2019 System Performance Report

2045 Regional Transportation Plan

North Front Range
Metropolitan
Planning
Organization

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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**

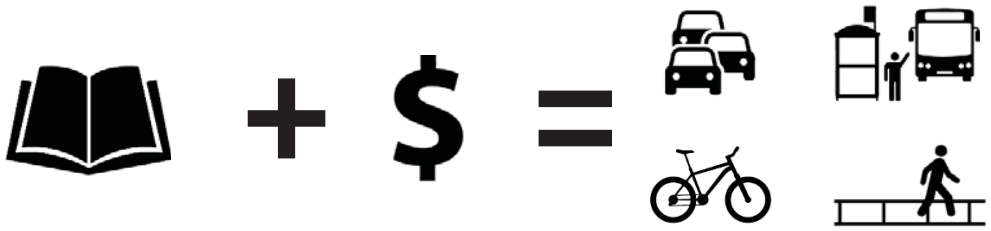
Agency	Percent Passenger and Maintenance Facilities Rated Below Condition 3	Target	Status	Page
Transfort	Passenger Facility	25%	✓	19
	Passenger Parking		n/a	
	Maintenance		✓	
	Administrative		n/a	
GET	Administrative	10%	✓	19
Statewide Tier II	Passenger Facility	19%	n/a	19
	Passenger Parking		n/a	
	Maintenance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

