

NEW ENTRY

Title: US Highway 34/Canyon Edge Open Space Safety & Access Improvements
Sponsor: Larimer County
STIP ID:
TIP ID: 2028-001
Type: Safety
Air Quality: Excluded from conformity analysis
Description: This project will provide primary entrance off US 34 to new 1,500-acre open space in west Loveland and include bike-compatible shoulders.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Local	HPOS Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000

Revision # **Revision Description**
 2026-A2 New Project

NEW ENTRY

Title: Transit Operating
Sponsor: Loveland
STIP ID:
TIP ID: 2026-013
Type: Transit Operating
Air Quality: Excluded from conformity analysis
Description: Increase bus frequency in Route 1 (US-287 Corridor), Route 3 (US-34 Corridor), and Route 6R (COLT Local Routes).

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	SB-230	\$220,500	\$0	\$0	\$0	\$0	\$220,500	\$0	\$0	\$0
Local	L	\$24,500	\$0	\$0	\$0	\$0	\$24,500	\$0	\$0	\$0
	Total	\$245,000	\$0	\$0	\$0	\$0	\$245,000	\$0	\$0	\$0

Revision # **Revision Description**
 2026-A2 New Project

NEW ENTRY

Title: Transit Vehicle Purchase
Sponsor: Loveland
STIP ID:
TIP ID: 2026-014
Type: Transit Capital
Air Quality: Excluded from conformity analysis
Description: City of Loveland Fleet Expansion - 3 buses.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	SB-230	\$611,340	\$0	\$0	\$0	\$0	\$611,340	\$0	\$0	\$0
Local	L	\$67,927	\$0	\$0	\$0	\$0	\$67,927	\$0	\$0	\$0
	Total	\$679,267	\$0	\$0	\$0	\$0	\$679,267	\$0	\$0	\$0

Revision # **Revision Description**
 2026-A2 New Project

NEW ENTRY

Title: Nonattainment Area Air Pollution Mitigation Enterprise Funding
Sponsor: CDOT Region 4
STIP ID: SST7200
TIP ID: P-8
Type: Air Quality
Air Quality: Excluded from conformity analysis
Description: Summary of the Nonattainment Area Air Pollution Mitigation Enterprise pool project in the North Front Range region. Includes the following pool projects:
STIP ID: Sponsor Total Project Cost Title:
SST7200.010 City of Fort Collins \$674,823 Taft Hill Widening
SST7200.009 City of Fort Collins \$660,344 Connecting North College
SST7200.011 City of Greeley \$1,700,000 Greeley Connect Mobility
SST7200.012 City of Loveland \$1,421,757 US34 & US287 Access Project

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	NAP	\$3,612,937	\$0	\$0	\$0	\$0	\$3,612,937	\$0	\$0	\$0
Local	L	\$843,987	\$0	\$0	\$0	\$0	\$843,987	\$0	\$0	\$0
	Total	\$4,456,924	\$0	\$0	\$0	\$0	\$4,456,924	\$0	\$0	\$0

