

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Jerome Rouser

Date: December 21, 2022

Re: PM2: Pavement and Bridge Condition and PM3: System Performance

Background

Transportation Performance Management (TPM) is a strategic approach using system information to make investment and policy decisions to achieve national performance goals. The NFRMPO must set targets for the National Performance Measures set out in MAP-21 and carried through in the FAST Act and the Infrastructure Investment and Jobs Act (IIJA). The NFRMPO can set targets either at the MPO level or decide to support the State's targets. In either case, the NFRMPO must agree to plan and program projects, which contribute toward the accomplishment of adopted targets.

CDOT set statewide targets for Pavement and Bridge condition (PM2) and System Performance (PM2) for the second federal performance period covering the years 2022-2025, which began on October 1, 2022. The NFRMPO must either support their state's targets or set their own targets by March 30, 2023. The Colorado statewide targets are outlined in **Tables 1-4**.

Action

NFRMPO staff requests TAC members discuss whether the NFRMPO should support statewide targets or set an NFRMPO-specific targets for PM2 and PM3.



Table 1: Pavement Condition Statewide Targets

Pavement Condition	2023 (2-year) Target	2025 (4-year) Target
Percentage of pavements of the Interstate System in Good Condition	45.0%	47.0%
Percentage of pavements of the Interstate System in Poor Condition	4.0%	3.5%
Percentage of pavements of the non-Interstate NHS in Good condition	42.0%	43.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	3.5%	3.5%

Table 2: Bridge Condition Statewide Targets

Bridge Condition	2023 (2-year) Target	2025 (4-year) Target
Percentage of National Highway System Bridges in Good condition	36.0%	36.0%
Percentage of National Highway System Bridges in Poor condition	4.0%	4.0%



Table 3: System Reliability Statewide Targets

System Reliability	2023 Target	2025 Target
Percent of person-miles traveled on the Interstate that are reliable	81%	79%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	93%	94%
Truck Travel Time Reliability (TTTR) Index	1.46	1.46

Table 4: CMAQ Statewide Targets

CMAQ	2023 Target	2025 Target
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO)	2,672 kg/day	5,393 kg/day
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC)	239 kg/day	482 kg/day
Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)	538 kg/day	1,086 kg/day

PM 2 and PM 3

Technical Advisory Committee



North Front Range
Metropolitan
Planning
Organization

December 21, 2022

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Background



North Front Range
Metropolitan
Planning
Organization

- **State DOTs and MPO's are responsible for setting 2- and 4- year targets in accordance with Federal law.**
- **There are three key goal areas:**
 - **Safety (PM1)**
 - **Infrastructure Condition (PM2)**
 - **System Performance (PM3)**
- **There is no financial penalty to the NFRMPO if these targets are not met.**
- **The NFRMPO must include and consider these targets while developing the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).**
- **The NFRMPO must set their targets by March 30, 2023.**
- **The NFRMPO can either support CDOT's targets or set their own.**
 - **The NFRMPO has supported the state's targets in the past.**

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PM 2 and PM 3

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Infrastructure Condition (PM2)



- **Pavement (2- and 4- year target)**
 - Percentage of Interstate pavements in Good condition
 - Percentage of Interstate pavements in Poor condition
 - Percentage of non-Interstate National Highway System (NHS) pavements in Good condition
 - Percentage of non-Interstate NHS pavements in Poor condition
- **Bridge (2- and 4- year target)**
 - Percentage of NHS bridges in Good condition
 - Percentage of NHS bridges in Poor condition

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PM 2 and PM 3

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Infrastructure Condition (PM2)



First Performance Period Results (2018-2021)

Pavement Condition	2021 Target	2021 Results
Percentage of pavements of the Interstate System in Good Condition	40.0%	55%
Percentage of pavements of the Interstate System in Poor Condition	5.0%	1.5%
Percentage of pavements of the non-Interstate NHS in Good condition	40.0%	42%
Percentage of pavements of the non-Interstate NHS in Poor condition	5.0%	2.3%