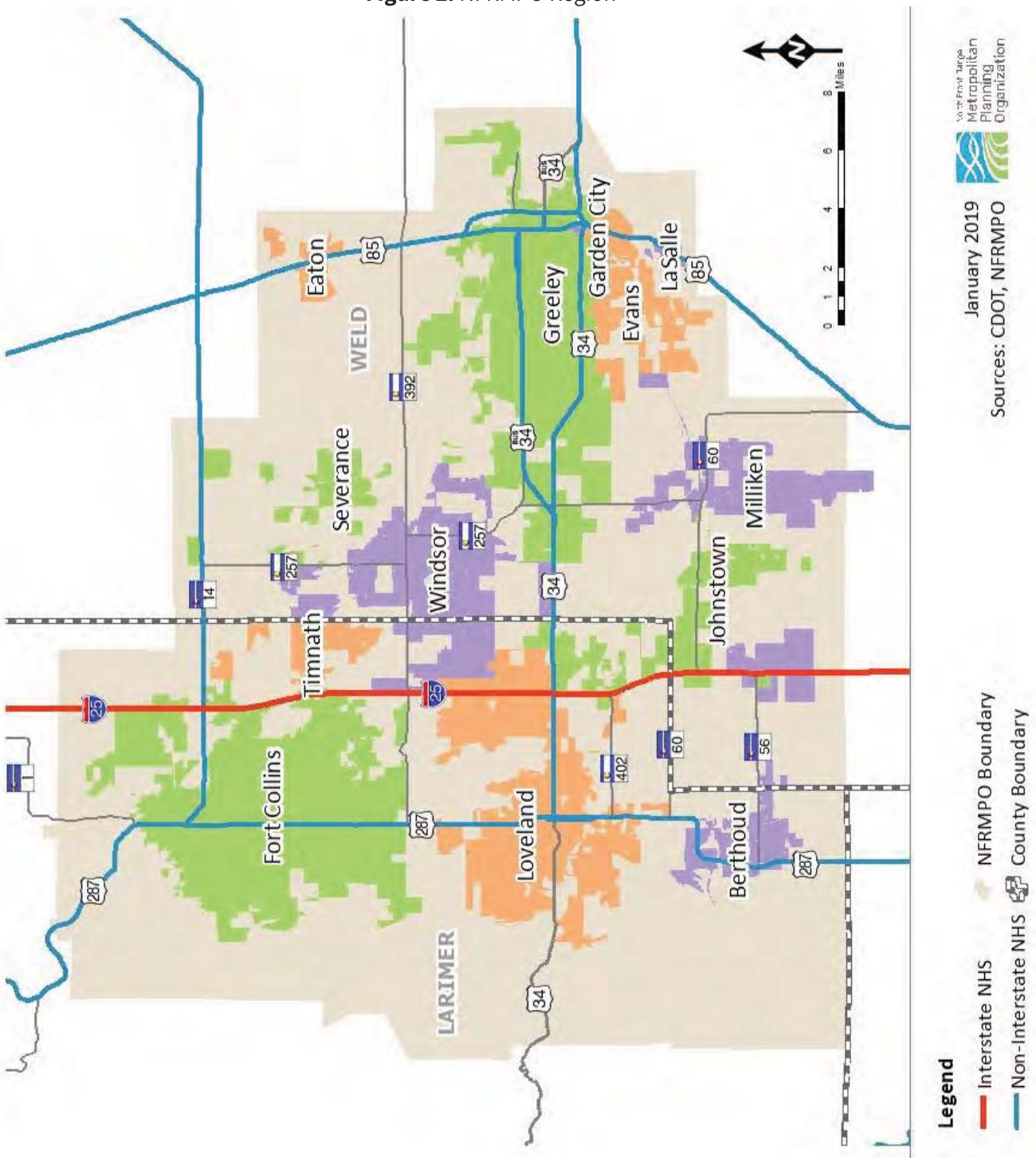