Revision # Revision Description
 2026-A2 New Pool

NFRMPO Trap Lane Discussions NoCO Bike & Ped Collaborative TAC

Cortney Geary

Active Modes Manager

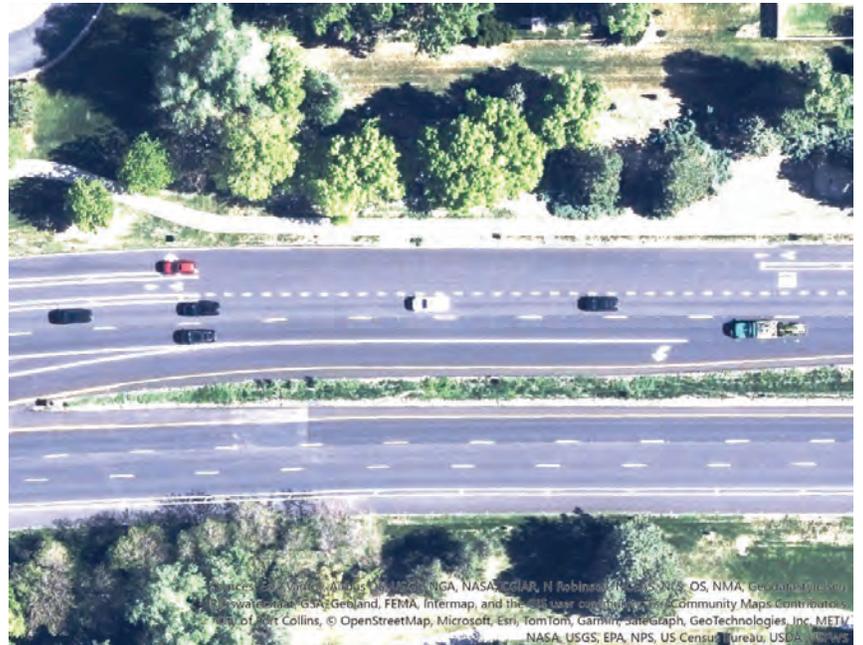
Dana Hornkohl

Capital Projects Manager



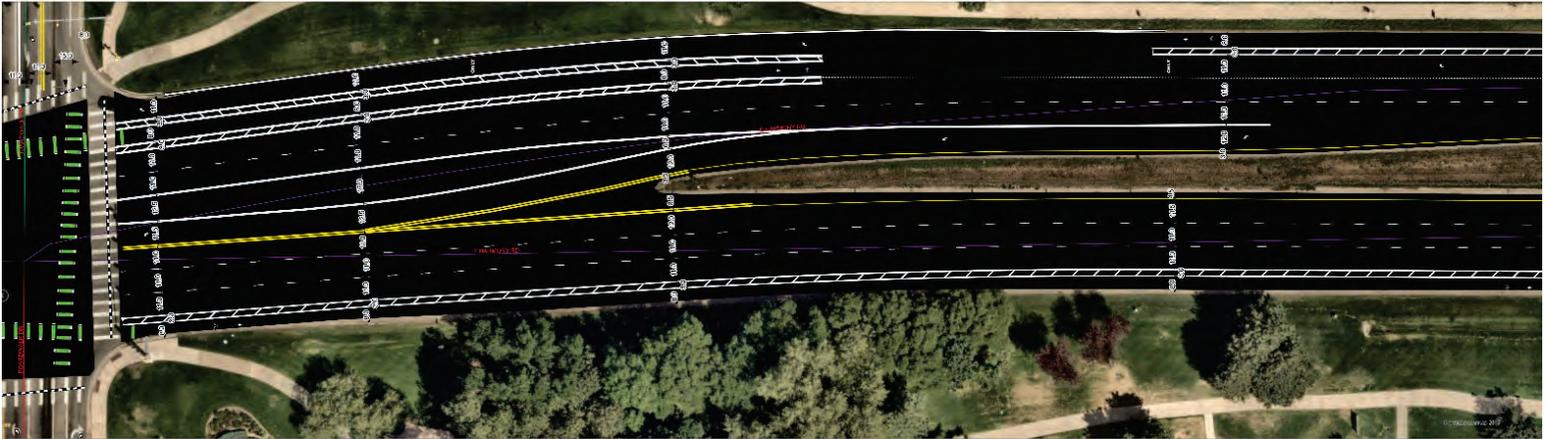
What's a trap lane?

- A through traffic lane that terminates, forcing drivers into a mandatory left or right turn
- These dangerous configurations often force last-minute lane changes, increasing the risk of side-swipe and rear-end collisions
- Additional complexity with on-street bike lanes



