

Transportation Advisory Committee Meeting

TMO Presentation
September 17, 2025



Agenda

1. TMO Re-introduction
2. TMO FY 24-25 Year in Review
3. TMO Membership
4. Get in touch!



What is a Transportation Management Organization (TMO)?

A collective effort of community stakeholders that collaborate to develop and implement TDM strategies that promote sustainable transportation options.

What is a Transportation Demand Management (TDM)?

Strategies that:

- Maximize efficiency of transportation system
- Reduce congestion
- Lower vehicle emissions



POPULATION AND JOBS INCREASE BY 2050

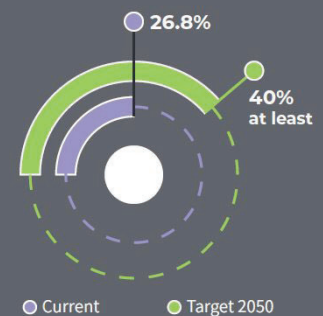
69.2% pop increase - 353,577



62.3% jobs increase - 163,611

160 SERIOUS INJURY CRASHES IN 2021

NON-SINGLE OCCUPANCY VEHICLE (SOV) COMMUTER TRIPS



Who We Are

The first TMO in Northern Colorado began in November 2024, fully launched in February 2025

Mission

We're dedicated to improving mobility, reducing congestion, and promoting sustainable transportation options along the US 34 corridor in Northern Colorado.



The TMO operates in alignment with the Service Development Plan to promote regional collaboration on strategic advocacy initiatives, raise awareness of sustainable travel solutions, and assist with travel planning—delivering impactful value to both members and partners. We focus our efforts through outreach and education, transportation services and regional collaboration shown below.

Outreach and Education

- Employer engagement
- Employee education programs
- Events
- Public awareness campaigns
- Marketing materials

Transportation Services

- Commute planning
- Transit pass programs
- Carpool/vanpool coordination
- Telecommuting support
- Transportation planning studies

Regional Collaboration

- Coordination with other TMOs
- Serve as subject matter expert to stakeholder groups
- Partnership with government agencies
- Advocacy for transportation policies

TDM Programming

- 13 educational presentations region wide
- 1st annual TMO Bike to Work Day
- Commuter Survey

ETC Education Services

- 11 tabling events
- Commute Ambassador Program

Communications and Marketing

- 150 followers across social media platforms
- 117 newsletter subscribers to date



TMO Operations and Membership

- 11 Board meetings with up to 15 members in monthly attendance
- 4 new members and sponsors; bringing total membership and sponsorships to 14
- Collaboration with US 34 Coalition and US 34 TAC

Sustainable Funding

- Partnered with NFRMPO and CDOT

Invoice reminder: *If you are a current member of the TMO, FY 25-26 annual invoices are due by September 30, 2025. Please make sure this annual membership amount is budgeted for 2026.*



Membership Drive

BECOME A MEMBER

Access to our ride-matching tool to help employees connect and commute smarter

Opportunities to collaborate on regional mobility planning

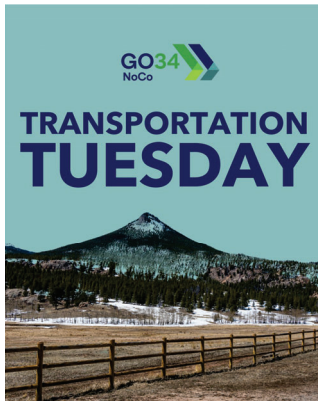
Support for sustainable transportation programs that benefit your business and community




Category	Actions
Strategic Planning	<ul style="list-style-type: none"> • Conduct annual strategy meeting in November which will replace the monthly board meeting <ul style="list-style-type: none"> – A board officer vote will take place during the November board meeting for re-election or new appointees • Finalize work plan based on Board feedback during annual strategy session, deliver final document by December board meeting • Update board on new members/partnerships formed that affect budget
TDM Programming	<ul style="list-style-type: none"> • Commute and Coffee Chat in Estes Park (10/8) • Town of Kersey SAP Committee Meeting (10/21) • City of Greeley 5K and Employee Well Being Fair (10/22) • Identify community partners for holiday transportation events (ie: Kersey light parade, Windsor and Loveland parade of lights) • Create annual survey for board approval



