



North Front Range
Metropolitan
Planning
Organization

2025

ANNUAL REPORT

**NORTH FRONT RANGE METROPOLITAN
PLANNING ORGANIZATION**



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Image Credit: CDOT

Letter from the Executive Director

To the communities and residents of the North Front Range Metropolitan Planning Organization (NFRMPO),

The NFRMPO continues to advance its mission through three core program areas: transportation planning, regional mobility, and vanpooling; each of which plays a vital role in connecting people, places, and opportunities across Northern Colorado.

Over the past year, NFRMPO staff, the Technical Advisory Committee (TAC) comprised primarily of engineers and planning professionals from our member agencies; and the Planning Council, made up of elected officials representing each member community, have had a highly productive and collaborative year. With the support of TAC, input from the public and stakeholders, and direction from the Planning Council, the NFRMPO achieved the following in 2025:

- Completed an annual audit with an unqualified opinion;
- Adopted new Safety Targets for 2021–2025;
- Approved the FY2026–2027 Unified Planning Work Program (UPWP) and FY2026 Budget;
- Adopted new four-year Federal Performance Measures for PM2: Pavement and Bridge Performance and PM3: System Performance;
- Continued and expanded outreach and public engagement efforts;
- Approved the conformity determination for both the 2050 Regional Transportation Plan (RTP) Amendment and the FY2026–2029 Transportation Improvement Program (TIP);
- Approved the 2025 Coordinated Human Services Transportation Plan;
- Advanced regional mobility through successful management of the RideNoCo program.
- Welcomed a new Executive Director;

These accomplishments ensure the NFRMPO remains eligible to receive and invest federal funding in the region's transportation and air quality systems. These documents are explained more fully in this Annual Report and are available on the [NFRMPO website](#).

Our Mobility Program continues to grow as a central hub for transportation options, providing residents with the tools and information needed to make informed travel choices and improving access across modes and communities.

The VanGo™ Vanpool Program remains a cornerstone of our services, offering safe, reliable, and cost-effective commuting options throughout the North Front Range. At the close of 2025, the program operated up to 24 vehicles on 22 routes serving approximately 78 participants, helping reduce congestion and support regional air quality goals.

To further strengthen community partnerships, NFRMPO member communities continue hosting monthly hybrid Planning Council meetings on a rotating basis. The organization also advocates regional collaboration through active support of the I-25, US 34, US 287, and US 85 Coalitions, fostering continued coordination and a shared regional vision.

It has been an honor to serve as Executive Director during this dynamic and productive year. Thank you for your continued partnership and support in advancing transportation, mobility, and regional connectivity across the North Front Range.



Elizabeth Relford
NFRMPO Executive Director

The North Front Range Transportation & Air Quality Planning Council

The North Front Range Transportation & Air Quality Planning Council (NFRTP & AQPC) meets the first Thursday evening of each month. The Planning Council is made up of elected officials and representatives from local communities and state agencies. Several NFRMPO Planning Council members also represent the NFRMPO on other state and regional committees, coalitions, and commissions, including the Colorado Transportation Commission (TC), Statewide Transportation Advisory Committee (STAC), Front Range Passenger Rail District (FRPR), the I-25 Coalition, the US34 Coalition, and the Non-Attainment Area Pollution Mitigation Enterprise (NAAPME).

2025 Planning Council

Chair	Councilmember Johnny Olson	Greeley
Vice Chair	Commissioner Kristin Stephens	Larimer County
Past Chair	Mayor Pro Tem Jon Mallo	Loveland
	Mayor William Karspeck	Berthoud
	Mayor Pro Tem Liz Heid	Eaton
	Mayor Mark Clark	Evans
	Councilmember Tricia Canonico	Fort Collins
	Mayor Fil Archuleta	Garden City
	Councilmember Andrew Paranto	Johnstown
	Trustee Paula Cochran	LaSalle
	Mayor Pro Tem Dan Dean	Milliken
	Mayor Matthew Fries	Severance
	Councilmember Bill Jenkins	Timnath
	Commissioner Scott James	Weld County
	Mayor Julie Cline	Windsor
	Cecil Gutierrez	Transportation Commission
	Jessica Ferko	CDPHE-Air Pollution Control Division



Technical Advisory Committee

The Technical Advisory Committee (TAC) meets the third Wednesday of each month. The TAC consists of up to 17 voting members, primarily engineers and planning staff from local member agencies as well as the Colorado Department of Transportation (CDOT) and the Colorado Department of Health and the Environment-Air Pollution Control Division (CDPHE-APCD). The TAC also has seven non-voting members who represent state air quality, the federal government, bike and pedestrian, and local transit agency perspectives.

