

MEMORANDUM

To: NFRMPO Planning Council

From: Jerome Rouser

Date: March 15, 2023

Re: 2050 RTP Goals, Objectives, Performance Measures, and Targets

Background

Starting with the 2040 RTP, the NFRMPO has adopted goals, objectives, performance measures, and targets (GOPMT) to guide investments in the regional transportation system. The GOPMT framework is intended to ensure the NFRMPO plans and programs projects to meet national and regional goals. The GOPMT guides regional transportation planning policy, specifically programming of projects, planning efforts, and overall coordination. NFRMPO staff worked with TAC members in 2018 to update objectives and to draft new Regional Performance Measures for the 2045 RTP, and repeated the discussions in spring 2022 for the 2050 RTP. The Regional Performance Measures are designed to reflect regional priorities not covered by the Federal Performance Measures. The Regional Performance Measures are not required by Federal Law and will be adopted in addition to the Federal Performance Measures.

The proposed GOPMT and Vision Statement were developed based on the 2045 RTP GOPMT framework and feedback from TAC and the Community Advisory Committee (CAC) and will be incorporated into the 2050 RTP. The proposed 2050 RTP GOPMT are attached.

Action

Staff requests TAC review and discuss the proposed 2050 RTP Goals, Objectives, Performance Measures and Targets (GOPMT) and recommend Planning Council adoption of the 2050 RTP GOPMT, including the proposed regional performance measures.



2050 RTP Proposed Goals and Objectives

Goal: Regional Health

Objective: Improve economic development, resident's quality of life, and air quality

Goal: Mobility

Objective: Moves people and goods safely, efficiently, and reliably on a continuous transportation system

Goal: Multi-Modal

Objective: Improve accessibility of and access to transit and alternative modes of transportation

Goal: Operations

Objective: Optimize operations, planning, and funding of transportation facilities

2050 RTP Proposed Vision Statement

Ensure the multimodal transportation system in Northern Colorado is safe, socially, and environmentally sensitive, and strengthens the region's quality of life and economic vitality.

2050 RTP Proposed Regional Performance Measures and Proposed Targets

Highlighted text are changes from the February 15, 2023 TAC meeting.

- Population within Paratransit and Demand Response Service Area within the NFRMPO Boundary: **At Least 75%**
- Fixed-route Revenue Hours per Capita within Service Areas: **Increase by 30%**
- Non-Motorized Facility Miles: **7.62 miles per 1,000 people**
- Percent of Non-Single Occupant Vehicle Commuter Trips : **At least 40%**
- Daily VMT per Capita: **Daily VMT per Capita \leq 24**
- Projects Requiring more than One Extension: **< 22%**
- Travel Time Index on RSCs: **90% of RSCs have a TTI \leq 1.5**
- Percent of devices connected by Fiber on RSCs: **At least 87%**

2050 RTP Goals, Objectives, Performance Measures, and Targets

NFRMPO Technical Advisory Committee



North Front Range
Metropolitan
Planning
Organization



March 15, 2023

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Vision Statement



North Front Range
Metropolitan
Planning
Organization

2045 RTP - We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region's quality of life and economic vitality.

2050 RTP - Ensure the multimodal transportation system in Northern Colorado is safe, socially and environmentally sensitive, and strengthens the region's quality of life and economic vitality.

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2050 RTP GOPMT

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2045 RTP Goals and Objectives



Goal Area 1: Economic Development and Quality of Life

Foster a transportation system that supports economic development and improves residents' quality of life

Goal Area 2: Mobility

Provide a transportation system that moves people and goods safely, efficiently, and reliably

Goal Area 3: Multi-Modal

Provide a multimodal system that improves accessibility and transportation system continuity

Goal Area 4: Operations

Optimize operations of transportation facilities

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2050 RTP GOPMT

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2050 RTP Goals and Objectives



Goal 1: Regional Health

Improve economic development, residents' quality of life, and air quality



Goal 3: Multi-Modal

Improve accessibility of and access to transit and alternative modes of transportation



Goal 2: Mobility

Moves people and goods safely, efficiently, and reliably on a continuous transportation system



Goal 4: Operations

Optimize operations, planning, and funding of transportation facilities



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2050 RTP GOPMT

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Goals & Performance Measures