Bridge Condition	2021 Target	2021 Results
Percentage of National Highway System Bridges in Good condition	44.0%	34.7%
Percentage of National Highway System Bridges in Poor condition	4.0%	5.7%

Second Performance Period State Targets (2022-2025)

Pavement Condition	2023 (2-year) Target	2025 (4-year) Target
Percentage of pavements of the Interstate System in Good Condition	45.0%	47.0%
Percentage of pavements of the Interstate System in Poor Condition	4.0%	3.5%
Percentage of pavements of the non-Interstate NHS in Good condition	42.0%	43.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	3.5%	3.5%

Bridge Condition	2023 (2-year) Target	2025 (4-year) Target
Percentage of National Highway System Bridges in Good condition	36.0%	36.0%
Percentage of National Highway System Bridges in Poor condition	4.0%	4.0%

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PM 2 and PM 3

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System Performance (PM3)



- **System Reliability**
 - Percent of person-miles traveled on the Interstate that are reliable
 - Percentage of person-miles traveled on the non-Interstate NHS that are reliable
 - Truck Travel Time Reliability (TTTR) Index
- **CMAQ**
 - Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO) – (kg/day)
 - Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC) –(kg/day)
 - Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)-(kg/day)
 - Note: The NFRMPO only has to establish a four-year target or can choose to support the state target.

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System Performance (PM3)



First Performance Period Results (2018-2021)

System Reliability	2021 Target	2021 Results
Percent of person-miles traveled on the Interstate that are reliable	81%	100%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	64%	98.8%
Truck Travel Time Reliability (TTTR) Index	1.5	1.54

Second Performance Period State Targets (2022-2025)

System Reliability	2023 Target	2025 Target
Percent of person-miles traveled on the Interstate that are reliable	81%	79%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	93%	94%
Truck Travel Time Reliability (TTTR) Index	1.46	1.46

CMAQ

CMAQ	2021 Target	2021 Results
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO)	1,426 kg/day	18 kg/day
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC)	105 kg/day	50 kg/day
Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)	105 kg/day	59 kg/day

CMAQ

CMAQ	2023 Target	2025 Target
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO)	2,672 kg/day	5,393 kg/day
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC)	239 kg/day	482 kg/day
Total emissions reduction from CMAQ-funded projects Nitrogen oxides (NOx)	538 kg/day	1,086 kg/day

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PM 2 and PM 3

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Staff Recommendation



- **NFRMPO Staff recommends supporting the state's targets for PM2 and PM3**

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PM 2 and PM 3

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Next Steps



- **Council Discussion – January 5, 2023**
- **TAC Action – January 18, 2023**
- **Council Action – February 2, 2023**
- **Targets due to CDOT- March 30, 2023**

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PM 2 and PM 3

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Questions?



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Weld County Mobility Committee (WCRC)—MINUTES
December 13, 2022
1:34 p.m. – 3:07 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Kathi Sargent, Arc of Weld County
- Leiton Powell, Greeley-Evans Transit
- Sheri Hannah-Ruh, United Way of Weld County
- Janet Bedingfield, 60+ Ride
- Celeste Ewert, Envision
- Margie Martinez, United Way of Weld County
- Dan Betts, Rep. Buck's Office
- Robyn Upton, WAND
- Olga Maria Gonzalez, WCDPHE
- Nichole Seward, Weld County AAA
- Steve Teets, WAND

NFRMPO staff: Cory Schmitt, Hanna Johnson, Alex Gordon

2. Review of Agenda

3. Public Comment (2 minutes each)

None.

4. Approval of June 2022 Meeting Minutes

Bedingfield motioned to approve the August minutes. Ewert seconded the motion, and it was approved unanimously.

PRESENTATION & DISCUSSION

1) TDM Action Plan and TMO Next Steps

Gordon

Gordon gave an update on the Transportation Demand Management (TDM) Action Plan and the next steps developing a Transportation Management Organization. Gordon outlined the background of the NFRMPO's TDM Plan and the plan's goals. Teets asked why the state's Employee Traffic Reduction Program (ETRP) did not pass the state legislature. Gordon outlined the pushback from the business community, funding gaps, and concerns about the rollout for this program; there was not a state legislator who was championing (primary sponsorship of) this bill.