2025 Technical Advisory Committee

Chair	Nicole Hahn	Loveland
Vice Chair	Evan Pinkham	Weld County
Past Chair	Eric Tracy	Larimer County
	Tawn Hillenbrand	Berthoud
	Wesley LaVanchy	Eaton
	Mazedur Hossain	Evans
	Dana Hornkohl	Fort Collins
	Vacant	Garden City
	Victoria Leonhardt	Greeley
	Tim Hoos	Johnstown
	Vacant	LaSalle
	Kevin Koelbel	Milliken
	Shani Porter	Severance
	Kim Koivuniemi	Timnath
	Scott Pearson	Windsor
	Josie Thomas	CDOT
	Brenden Cicione	CDPHE-APCD
	Emma Belmont	FTA*
	Aaron Bustow	FHWA*
	Candice Folkers	COLT*
	Michelle Johnson	GET*
	Joshua Ma	Transfort*
	Tom Moore	RAQC*
	Varies	NoCo Bike & Ped Collaborative*

*A non-voting member of the Technical Advisory Committee

NFRMPO Staff

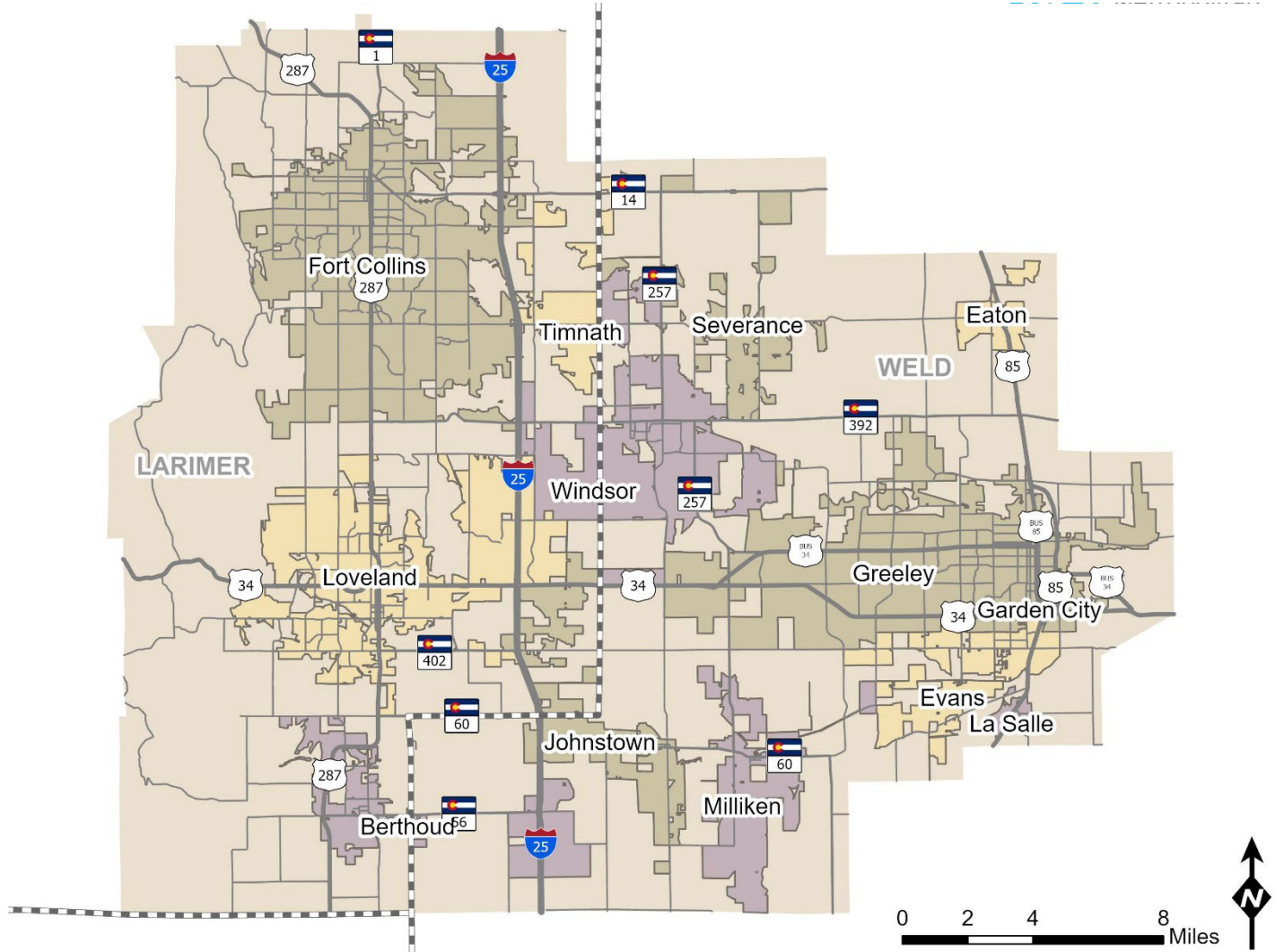
The NFRMPO staff complete all the federal and state requirements to allow the local member communities to spend federal and state transportation funding. Staff provide professional planning services through the development of the Regional Transportation Plan including sub-plans for transit, active transportation, and the Congestion Management Process. The staff are also responsible for the ongoing administration of the region’s Transportation Improvement Program and periodic Call for Projects for federal funding for the region. Staff are managed by an Executive Director who reports to the Planning Council.