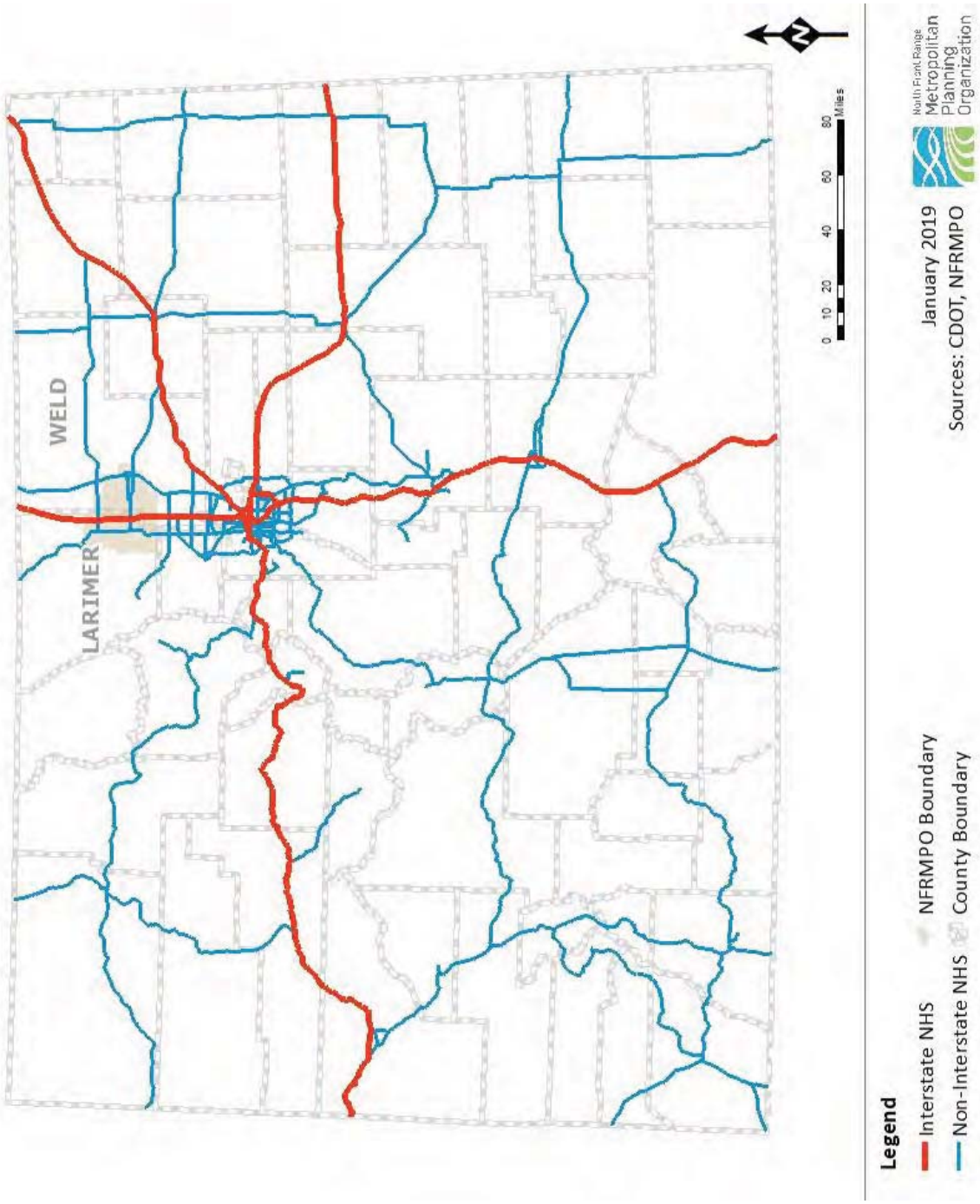