The NFRMPO TDM Action Plan was approved a few weeks ago. Goals from this Action Plan are outlined in the [slides](#), including: data, investment, partnerships, communication, and enhancing regional TDM programming. Teets would like to have a copy of the [TDM Action Plan](#); he also asked if a RTA/RTD (Regional Transit Area/Regional Transit District) could help achieve these goals? Gordon shared that the next steps include a US34 Coalition TMO, RideNoCo Trip Discovery Tool, Safe Routes to School, Outreach – NoCo Shift Your Ride, and Resource Development. Teets noted that Safe Routes to School has a national grant; he asked how much that grant will be each year since there is no Safe Routes to School program in Greeley/Evans. Gordon stated that the grant is on a two-year cycle, and this discussion started a little late to apply for this round of funding. Powell noted that the local school



district is a planning something for Bella Romero and Prairie Heights schools. Gordon noted that the US34 TMO would run from Estes Park to Kersey to improve TDM outcomes along the corridor. Teets asked when the US34 Coalition and the US85 Coalitions meet; Gordon noted that US34 meets quarterly before the NFRMPO meetings, and the next meeting is in January; he is not sure about US85 Coalition meeting times. [Slides](#) are included in the meeting packet.

RIDENOCO UPDATE

Schmitt shared updates regarding the NFRMPO mobility program and RideNoCo. The Trip Discovery Tool will be on the RideNoCo website very soon – likely by the end of the year. In 2022, a Trip Scheduling Steering Committee found that providers are happy with their software or needed a software that was heavily tailored to their specific needs. Teets asked what the North 40 Mountain Alliance is? Cory outlined that N40MA is a non-profit to address community needs in the Red Feather Lakes area, including transportation. Teets asked how Kersey, Johnstown, Milliken will be involved; Schmitt noted that RideNoCo serves all of Larimer and Weld Counties; the TDS project will allow RideNoCo to seamlessly send client information to 60+ Ride who serves those areas. In 2023 RideNoCo will convene a volunteer provider working group to further coordinate. Schmitt outlined the mobility accomplishments of 2022 in Weld County. [Slides](#) are included in the meeting packet.

DISCUSSION ITEMS

3) Mobility Case Studies

All

Johnson shared several RideNoCo Call Center Case Studies:

Case Study 1: An Older Adult needs transportation from Greeley to the Anschutz Medical Campus in Aurora in 3 days.

- Teets noted that a veteran needed to get to the VA in Aurora; this is why there is a need for more regional transit.
- Seward asked if this person was on Medicaid; Johnson noted that they are not.
- Bedingfield shared that a ride in only 3-days is a challenge; hopefully in a month or two they would be able to tap into their expanded volunteer network for this ride. They currently have an urgent needs team. She also notes that the longer the ride, the more important a relationship is between the rider and the volunteer drivers; when there is a relationship, it is easier for 60+ Ride to find a driver. The urgent teams can help “short notice” rides in certain situations particularly if the late notice is not the fault of the requesting rider. 60+ Ride Volunteer Drivers take people to Cheyenne, Longmont, Denver, Fort Collins, etc. They would need to already be a client to service a “short notice” ride due to reimbursement and liability reasons. They can try to expedite the application process in an urgent situation.
- Schmitt noted that a solution is to sign up for services ahead of time before they are needed to ensure they have an option before it is needed. Teets noted that in Larimer County, they have transit to Denver (Flex and Bustang) and Weld County needs more transit options. Bedingfield found a coordinated solution with multiple transportation providers to help a woman in Ault get to Colorado Springs for a funeral.



- Ewert noted that she is currently texting a friend who uses a wheelchair and needs a ride this upcoming Sunday for a funeral – GET services are closed in the afternoon when she needs the ride.