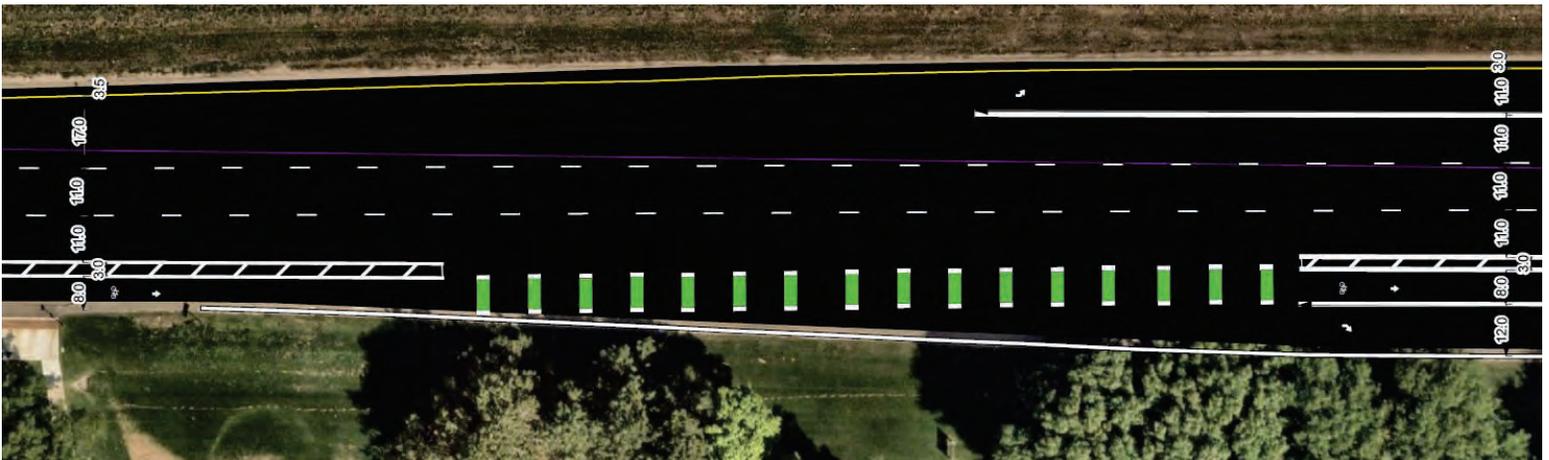
Sources: Esri, DeLorme, Garmin, IGN, Intermap, Inc., Swisstopo, USDA, USGS, AeroGRID, IGN, Esri, Mapbox, Swisstopo, NGA, NASA, NPS, NRC, NRI, NPS, OS, NMA, OpenStreetMap contributors, OpenStreetMap, GSA, GeBCo, FEMA, Intermap, and the 2012 year contributors to OpenStreetMap contributors, City of Fort Collins, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, TeleAtlas, GeoTechnologies, Inc. METV, NASA, USGS, EPA, NPS, US Census Bureau, USDA, NOAA

Trap Lane: Harmony Road and Boardwalk Drive - Fort Collins



- Speed limit 45 mph

Not a Trap Lane: East Harmony Road and Lemay Avenue



Other Fort Collins Trap Lane Examples



- Lemay Avenue (40 mph) and Horsetooth Road



- Harmony Road (45 mph) and Taft Hill Road

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MUTCD Guidance

- Section 9B.05 BEGIN RIGHT TURN LANE YIELD TO BIKES Sign (R4-4)
 - Option: Where motor vehicles entering a mandatory right-turn lane must weave across bicyclists in bicycle lanes, the BEGIN RIGHT TURN LANE YIELD TO BIKES (R4-4) sign (see Figure 9B-1) may be used to inform both the motorist and the bicyclist of this weaving maneuver (see Figures 9E-3 and 9E-4)
 - Guidance: The R4-4 sign should not be used when bicyclists need to move left because of a right-turn lane drop situation.
- Section 1C.01.B Guidance—a statement of recommended practice in typical situations, with deviations allowed if engineering judgment or engineering study (see Section 1D.03) indicates the deviation to be appropriate.



R4-4

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- Where motorists cross a bike lane to move into a right-turn lane, is the BEGIN RIGHT TURN LANE YIELD TO BIKES sign (R4-4) (Figure 13-19, Figure 13-23, Figure 13-24, and Figure 13-26).
- However, in the trap lane condition (Figure 13-21), the through bicyclist must cross the motorist's path to continue through the intersection. In this case, the bicyclist must yield to the motorist before moving left; therefore, the R4-4 is not appropriate in these conditions. (Chapter 13 p. 31)

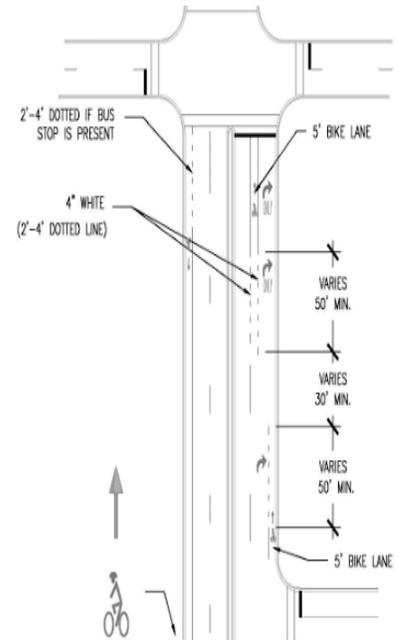
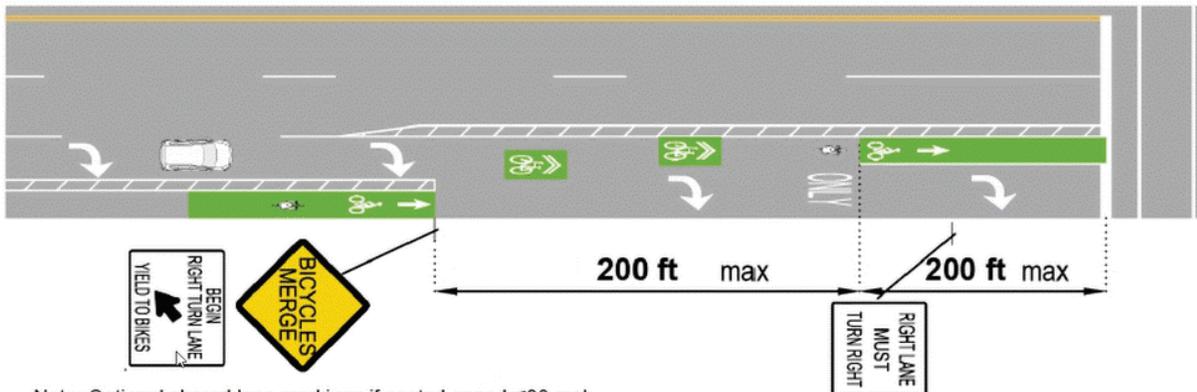