Regional Health

Improve economic development, residents' quality of life, and air quality

Mobility

Move people and goods safely, efficiently, and reliably on a continuous transportation system

Multimodal

Improve accessibility of and access to transit and alternative modes of transportation

Operations

Optimize operations, planning, and funding of transportation facilities

Performance Measures

System Performance

- CMAQ Emissions Reductions
- Non-SOV Travel
- PHED

Regional PM

- Percent of Non-SOV Commuter Trips
- Daily VMT per Capita

Safety

Infrastructure Condition System Performance

- PHED
- Truck Travel Time Reliability

Transit Safety

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
- PHED

Regional PM

- Project Delivery
- Devices Connected by Fiber
- Travel Time Index on RSCs

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2050 RTP GOPMT

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Regional Performance Measures

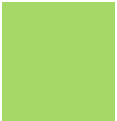
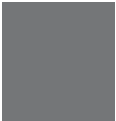


- The NFRMPO adopted the *2045 RTP* Regional Performance Measures in 2018
- The Regional Performance Measures (RPM) are designed to reflect regional priorities not covered by the Federal Performance Measures
- These measures are not required by Federal law

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2050 RTP GOPMT

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



- **2045 RTP Target: At Least 75%**
- **2050 RTP Baseline : 63%**
- **Current Status: 68.7%**
- **2050 RTP Recommended Target: At least 75%**

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2050 RTP GOPMT

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Fixed-route Revenue Hours per Capita within Service Areas



- **2045 RTP Target: Increase by 10%**
- **2050 RTP Baseline: 0.65**
- **Current Status: 0.45**
- **2050 RTP Recommended Target: Increase by 30%**

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2050 RTP GOPMT

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Non-Motorized Facility Miles



- **2045 RTP Target: Increase by 50%**
- **2050 RTP Baseline: 3,352 miles**
- **Current Status: 4,586 miles**
- **2050 RTP Recommended Target: 7.62 miles per 1,000 people**

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2050 RTP GOPMT

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Percent of Non-SOV Commuter Trips



- **2045 RTP Target: At Least 25%**
- **2050 RTP Baseline: 23%**
- **Current Status: 26.8%**
- **2050 RTP Recommended Target: At Least 40%**

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2050 RTP GOPMT

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Daily VMT Per Capita



- 2045 RTP Target: ≤24
- 2050 RTP Baseline: 24
- Current Status: 24
- 2050 RTP Recommended Target: ≤24

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2050 RTP GOPMT

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Projects Requiring more than One Extension



- 2045 RTP Target: N/A
- 2050 RTP Baseline: 11%
- Current Status: 20%
- 2050 RTP Recommended Target: ≤22%

The Baseline year for this measure is 2019

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2050 RTP GOPMT

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Travel Time Index on RSCs



- **2045 RTP Target: 90% of RSCs have a TTI ≤ 1.5**
- **2050 RTP Baseline: 90% of RSCs have a TTI ≤ 1.5**
- **Current Status: 94.9%**
- **2050 RTP Recommended Target: 90% of RSCs have a TTI ≤ 1.5**

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2050 RTP GOPMT

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Percent of Devices Connected by Fiber on RSCs



- **2045 RTP Target: N/A**
- **2050 RTP Baseline: 87%**
- **Current Status: 87%**
- **2050 RTP Recommended Target: $\geq 87\%$**

The baseline year for this measure is 2023; however, the baseline may change as we receive more data.

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2050 RTP GOPMT

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Next Steps



- **March 15, 2023: TAC Recommendation**
- **April 6, 2023: Council Action**

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2050 RTP GOPMT

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Questions?



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2050 RTP GOPMT

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Willow Bend Trail Scope Change Request