Category	Actions
ETC Education and Services	<ul style="list-style-type: none"> Support members with programming information and act as an agency liaison, as needed. Organize and facilitate quarterly CAP meeting Distribute the “Know your Options” flyer to current and potential members
Communications and Marketing	<ul style="list-style-type: none"> Update social media and website content, posting Transportation Tuesday and Fun Fact Friday (LinkedIn, Meta-Instagram/Facebook) Solicit members/partners to highlight in the newsletter Release Volume #3 of the GoNoCo34 News



Category	Actions
TMO Operations and Membership	<ul style="list-style-type: none"> Identify projects in the pipeline for 2026 funding opportunities (CDOT, CTE, NAAPME) Provide the Board of Directors with a quarterly financial statement
Sustainable Funding	<ul style="list-style-type: none"> Focus on donations/sponsorships with REI-Loveland and the US 34 chamber of commerce Increasing awareness in the TMOs Fee-For-Service offerings



Thank you!

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Draft GHG Transportation Report

NFRMPO Technical Advisory Committee (TAC)
9/17/2025



Colorado's Greenhouse Gas (GHG) Transportation Planning Standard



- Standard adopted by Colorado Transportation Commission (TC) in 2021
- MPOs and CDOT must demonstrate reductions in GHG emissions compared to “baseline plans”
- Applies to NFRMPO Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP)
- GHG Transportation Report reviewed by Air Pollution Control Division (APCD); approved by TC



2050 RTP Amendment Approval Schedule



Approval Schedule

Activity	Date
TAC Discussion	September 17
Council Discussion	October 2
Submit to APCD and CDOT/TC	October 3
TAC Recommendation	November 19
TC Action	November 20
Council Adoption	December 4

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GHG Transportation Report



What is New?

- Additional compliance year of 2029 (for the TIP)
- Updated land use and travel model
- Updated roadway projects
- More specificity on GHG strategies

What is Staying the Same?

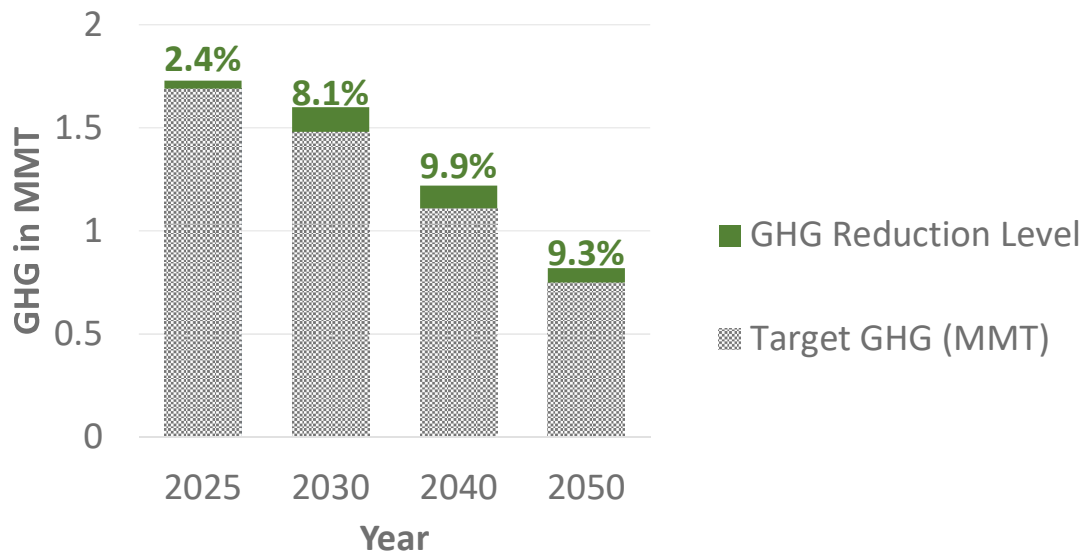
- Baseline is the 2045 RTP (from 2019)
- Draft model runs show compliance in all years
- Same four sets of GHG strategies
- No GHG mitigation measures