2025 NFRMPO Staff

Administration	Elizabeth Relford	Executive Director
	Barbara Bills	Office Administrator
	Tonja Burshek	Controller
Transportation Planning	Becky Karasko, AICP	Transportation Planning Director
	Jerome Rouser, AICP	Transportation Planner II
	Jonathan Stockburger	Transportation Planner I
	Mykayla Graalum	Transportation Planner I
	Tahjiba Tarannum	Transportation Modeler
	John Meyer	Transportation Intern
Mobility	Tanya Trujillo-Martinez	Mobility Director
	Aaron Hull	Mobility Planner
	Lisa Deaton	Mobility Specialist
VanGo	Shane Armstrong, CAFM	Operations & Fleet Manager



Region at a Glance



Population

558,443
Residents in 2024

+1.6% **+8,648**
Population Change from 2023 – 2024

Commuting Patterns

68.8% Drive Alone	18.0% Work from Home	7.5% Carpool	4.1% Bike or Walk	0.6% Use Transit	1.0% Other
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Largest Employers

UC Health

Banner Health

JBS Swift

Transportation Improvement Program

The Transportation Improvement Program (TIP) identifies the surface transportation projects and activities to be funded in the NFRMPO area over a four-year time period. The TIP includes roadway, transit, bicycle, and pedestrian improvements that are federally funded or regionally significant.

NFRMPO FY2026-2029 TIP



On September 17, 2025, the NFRMPO Technical Advisory Committee (TAC) approved the Fiscal Years (FY) 2026-2029 TIP. The TIP will become effective upon approval in 2026 by the NFRMPO Planning Council, Governor Polis, and the Federal Highway Administration (FHWA) and will be incorporated into the Statewide TIP.

The TIP identifies the surface transportation projects and activities to be funded in the NFRMPO area over a four-year time period. The TIP includes roadway, transit, bicycle, and pedestrian improvements that are federally funded or regionally significant.

To learn more about the TIP and to see details about the projects programmed in the TIP, view the [TIP webpage](#).

2025 TIP Amendments and Modifications

Changes to the TIP are made in the form of amendments and modifications, which are regularly completed to ensure transportation project funding accuracy. Amendments to the TIP are necessary to facilitate project implementation, identify changes in funding and scheduling, and add new or delete completed projects. The NFRMPO forwards TIP amendments to CDOT upon approval at the appropriate organizational level. Amendments approved by the Planning Council are accompanied by a Resolution of Adoption. Subsequently, each administrative modification are provided for informational purposes to both TAC and Planning Council.

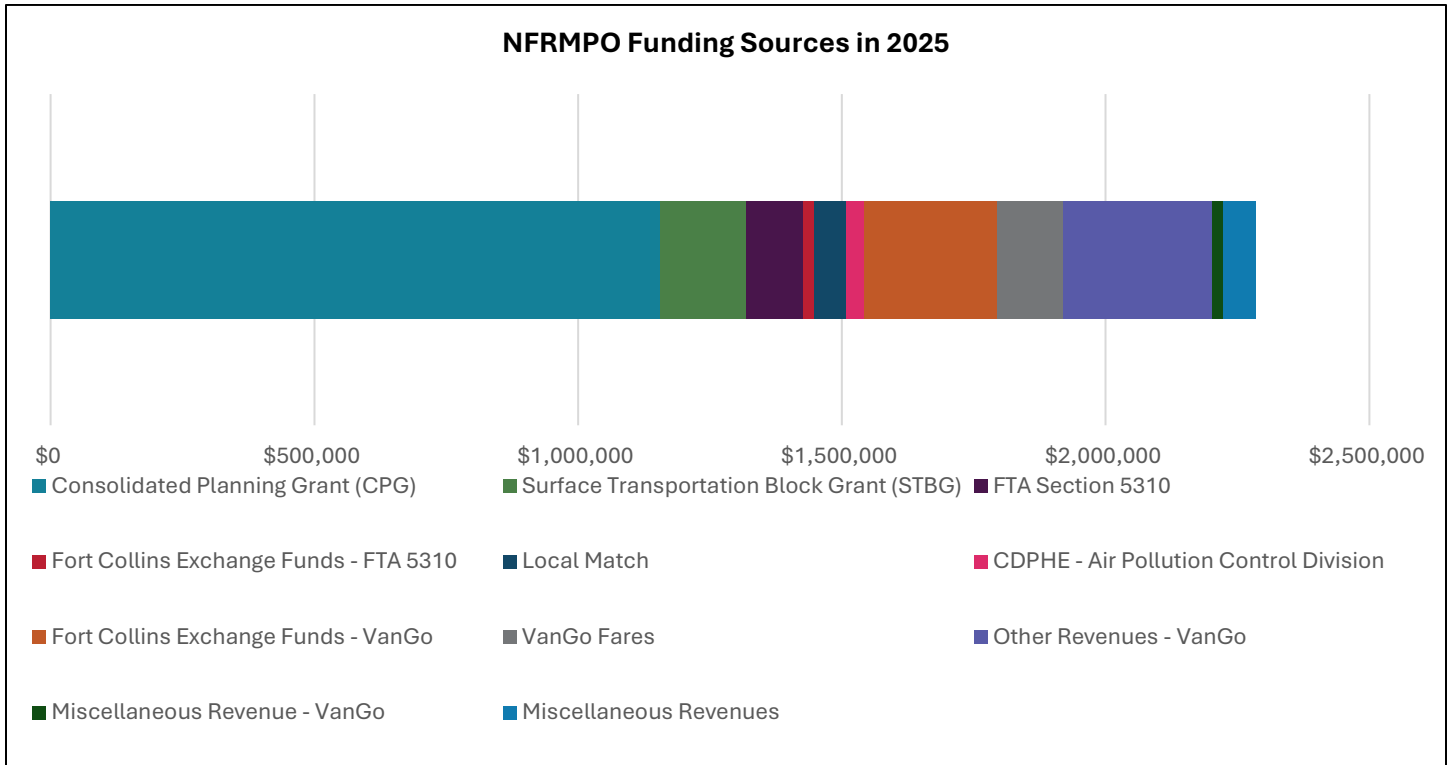
In 2025, the NFRMPO approved seven Amendments and processed 11 Modifications to the FY2024-2027 TIP. To learn more about the TIP amendments and modifications, visit the [TIP webpage](#).