Case Study 2: Ault resident needs stretcher transportation to and from Northern Colorado Medical Center. Fire Department was the only solution and billed through insurance. Are there other institutional programs? Powell noted that potentially Banner Paramedics. He isn't sure for UC Health and how they've changed. Powell noted that UC Health may be taking Greeley/Evans, LaSalle areas while Banner may be servicing in the outlining areas of Weld County. Powell may have a contact and will reach out. Teets asked if Powell will have UC Health contacts; Powell doesn't right now but will see if he can find someone in his network.

4) Post-Anesthesia/Sedation Transportation

All

Johnson and Schmitt asked the group if transportation providers have policies regarding post-anesthesia and sedation transportation.

Bedingfield said that 60+ Ride can give transportation to the appointment, but not from the appointment if sedation/anesthesia is involved. She has talked briefly about a possible program where the Area Agency on Aging (AAA) funds 60+ Ride to hire a CNA to go along with the driver. There is an added logistical layer of people who need someone with them when they get home, and she isn't sure how to address that problem. 60+ Ride does not currently provide rides to day surgery discharges; they can only provide transportation days after the surgery when the patient is not under anesthesia anymore. She also notes that 60+ Ride can provide transportation for care takers. Teets recommended asking what DRCOG and Boulder County peers are doing in these situations.

Seward noted that Squad One is a great option and may be a good provider to reach out to and get their information into the provider's guide. Powell notes that Squad One is the community paramedic program; the best way to reach them is to contact the non-emergency line and request Squad One. Powell said that he could request that Darren with Squad One present to WCMC.

5) 2023 Calendar and Goals

All

Schmitt and Johnson shared the 2023 calendar meeting dates with the group and the survey results. The combination of the Larimer and Weld County Mobility Committees will be called the "Northern Colorado Mobility Committee". Martinez noted that "NCCMC" is already the acronym for the North Colorado Medical Center so maybe "NoCoMC" would be more appropriate to avoid confusion. Bedingfield noted that this name helps include other Northern Colorado communities to the table outside of Larimer and Weld Counties.

WORK GROUPS

6) Outreach and Education Working Group –

Johnson

a. Travel Training Program



Johnson shared details of the RideNoCo Travel Training program. Teets had an idea to do a Denver ride through Bustang. Is it possible to put a Bustang travel training and experiential events too. More details are outlined in these [slides](#). Johnson encouraged the group to email with any feedback – hjohnson@nfrmpo.org.

GREELEY EVANS TRANSIT NEWS AND UPDATES

Powell shared that starting January 1st the City of Greeley will be restructuring and relabeling many departments; Greeley Evans Transit will now be identified to “Mobility Services”; Powell will be Mobility Operations Supervisor, Michelle Johnson will be Mobility Manager, and there will be a job opportunity for a Mobility Coordinator. They are going to move forward to find a new transportation software option. It may be Trip Spark. Powell will be giving a Defensive Driver presentation at the SWATA conference in Aurora.

WCMC MEMBER UPDATES

Teets notes that the WAND group wants to bring together a conference on housing and homelessness; they are working with United Way, Weld County, and the City of Greeley. They want to discuss affordable housing and keeping people in their homes. He also wanted to ask if NFRMPO staff can report wider Planning Council information to the WCMC and LCMC. Schmitt noted that we could put together a handout or ensure to find ways to keep mobility committees up to date on Planning Council business.

Bedingfield noted that 60+ Ride has been awarded funding for a wheelchair accessible van and operating funds. Weld County has asked them to request a van to expand their services to adults with disabilities.

Final Public Comment (2 minutes each)

None.

Next Month’s Agenda Topic Suggestions

Powell suggested bringing Squad One to a WCMC meeting.

Upcoming Meetings:

1. Upcoming Meetings:

- a. Northern Colorado Mobility Committee – February 28th– 1:00-3:30 pm**
- b. Weld County Mobility Committee – March 28th– 1:30 to 3 pm**