Figure 13-21

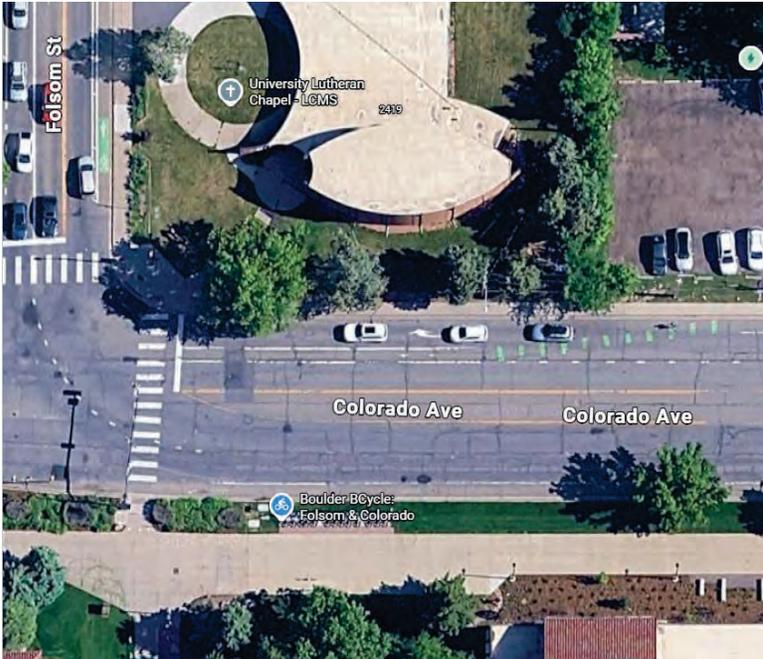
- Through Lane Transitions to RT Only Lanes
 - Preference for ramp to allow bicyclists to exit the roadway to an off-street bikeway or path
 - If that's not feasible, or in addition – transition bike lane to left side of turn lane with no diagonal bike lane markings. <30mph can use shared lane markings.



Note: Optional shared lane markings if posted speed ≤30 mph.
 The shared lane markings are appropriate to assist bicyclists with positioning, with or without a bicycle lane at the intersection.

- Green-colored pavement (optional)