Finances

The NFRMPO is primarily grant funded with local funds used as a match. Typical federal and state programs include:

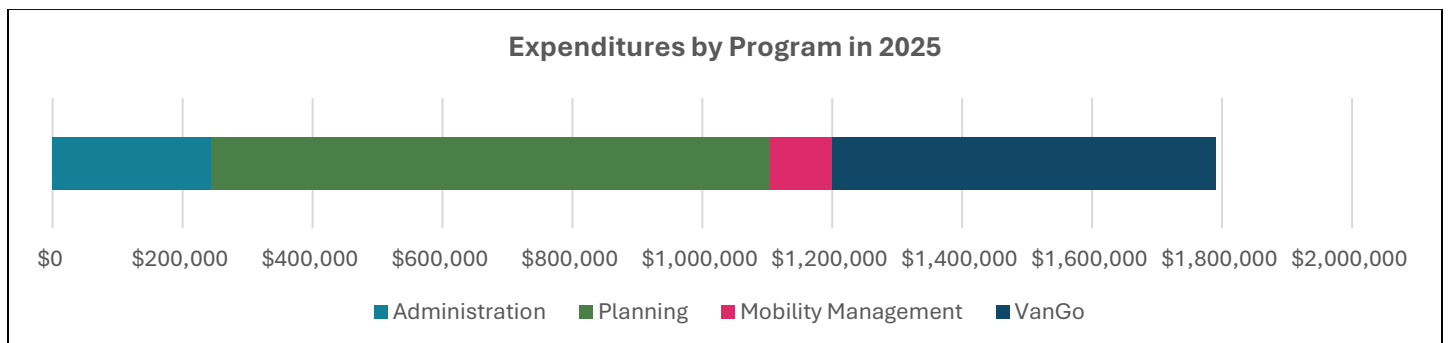
- Consolidated Planning Grant
- Surface Transportation Block Grant
- FTA Section 5310

NFRMPO funding sources in 2025 totaled \$2,284,161. A breakdown of this can be seen in the chart below.

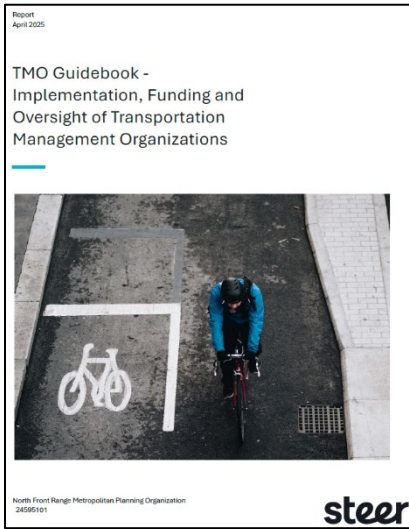


The VanGo™ program is funded through fares, vehicle sales, and funding agreements with local communities.

The NFRMPO has four program areas – Administration, Planning, Mobility Management, and VanGo™. A breakdown of expenditures by program area can be seen in the chart below.



TMO Call for Projects



The NFRMPO Planning Council approved the 2025 TMO Call for Projects on December 4, 2025. The 2025 TMO Call for Projects Guidelines were also approved, outlining eligible applicants, eligible project types, project requirements, and scoring criteria for the 2025 TMO Call for Projects. The Call awards TMO funds for Fiscal Year 2025, with funding for the TMO Call for Projects sourced from the Carbon Reduction Program (CRP) under the Federal Bipartisan Infrastructure Law (2021).