NFRMPO Technical Advisory Committee (TAC)
March 15, 2023

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Agenda

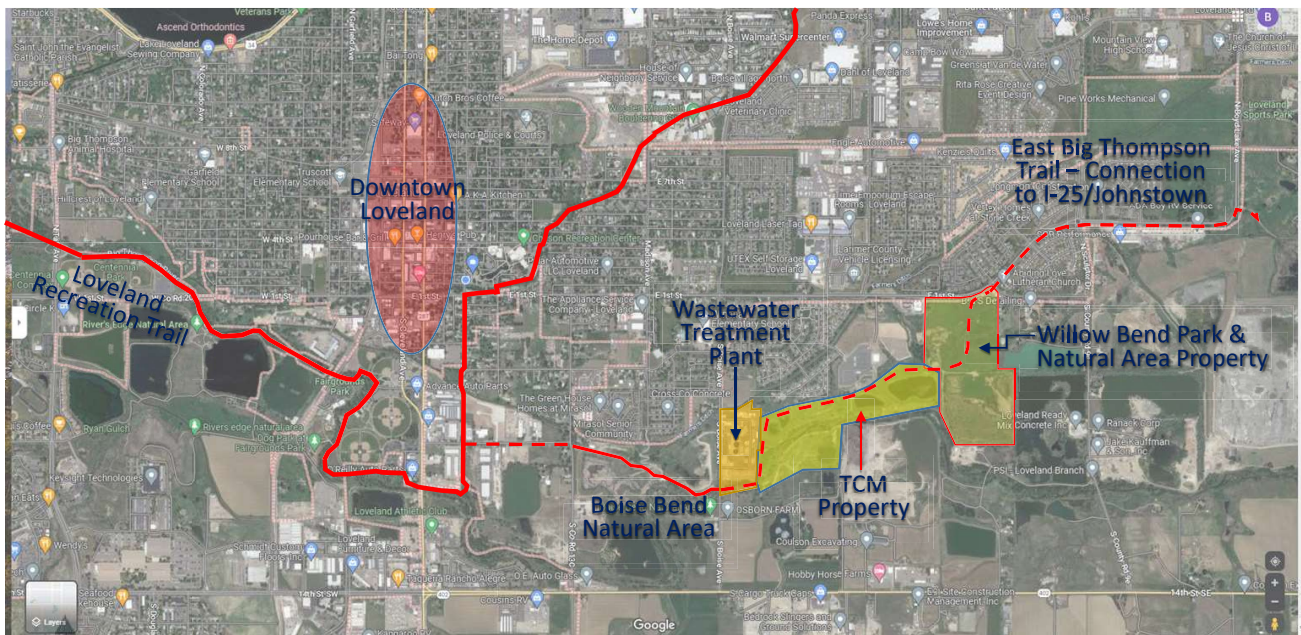


- Project Location
- Project Scope
- Park & Natural Area Detail
- Scope Change
- Support for Scope Change
- Advantages/Disadvantages
- Questions

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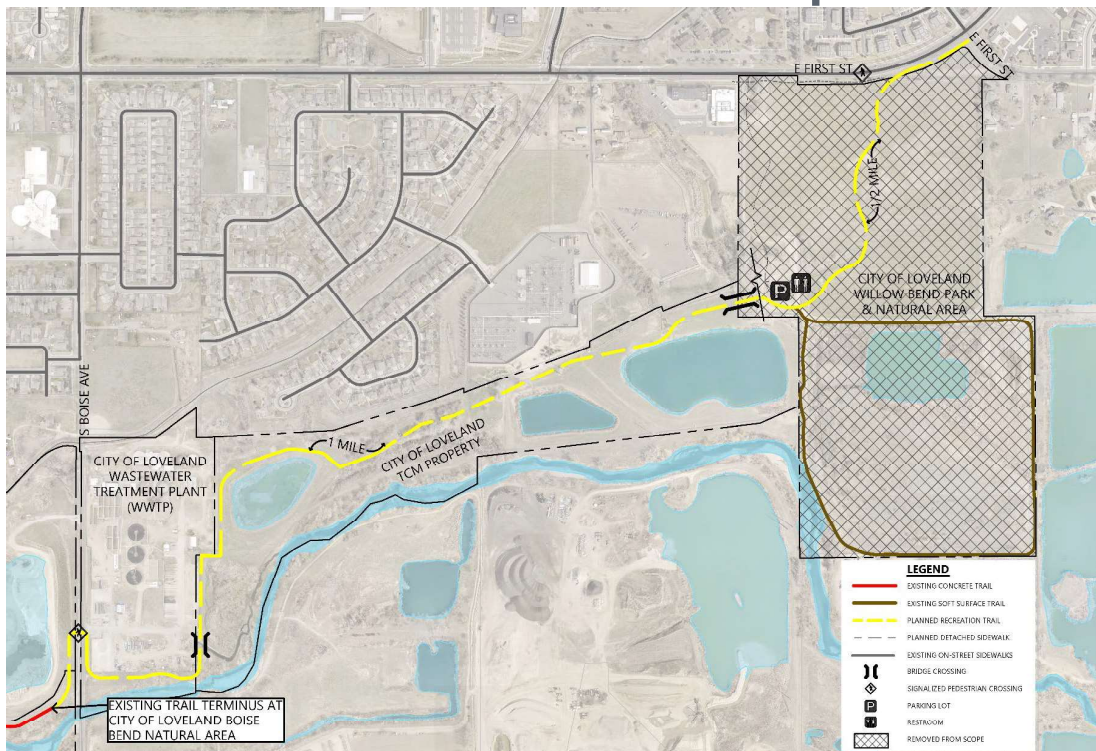
Willow Bend Trail Location