Figure 3: Statewide NHS System



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.

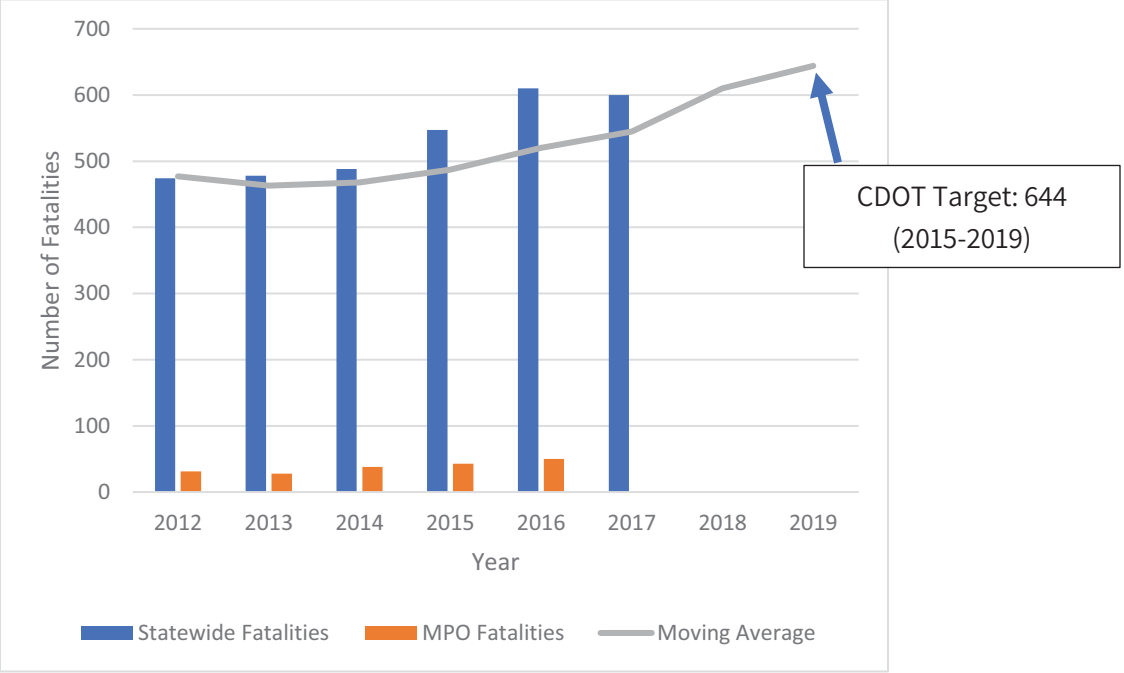
Number of Fatalities

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



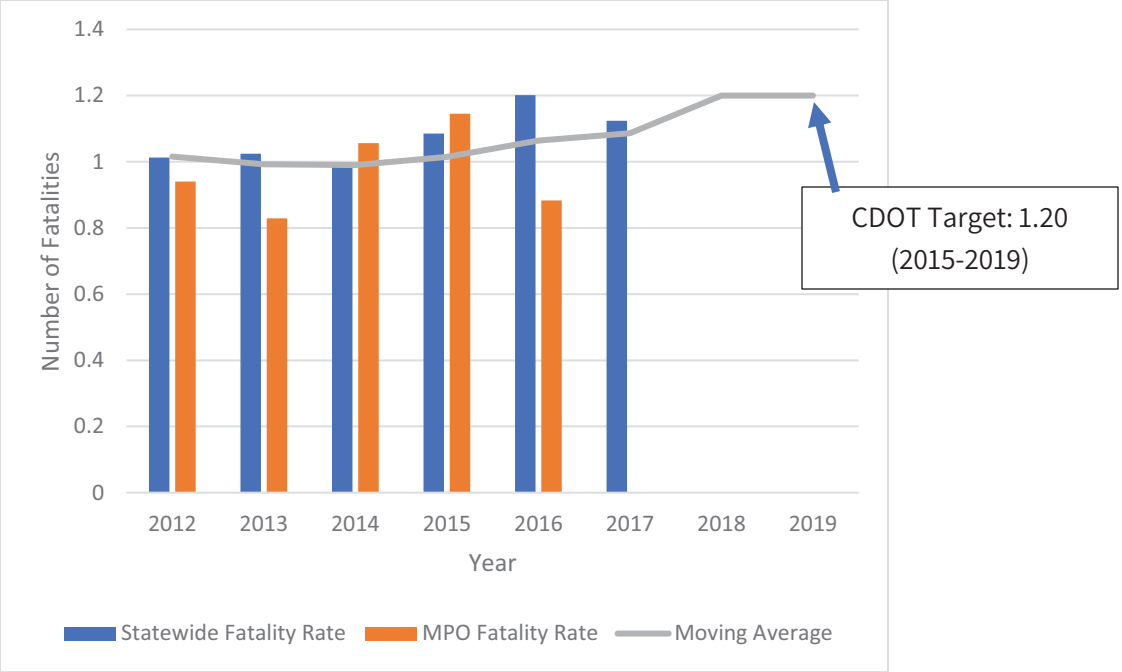
Rate of Fatalities per 100 Million VMT