The 2025 TMO Call for Projects establishes a clear structure for funding and supporting local and regional organizations that promote sustainable travel choices, reduce congestion, and improve air quality through collaborative programs and data-driven strategies.

Table 1: Goals of the 2025 TMO Call for Projects

TMO Goal	Description
Mobility: Reduce Congestion and Improve Air Quality	Support TMO initiatives that improve sustainable travel options awareness and adoption for reduced congestion and improved air quality.
Connectivity: Strengthen Regional Links	Fund TMOs that address transportation challenges in high-impact areas such as Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTC), and Regional Active Transportation Corridors (RATCs), and Short-Trip Opportunity Zones.
Sustainable Projects: Invest in Financially and Technically Sustainable Projects	Support TMOs with realistic budgets and demonstrated technical capacity to implement TDM initiatives effectively.
Accessibility: Advance Access for All	Prioritize TMOs that expand accessibility of travel options and incorporate inclusive community outreach approaches to better reflect the needs and priorities of their communities.
Innovation: Encourage Innovation in TDM	Promote creative and forward-thinking approaches to delivering impactful TMOs.
Local Commitment: Build Community Support	Incentivize TMO collaboration with local jurisdictions and stakeholders to secure strong community buy-in and sustained support.

The application window for the 2025 TMO Call for Projects was open from December 5, 2025 through January 28, 2026.

Ribbon Cuttings and Events

Power Trail Underpass Ribbon Cutting



Since its opening, the Power Trail has had a gap between Golden Meadows Park and Keenland Drive, detouring Power Trail users to McMurry Avenue and Keenland Drive. The Power Trail Underpass project will close that gap, providing a safe crossing of Harmony Road via an underpass beneath the roadway.

Construction began in November 2025, and initial construction will focus on the underpass beneath Harmony Road. Construction will then proceed to build trail segments north and south of the underpass, toward Keenland Drive and Golden Meadows Park along the Union Pacific Railroad corridor. The full trail facility is

expected to be completed in Spring 2027.

A ceremonial groundbreaking event was held on December 2, 2025 at 11:00 a.m. just north of the project site. Fort Collins Councilmember and NFRMPO 2025 Planning Council representative Tricia Canonico spoke at the event.

Ruby Bridges Walk to School Day Event

On November 14, 2025, GOAL High School in Greeley, Colorado, partnered with the NFRMPO to celebrate Ruby Bridges Walk to School Day, an event honoring the courage and legacy of civil rights icon Ruby Bridges. At just six years old, Ruby Bridges made history in 1960 by integrating an all-white elementary school in Louisiana, a milestone that continues to inspire generations.

Students kicked off the day with an organized walk, learning about local mobility resources and the extensive trail network that encourages walking and biking throughout Northern Colorado. The event wasn't just about movement; it was about empowerment and education.



At the event, participants were also introduced to local resources on transportation and mobility and learned about the extensive trail systems available throughout the region, encouraging walking, biking, and other active modes of transportation. To add an educational twist, students participated in a poetry contest with the prompt: "Transportation: Share a favorite memory or a challenge you've faced." The contest sparked heartfelt reflections and creativity. Two winners were awarded brand-new bicycles, giving them the freedom to enjoy the region's trails and embrace active mobility.

The Ruby Bridges Walk to School Day not only honored a pivotal moment in American history but also strengthened community ties, promoted physical activity, and highlighted the benefits of sustainable transportation. Through initiatives like this, the NFRMPO and GOAL High School continue to champion values of inclusion, health, and environmental stewardship, creating a brighter, more connected future for students and families in Northern Colorado.

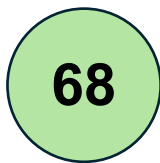
Air Quality

The quality of the air impacts human health, agriculture, and visibility, and is also an important consideration for transportation planning. The NFRMPO is the designated lead planning agency for Carbon Monoxide (CO) and works with the Regional Air Quality Council (RAQC), which is the designated lead planning agency for ozone. In addition, the NFRMPO works with the Air Pollution Control Division (APCD) and the Environmental Protection Agency (EPA) to develop plans to address air quality issues and ensure the NFRMPO’s planning efforts meet air quality requirements.

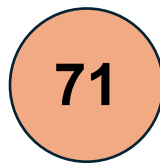
2025 Ozone Season

Weather conditions that were less likely to lead to ozone formation this summer resulted in fewer days above the federal ozone standard on Colorado’s Front Range during the summer ozone season in 2025. However, even with favorable meteorology, monitors on the Front Range still recorded 23 days above the federal ozone standards. There were 33 Ozone Action Alert Days. The NFRMPO continues to partner with the RAQC and APCD on outreach and strategy development to control ozone.