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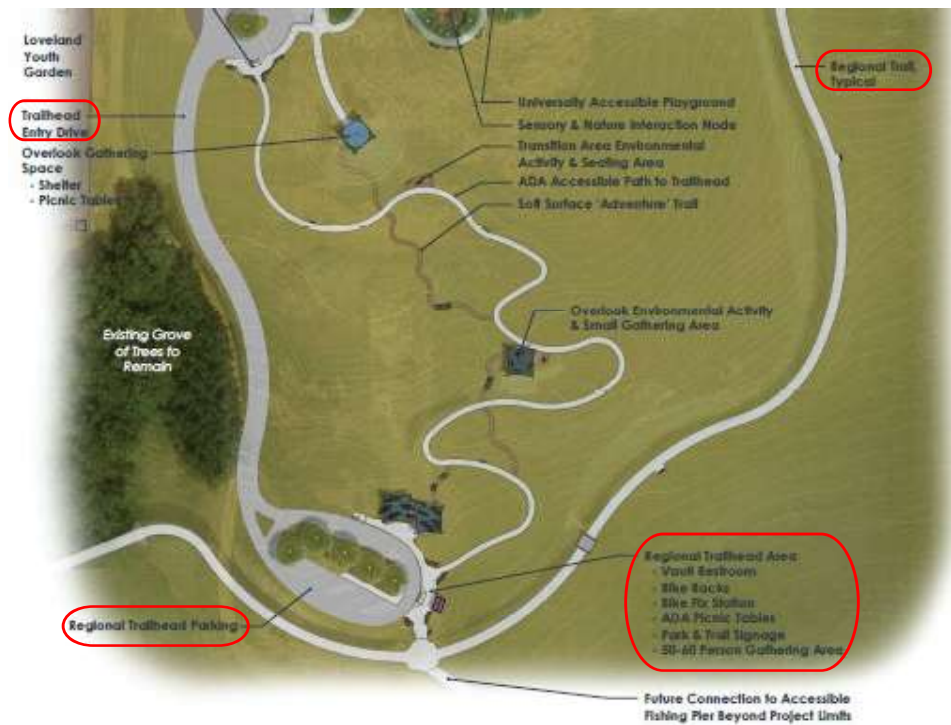
Willow Bend Trail Scope



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Willow Bend Park & Natural Area Property



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Willow Bend Trail – Scope Change

Original Grant Scope		Revised Scope	
CRP, MMOF, TA Grants	1 ½ miles 10' concrete trail	1 mile 10' concrete trail	CRP, MMOF, TA Grants
	2 bridges	2 bridges	
	¼ mile paved entry drive (to trailhead)	1 H.A.W.K beacon pedestrian crossing	
	Trailhead parking	¼ mile paved entry drive (to trailhead)	Fully City Funded
	Vault toilet	Trailhead parking	
	Trailhead Signage	Vault toilet	
	2 Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossings	Trailhead Signage	
		1 staggered RRFB pedestrian crossing	

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Support for Scope Change Request

- Improvements on Willow Bend Park & Natural Area within a separate design scope
 - Construction Manager at Risk (CMaR) already engaged
- Park & Natural Area awarded grants from GOCO, LWCF; funded internally by 5 sources
 - Complicated accounting and overlapping grant requirements

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Advantages/Disadvantages

Advantages

- Efficient tracking of grant funds
- Scope not removed from CMaR contract
- Grading efficiency
- Follow CDOT requirements on remainder of trail
- Simultaneous construction
- Originally anticipated full scope of construction will still be completed

Disadvantages

- Construction by two contractors
- Potentially differing timelines

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Questions?