FY2026-2029
TIP
Transportation
Improvement
Program

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Required GHG Reductions for NFRMPO



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NFRMPO's GHG Strategies

Active Transportation

- Expansion of local bicycle and pedestrian network
- Increased prevalence of e-bikes and scooters

Transit

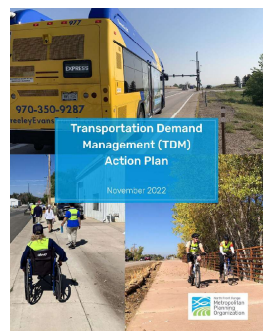
- Expanded transit service on COLT, Bustang, and Regional Transit Corridors (RTCs)
- Five mobility hubs/transit centers

Operations

- Arterial signal timing improvements

Transportation Demand Management (TDM)

- Increase in work from home since 2019
- Development of regional TDM programs by 2030 with expansion through 2050



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Questions?



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SB25-030

NFRMPO Technical Advisory Committee (TAC)
9/17/2025



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Bill Overview



- **SB25-030: Increase Transportation Mode Choice Reduce Emissions**
 - Effective Date: August 6, 2025
 - Transit and Active Transportation Project Inventory
 - Includes requirements for CDOT, MPOs, and subject local governments
 - Local governments' with 5,000+ population within MPOs
 - For NFRMPO, includes all communities except Garden City and LaSalle

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Inventory Overview



- List of projects to address gaps in transit, bike and ped infrastructure and access
- No financial constraint or time horizon for project delivery
- Includes projects that significantly increase transit, walking, and biking by improving connectivity and safety
- Created by lead agency (MPO or CDOT) in coordination with local governments and transit agencies

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Local Government Requirements



- **By December 31, 2025**
 - Submit planned transit, bicycle, and pedestrian projects in any transportation, capital, or other plan to their MPO
- **Optional actions**
 - Establish transit, walking, and biking targets in collaboration with CDOT, MPOs, and transit agencies
 - Submit additional local TDM strategies to their MPO.

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MPO Requirements



On or before **July 1, 2026**, in coordination with **local governments and transit agencies**, a **metropolitan planning organization** shall create a transit and active transportation project inventory that identifies **gaps in transit, bicycle, and pedestrian infrastructure and access** within the network of **regionally significant roadways** and rights-of-way that are **typically subject to planning and programming by the metropolitan planning organization** and for which there is a **reasonable expectation of user demand** for those transportation modes. The inventory must identify projects that would **significantly increase transit, biking, and walking** by improving **connectivity and safety**, and must include **cost estimates of such projects where available**.

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Additional Requirements



- **By October 31, 2026**
 - CDOT and MPOs provide a report on the inventories to the Transportation Legislative Review Committee (TLRC)
- **Future Requirements**
 - CDOT and MPOs must use inventories to inform regional and statewide transportation plans, Transportation Improvement Programs (TIP), and transit service plans
 - CDOT and MPOs must update the inventories as part of the planning processes for regional and statewide transportation plans.

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Project Inventory



- Project name
- Primary project type
- Secondary project type, if applicable
- Project location (including termini and/or cross streets if known, otherwise provide general area)
- Latitude/Longitude, if applicable
- Project length (to nearest 0.25 mile), if applicable
- Regional corridor(s) impacted, if different from project location
- Cost estimate**, if available
- Year of cost estimate, if cost estimate provided
- Secured Funding Status (Fully funded, partially funded, not funded)
- If funding secured, provide total amount & source(s) of secured funding
- Plan(s) containing the project
- Brief project description (1-4 sentences)
- Comments

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Inventory Key Points




- Gap inventory of needs, no ranking or prioritization of inventoried projects
- Project screening not required
 - Screening will occur during project selection for grant funds and/or plan development
- Include project specifics when available, generic/broad project concepts still useful
- Projects “in” a plan
 - = projects specified in a plan
 - ≠ projects “consistent with” a plan
 - = bike/ped elements of larger transportation projects