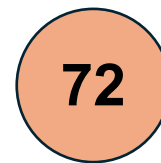
4th Maximum 8-Hour Value in parts per billion (ppb) (2025)



Fort Collins-Mason



Greeley-Weld County Tower



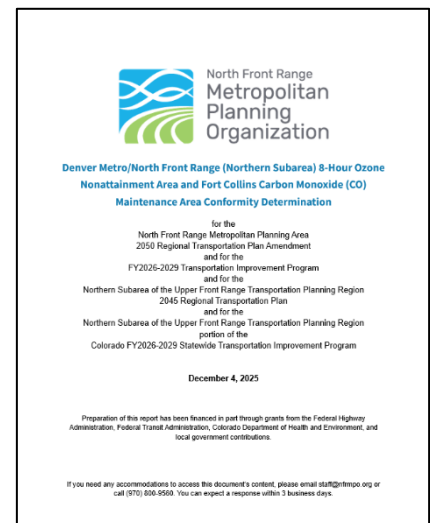
Fort Collins-West

The fourth highest value in 2025 at the three state monitors in the NFRMPO region are shown above. During the 2025 ozone season, Fort Collins-Mason remained under both the 70 and 75 ppb federal standards, while Greeley-Weld County and Fort Collins-West were above the 70 ppb standard but below the 75 ppb standard.

Conformity Determination for the 2050 RTP Amendment and the FY2026-2029 TIP

Regional air quality significant projects must be analyzed for their impacts on the region’s air quality. Using the NFRMPO’s Regional Travel Demand Model (RTDM), outputs like vehicle speeds and vehicle miles traveled (VMT) are submitted to the Colorado Department of Public Health and Environment (CDPHE) for analysis using the EPA’s Motor Vehicle Emissions Simulator (MOVES) model. The NFRMPO must ensure emissions remain below the Motor Vehicle Emissions Budgets (MVEBs).

For both the 2026-2029 TIP and the 2050 RTP Amendment, the NFRMPO achieved conformity. Planning Council approved the Conformity Determination at their December 2025 meeting and will be submitted to federal partners upon adoption of the FY2026-2029 TIP.



Active Transportation

The NFRMPO works with various planning partners to address active modes as part of the transportation planning process to equitably move people, reduce emissions, and improve quality of life. In addition to the efforts listed below, the NFRMPO has been developing the 2026 Active Transportation Plan throughout 2025, with anticipated adoption in spring 2026.

NoCo Bike & Ped Collaborative

The NoCo Bike & Ped Collaborative met monthly throughout the year to discuss ways to improve the regional bicycle and pedestrian network. The group discussed a variety of topics including wayfinding, active transportation funding and data, and trail maintenance best practices. The group also had discussions while walking trails in the region and continued to track the progress of the construction of the RATCs in 2025.



Safe Routes to School Subcommittee

Safe Routes to School (SRTS) is a national initiative that promotes walking and bicycling to school through infrastructure improvements, safety education, and other incentives. SRTS initiatives improve safety and levels of physical activity for K-12 students.

There is a SRTS Subcommittee of the NoCo Bike & Ped Collaborative working to build and support SRTS programs in Northern Colorado. The committee comprises representatives from NFRMPO communities and interested organizations and can assist with any efforts to establish new programs in the region. In 2025, the Subcommittee focused on outreach and SRTS data.

Transit

The North Front Range region comprises three separate fixed-route transit agencies, operated by the region's three largest communities, and one demand-response service. CDOT currently operates the Bustang service, connecting Fort Collins and Loveland to Denver.

Transit is an important part of the growth anticipated to occur in Northern Colorado over the next 25 years. As a result, all transit agencies in the region are part of either the Larimer County Mobility Committee (LCMC) or the Weld County Mobility Committee (WCMC). COLT, GET, and Transfort, the three large transit agencies, are also active members of the TAC.

US34 Transit Plan

The NFRMPO is developing the US 34 Transit Plan to provide fast, reliable, and efficient transit service along US 34 between Loveland and Greeley. The purpose of the Plan is to identify operating scenarios, capital investments, and phasing options for premium transit along US 34 between downtown Loveland and the University of Northern Colorado (UNC) area, with stops placed at major intersections, transfer stations, and regional activity centers. The expectation of the US 34 Transit Plan is to identify a premium transit option with the possibility for bus lanes, queue jumps, transit signal priority, and/or other transit investments.



After a 6-month pause in work, the US34 Transit Plan resumed in July 2025. The consultant team finalized the proposed capital investments as well as future funding options. The Plan will be finalized in early 2026 and the Planning Council is anticipated to adopt this Plan in Spring 2026.

2025 Coordinated Human Services Transportation Plan

As a recipient of Federal Transit Administration (FTA) §5310 funds, the NFRMPO must update the Coordinated Human Services Transportation Plan every four years. Planning Council approved the 2025 Coordinated Plan at their December 2025 meeting. Throughout the development of the plan, input was gathered from the Larimer and Weld County Mobility Committees, the joint Northern Colorado Mobility Committee, local stakeholders, transportation providers, and the public.