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



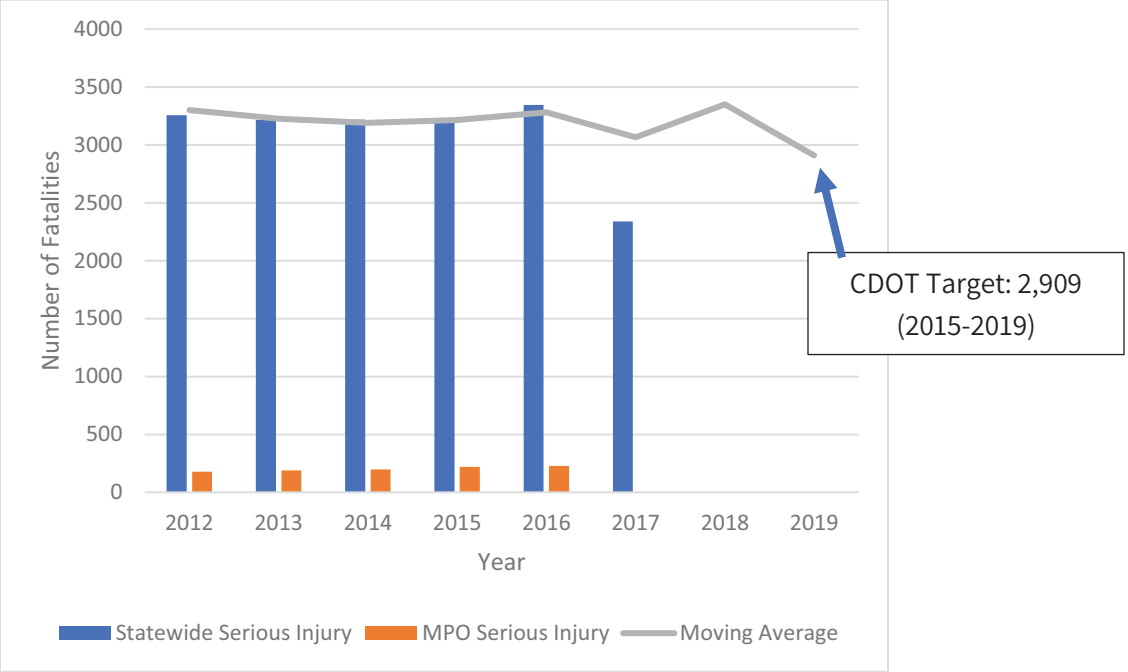
Number of Serious Injuries

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



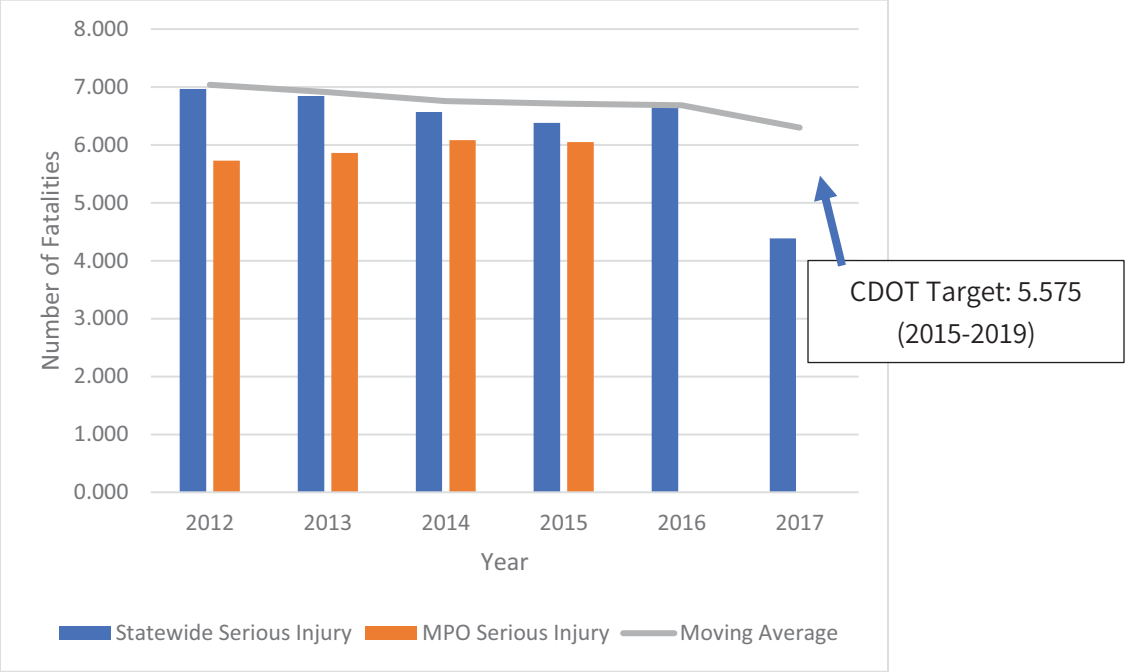
Rate of Serious Injuries per 100 million VMT

