94%	✓
	Truck travel time reliability index	1.5	1.46	✓
	VOC Reduction	105 kg/day	482 kg/day	−
	CO Reduction	1,426 kg/day	5,393 kg/day	−
	NOx Reduction	105 kg/day	1,086 kg/day	−
	Non-single occupant vehicle travel	N/A	25.6%	−
	Annual hours of peak hour excessive delay per capita on the NHS system	N/A	3.7	✓

Status Key: ✓ **Achieved** − **In Progress** ✗ **Not Achieved**

Category	Performance Measure	Benchmark (2045 RTP)	Target (2050 RTP)	Status
Regional Performance Measures	Population within paratransit and demand response service area within the NFRMPO boundary	≥75%	≥75%	⊖
	Fixed-route revenue hours per capita within service areas	Increase by 10%	Increase by 30%	✖
	Non-motorized facility miles	Increase by 50%	7.62 miles per 1,000 people	⊖
	Percent of non-single occupant vehicle commuter trips	≥25%	≥40%	⊖
	Daily VMT per capita	24	24	✔
	Projects requiring more than one extension	N/A	≤22%	✔
	Travel time index on RSCs	90% ≤ 1.5	90% ≤ 1.5	✔
	Percent of devices connected by fiber on RSCs	N/A	≥87%	✔

Status Key: ✔ **Achieved** ⊖ **In Progress** ✖ **Not Achieved**

Agency	Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	2045 RTP Target	2050 RTP Target	Status
GET	Bus	14	5%	0%	✓
	Cutaway	7	10%/20%	0%	✓
Statewide Tier II	Bus	14	20%	31.14%	✓
	Cutaway	10	7%-20%	26.15%	✗
	Minivan	8	38%	7.03%	N/A
Transfort	30-ft Bus	13	25%	0%	✓
	35-ft and 40-ft Bus	15	25%	0%	✓
	Articulated Bus	15	25%	0%	✓
	Cutaway- Light Duty	6	25%	0%	✓
	Cutaway- Medium Duty	9	25%	0%	✓

Status Key: ✓ **Achieved** − **In Progress** ✗ **Not Achieved**

Agency	Percent Service Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	2045 RTP	2050 RTP	Status
GET	Non-Revenue/Service Automobile	10	1%	0%	✓
	Other Rubber Tire Vehicles	10	1%	50%	✓
Statewide Tier II	Automobiles	8	28%	0%	✓
	Trucks & Other Rubber Tile Vehicles	14	28%	15.07%	✗
Transfort	Automobiles	10	25%	21%	✓
	Trucks and Other Rubber Tiles	10	25%	0%	✓

Status Key: ✓ **Achieved** − **In Progress** ✗ **Not Achieved**

Agency	Percent Passenger and Maintenance Facilities Rated Below Condition 3	2045 RTP Target	2050 RTP Target	Status
GET	Administrative/ Maintenance Facilities	10%	0%	✅
	Passenger Facilities	10%	0%	✅
Statewide Tier II	Administrative and Maintenance	19%	2.78%	✅
	Passenger and Parking	19%	0%	✅
Transfort	Administrative and Maintenance Facilities	25%	0%	✅
	Passenger and Parking Facilities	25%	0%	✅

Status Key: ✅ **Achieved** ➖ **In Progress** ❌ **Not Achieved**