The 2025 Coordinated Plan identifies transportation needs, service gaps, and overlaps for vulnerable populations, including older adults, individuals with disabilities, low-income individuals, and other underserved communities across Larimer and Weld counties. It provides a strategic framework to guide the efficient use of limited transportation resources and improve mobility and quality of life for these populations.

The 2025 Coordinated Plan serves as a strategic framework to ensure that limited transportation resources are used effectively, while maximizing independence and quality of life for those who rely on specialized transportation services. The following recommended strategies were drafted to address these concerns.



Table 2: The 2025 Coordinated Plan Strategies

Strategy	Goal of the Strategy
Coordination	Assist in providing additional transportation, mobility, and human services through a coordinated effort among providers, stakeholders, and the public.
Education, Outreach, and Communication	Raise awareness of services that enhance and improve mobility and access for older adults, individuals with disabilities, low-income individuals, and other underserved populations.
Collaboration	Promote collaboration among transportation and human service providers to improve service and resource delivery.
Infrastructure and Funding	Address the backlog of infrastructure upgrades, expansions, and state-of good-repair projects.
Non-Mobility Improvements	Address gaps unrelated to transportation that can benefit older adults, individuals with disabilities, low-income populations, and underserved communities.

Success will be evaluated using metrics such as the number of shared trips, the number of volunteer drivers, customer satisfaction, outreach participation, infrastructure improvements, ridership data, service coverage, and other performance measures stated in the 2025 Coordinated Plan.

To learn more about the 2025 Coordinated Plan, mobility gaps in the region, and the strategies, visit the [Coordinated Plan webpage](#).

Transportation Demand Management



Transportation Demand Management, usually shortened to TDM, is a variety of strategies that can be implemented to incentivize alternative transportation and increase the capacity of our existing transportation system. The more people who drive alone, the more traffic – but it is hard to travel if there are not enough options to fit your needs

The Planning Council adopted the TDM Action Plan in December 2022, which recommended taking certain actions to implement Transportation Demand Management in the region. Throughout 2025, NFRMPO staff have worked on various strategies to develop more regional support for TDM efforts.

Northern Colorado TDM Working Group

The Northern Colorado Transportation Demand Management (TDM) Working Group is a quarterly gathering of local governments, employers, universities, and community partners to discuss TDM, improve mobility options, and reduce single-occupancy vehicle trips in the North Front Range. The purpose of the group is to share ideas, coordinate strategies, and strengthen efforts that make it easier for people to get around without relying on driving alone.

In 2025, the group met four times and discussed TDM-related activities at each host location, shared program updates/priorities, coordinated outreach, explored ride-matching tools, addressed challenges and funding opportunities, exchanged best practices, and aligned branding and messaging across the North Front Range. The group also discussed the upcoming year and how the region could come together for regional TDM campaigns, which led to the creation of a subcommittee to develop regional campaigns for June and September.

GoNoCo34 TMO

GoNoCo34 is the Transportation Management Organization (TMO) dedicated to improving mobility, reducing congestion, and promoting sustainable transportation options along the US34 Corridor in Northern Colorado. They are working with local businesses, public agencies, and the broader community to create innovative solutions that meet the region's growing transportation needs. GoNoCo34's mission is to provide resources and tools to reduce single-occupancy vehicle trips, enhance transportation options, and improve air quality, while promoting active and shared modes such as carpooling, vanpooling, biking, walking, and public transit.

The NFRMPO has partnered with the GoNoCo34 TMO in 2025 through public outreach efforts, including eight events from Bike to Work Day in June to other outreach events throughout the North Front Range.



RideNoCo



In collaboration with the Larimer County Office on Aging, Larimer County Community Development, and other community partners, the NFRMPO has developed [RideNoCo](#), a One Call/One Click Center for Larimer and Weld counties. RideNoCo is a central information hub for referrals and mobility assistance that aims to improve efficiency and build partnerships to provide more options for residents and visitors in need.

The RideNoCo Call Center has seen significant increases in 2025 for calls taken, presentations, website clicks (a 92 percent increase from 2024), and materials distributed. Calls are taken in English and Spanish, with over-the-phone interpretation available in over 120 languages. Some of the gaps we heard about this year include:

- Some transportation providers are booked out weeks/months or are not accepting new clients.
- Long waitlists to sign up for services.
- Some providers have turned away riders because they lack sufficient vehicles and/or drivers to provide service.
- Service providers need more drivers to help with the demand.
- It is difficult to find free or low-cost last-minute trips.
- Lack of services in the more rural areas of the NFRMPO, like Milliken, Johnstown, and Windsor.
- Lack of services in areas just outside of the NFRMPO’s boundary such as Laporte and Wellington.
- No affordable services between Loveland and Fort Collins, and between Larimer and Weld County.
- More individuals need help traveling outside the NFRMPO region to destinations such as Denver, Cheyenne, or other locations for medical appointments.