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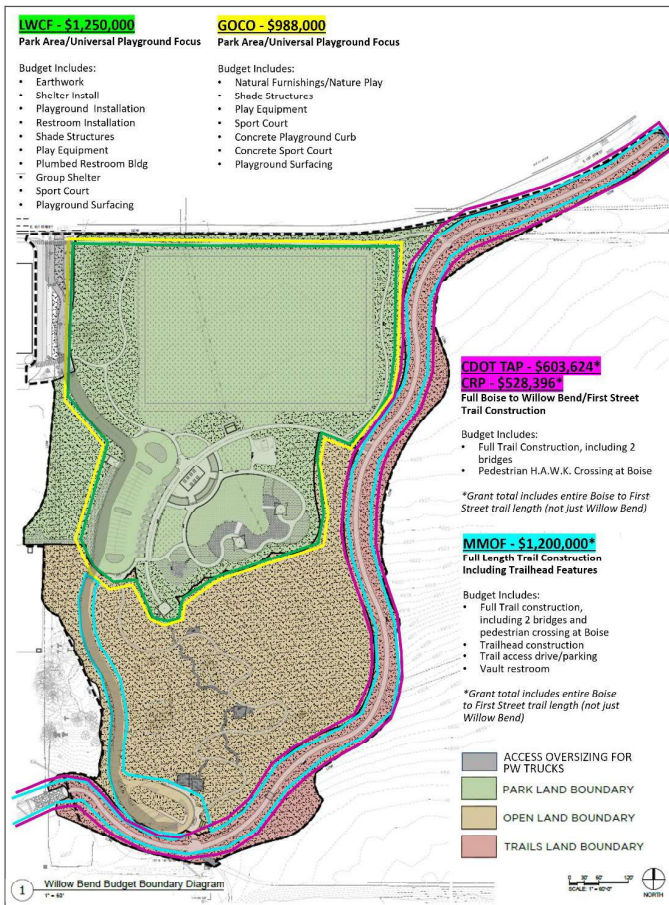
Funding Diagram

Grant Sources:

1. LWCF
2. GOCO
3. TA
4. CRP
5. MMOF

Internal Sources:

1. Parks CEF
2. Recreation CEF
3. Open Lands Fund (sales tax)
4. Conservation Trust
5. Public Works Stormwater



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Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, March 8, 2022

GoToMeeting Hybrid Meeting

Spin E-Bikes & E-Scooter Discussion

Gammonley, Gilman, and Ruhlen outlined the public-private partnership between Spin and the City of Fort Collins. Gilman defined a public-private partnership as a mechanism for governments to procure and implement public infrastructure and/or the services using the resources and expertise of the private sector. Gilman outlined the industry challenges and the rise of micromobility options in cities across the nation. Gilman noted the difference between exclusive versus multi-vendor programs. Gammonley summarized the operational side of Spin and the factors needed to create a successful micromobility public/private partnership. The three main factors are contractual factors, operational factors, and programmatic factors. Ruhlen provided additional details on the partnership between Spin and the City of Fort Collins. Ruhlen outlined some recommendations for communities who would like to partner with a micromobility service. NoCo members asked questions concerning Spin's relationship with transit services. Fort Collins is looking to better integrate Spin in with transit. NoCo members discussed how these micromobility services can be connected on a regional level for regional connectivity.

2050 Regional Transportation Plan

Gordon provided an overview of the 2050 Regional Transportation Plan (RTP), including a brief summary of the plan's chapters and timeline. Gordon outlined the outreach efforts being done to get community input. The plan will be adopted in September 2023. The group provided input on the Regionally Significant Corridors and Regional Transit Corridors.

Roundtable

Rouser requested that NoCo members inform him if they have any NFRMPO-owned bike counters and noted that the NFRMPO will be collecting them to take inventory. Rouser requested NoCo members to email him any topic ideas if they have any. Gordon noted the NFRMPO was awarded the Transportation Management Organization (TMO) grant for the US-34 TMO. Cunningham stated the NFRMPO will be opening a Call for Projects for all funding programs later this year. Gammonley thanked everyone for listening to Spin's presentation and asking great questions. Geary noted that the NACTO Designing Cities conference is in Denver from May 15-May 18, 2023.