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Project Types




North Front Range
Metropolitan
Planning
Organization

- **Walkability**
 - Sidewalk(s)
 - Shared Street(s), Pedestrianization
 - ADA accessible infrastructure (e.g. curb ramps, pedestrian signals)
- **Bikeability**
 - On-street facility (e.g. bike lane, buffered bike lane, or bike lane with physical separation)
 - Off-street facility (e.g. multi-use paths, trails, or raised bike lane)
 - Amenities (e.g. bike parking, fix-it stations)
- **Multimodal**
 - At-grade crossing improvements
 - Bike/Ped Overpasses/Underpasses
 - Shared micromobility (e.g. bike share, scooter share)
 - Traffic calming, roadway reallocation
 - First-last-mile (FLM) Programming or improvements
 - Other/unspecified multimodal improvement
- **Transit**
 - New service (fixed-route or on-demand)
 - Extended service routes/areas (fixed-route or on-demand)
 - Service enhancement (e.g. increased frequency, expanded hours, etc.)
 - Transit facility (stop or station improvement)
 - Other/unspecified transit improvement

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Ineligible Project Types



North Front Range
Metropolitan
Planning
Organization

- Transit Operations/Maintenance of existing routes/service
- Wayfinding
- Active Transportation Education or Encouragement Programs
- Multimodal or Transit Plans
- Data Collection
- Count Programs

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NFRMPO's Approach



- **Eligible projects**
 - On a Regionally Significant Corridor (RSCs)
 - Including RATCs and RTCs
- **NFRMPO staff will:**
 - Identify and include relevant projects from existing regional plans
 - Invite non-subject local governments to submit planned projects

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Questions?



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Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, September 10, 2025

Virtual Meeting

SB25-030 (Increase Transportation Mode Choice Reduce Emissions) Discussion

Rouser outlined the requirements of SB25-030. SB25-030 requires CDOT and MPOs to produce a Transit and Active Transportation Project Inventory that addresses gaps in transit, bike/ped infrastructure and access. This bill requires local governments within MPOs with a population of 5,000+ to submit all their planned active transportation and transit projects on regionally-significant roadways. For the NFRMPO, that is all of the Regionally Significant Corridors (RSCs). Subject local governments are required to submit their projects to their MPOs by December 31, 2025. Rouser outlined the NFRMPO's approach to completing the inventory. NFRMPO staff will identify and include relevant projects from existing regional plans and will invite local governments with a population less than 5,000 to submit projects as well. Rouser noted NFRMPO staff will reach out to local communities in September to begin the process. Rouser noted he has been meeting with CDOT and other MPOs to coordinate and outlined key terms and definitions provided by CDOT. Rouser walked through the excel spreadsheet that will be sent out with the formal request to the NFRMPO Technical Advisory Committee (TAC). He stated that Strategic Local Connections will not be included in this initial inventory, but may be included in future updates.

2025 Active Transportation Plan (ATP) Update

Rouser provided an update on the 2025 Active Transportation Plan (ATP). Rouser noted he is working on the draft ATP. Rouser estimated the draft plan to be complete by the end of October. Rouser walked through some of the updated maps created for the 2025 ATP. Rouser outlined the updated RATC population and job numbers within half a mile of the corridor. Rouser stated he will send out the updated RATC maps to NoCo Bike & Ped for their review.

Roundtable

Jones asked the group if they have faced any challenges or concerns about e-bikes on trails. The group discussed some of the challenges, including high speeds on trail, but noted that high speeds are also an issue with regular bicycles as well.

Fodge noted the Association for Commuter Transportation TMA/TMO Council is hosting a webinar on September 19th on TMOs in the Rocky Mountain region. The GoNoCo34 TMO will be a panelist in this webinar.

Wilkinson noted the Poudre Trail in Greeley will have a section closed to give access to the city's stormwater team. Another section of the trail will be closed for one day due to a prescribed burn in a natural area.