The Mobility Team has enhanced the collection of caller information by adding new data points and cleaning two years of historical records. These improvements provide a more accurate and complete data set, enabling better reporting on service gaps, caller demographics, and trip purposes.

60.7%

of Callers are Over 60

50.1%

of Callers are Veterans

32.3%

of Callers Have a Disability

46.3%

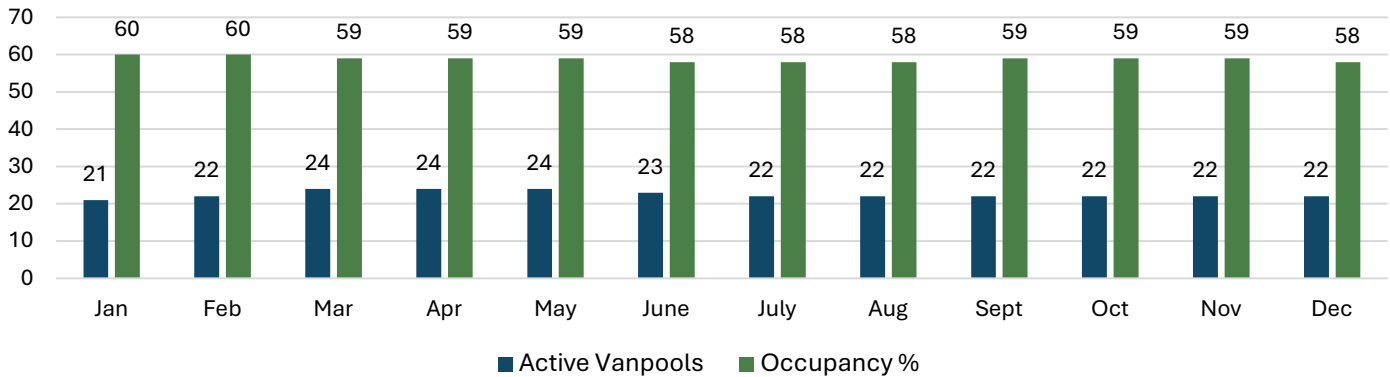
of Callers Are Needing Transportation for Medical Appointments



VanGo™

The VanGo™ program, having stabilized in 2024, saw its first significant increase in participation at the start of 2025. An increase driven by the trifecta of increased visibility of our fleet, satisfaction shown by participants referring new participants, and increased need--predicted by a return-to-office culture. Included in this was two new routes into Estes Park, a destination the program has long sought, born this year from the visual acuity of our vans and a successful outreach meeting.

2025 Active Vanpools & Occupancy Rate by Month



This growth was met with no negative effects on service level, ensuring both new and veteran participants felt valued and placing the program in a solid position to maneuver the challenges that may lie ahead (e.g. supply chain, increased costs, retirements, changing/evolving culture). A culture of providing exceptional customer service is, and will remain, an important touchstone for all relationships that the team at the NFRMPO and VanGo™ understand set it apart. VanGo™ participants say it best (comments taken for the 2025 VanGo™ annual survey):

- ‘I love VanGo and I am so thankful for this service. I truly would not be able to have the job that I do without this service. Thank you!’
- ‘This is a great program and is much appreciated. Thank you.’
- ‘It’s been a great experience and enjoy the entire staff of VanGo.’
- ‘Just a huge thank you to all that work here and provide this service.’



The van fleet utilized by the program was moved to 100 percent hybrid for all active routes. This is a solid demonstration of the program’s continued resolve to both decrease single occupancy vehicle usage and reduce negative air quality impacts along the North Front Range. In 2025, our VanGo™ Operation and Program Manager, Shane Armstrong, was recognized by the CSU’s President’s Sustainability Commission for ‘exceptional work to advance sustainability at Colorado State University and beyond.’



Public Outreach

Throughout 2025, NFRMPO staff attended events at various locations across the region as outreach for RideNoCo, the 2026 Freight Plan, the 2026 Active Transportation Plan (ATP), the 2025 Coordinated Plan, air quality, and general agency outreach. In addition to in-person outreach, the NFRMPO increased the agency’s online outreach through social media, newsletters, and the NFRMPO website.

The most discussed topics during public outreach events in 2025 were the 2026 ATP, regional transit and trails, safety, and the RideNoCo program.



2025 Public Outreach and Newsletter Stats

24

General Outreach Events

20

RideNoCo Events

>3,450

Interactions at Events

2,114

On The Move Newsletter Sends

498

Mobility Newsletter Sends

51%

Newsletter Average Opens

39

Outside Partner Presentations



Contact Us

419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

North Front Range Metropolitan Planning Organization

(970) 800-9560

staff@nfrmpo.org

nfrmpo.org



RideNoCo Program

(970) 514-3636

mobility@nfrmpo.org

rideno.co



VanGo™ Program

(800) 332-0950

vango@nfrmpo.org

vangovanpools.org



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