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



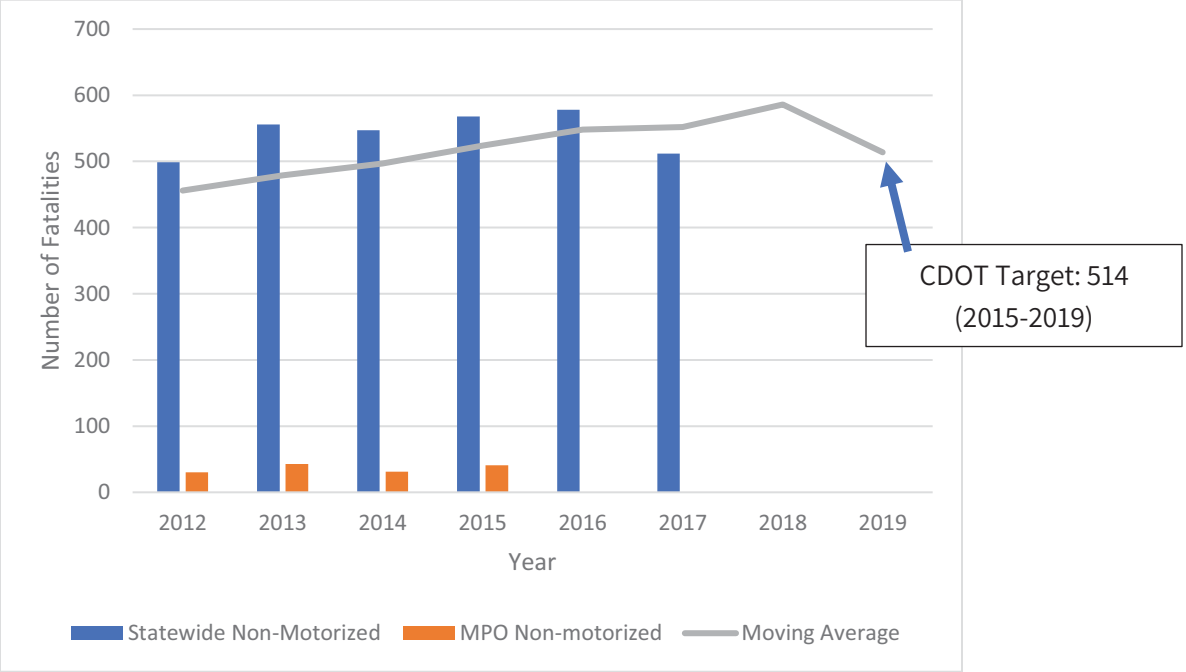
Number of Non-motorized Fatalities and Serious Injuries

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

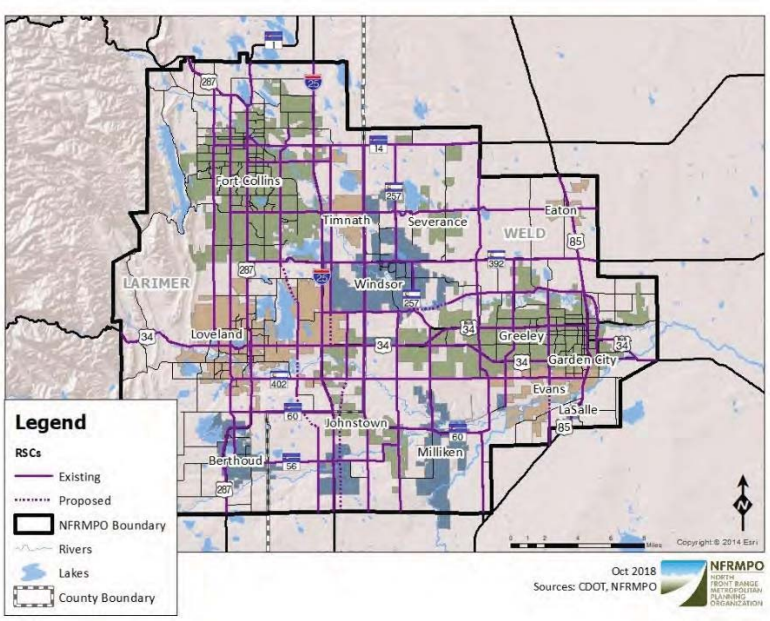
CDOT tracks financially inactive projects and reports them to the NFRMPO's Technical Advisory Committee (TAC) quarterly. Projects on this list have not billed within a certain amount of time.

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 ≤ 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**: ??