Folsom Street and Colorado Avenue – Boulder

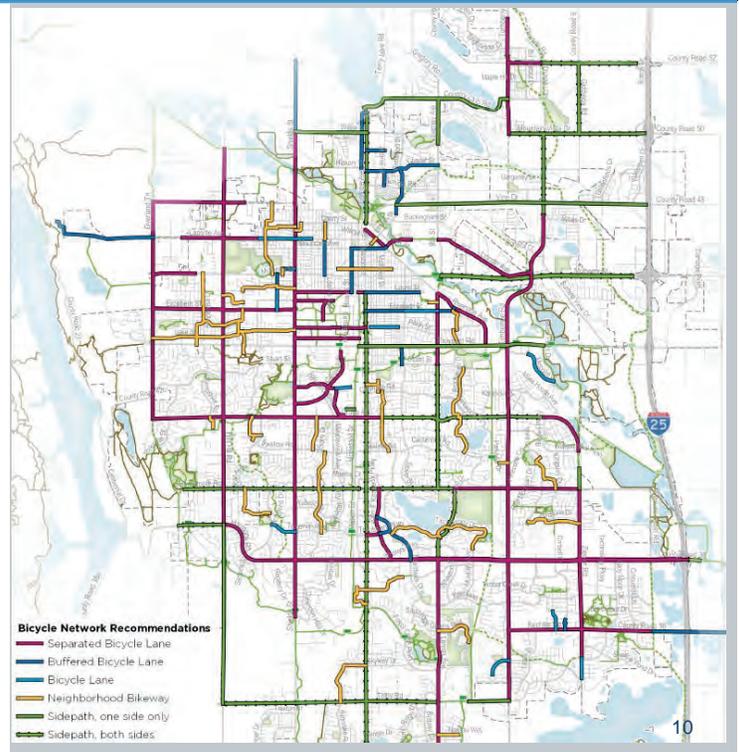


- Trap lane following AASHTO guidance

- Speed limit 30 mph

Longer Term Solution: Separated Bike Lanes/Sidepaths

- Harmony Road – separated bike lanes
- Lemay Avenue - sidepaths



- Does your community have any bike lanes adjacent to trap lanes?
- What guidance does your community follow for bike lanes adjacent to trap lanes?
- What concerns do you have about following MUTCD guidance/CDOT's roadway design guidance for trap lanes?
- What concerns do you have about following AASHTO's bike design guidance for trap lanes?

Feedback from NoCo Bike Ped Collaborative 2.11.26

- **Does your community have any bike lanes adjacent to trap lanes?**
 - Eastbound 16th at 47th in Greeley is an example where the bike lane ends before the intersection and there is a shared lane marking (sharrow) in the trap lane
- **What concerns do you have about following CDOT's roadway design guidance for trap lanes?**
 - As a cyclist it's harder to yield to high speed traffic and know what's approaching from further back. Having drivers yield to cyclists is more prudent. It's important to think about how this is communicated (not just through signage that could be ignored). Education for drivers would be helpful.
 - Could create situations where drivers yield to cyclists when they are not required to, which could create further conflicts
 - Having cyclists yield to vehiulcar traffic seems counterintuitive
- **What concerns do you have about following AASHTO's bike design guidance for trap lanes?**
 - The AASHTO bike design guidance is inconsistent with MUTCD guidance.
- **Other feedback:**
 - NoCo Bike Ped Collaborative members expressed interest in making a formal recommendation to the MPO TAC to encourage standardization around following the AASTHO bike design guidance for trap lanes. Fort Collins volunteered to draft a letter and the NoCo Bike Ped Collaborative will vote on submitting the letter at their next meeting.
 - Support for consistency across the region
 - Could it make sense to incorporate design guidance for trap lanes in LCUASS?
 - Greeley recently updated their street design guide, mostly following NACTO
 - Could the state potentially incorporate changes to their trap lane guidance?
 - Is there opportunity to open up the trap lane earlier to prevent frantic vehicular movements?

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Aaron Hull
Date: February 18, 2026
Re: Discussion Item – 2025 TMO Call for Projects Award

Objective

To recommend Planning Council approval of the 2025 TMO Call for Projects funding recommendations.

Summary

The 2025 Transportation Management Organization (TMO) Call for Projects was open from December 5, 2025, through January 28, 2026. The NFRMPO received 1 project application from 1 local TMO non-profit. The Scoring Committee for the TMO Call for Projects, comprising three NFRMPO staff (two from the mobility team and one from the transportation & air quality team), met on February 11, 2026.

The application for the 1 project submitted can be viewed at the following link:

<https://nfrmpo.org/wp-content/uploads/TMO-CFP-GoNoCo34-Application-Packet.pdf>

The scoring committee recommended fully funding the 1 request. All award recommendations from the scoring committee are presented in **Attachment 1**. The scoring sheet for the 1 submitted project is provided in **Attachment 2**, a handout.

The Planning Council will discuss the Scoring Committee's recommendations and the TAC recommendation at its March 5, 2026, meeting.

Recommendation

Staff requests that TAC recommend Planning Council approval of the 2025 TMO Call for Projects funding recommendations.

Attachments

Attachment 1: Award Recommendations

Attachment 2: Scoring Sheet – GoNoCo34 Application (Handouts)

Attachment 3: Presentation (Handouts)



Attachment 1: Award Recommendations

2025 TMO Call for Projects Recommendation				
Rank	Score	Project Name	Funding Request	Scoring Committee Recommendation
1	11	GoNoCo34 TMO	\$200,000	\$200,000

Category	Criterion	Scoring	Weight (%)	Reason
Mobility & Connectivity	Goal 1 – Improve Awareness and Ridership & Goal 2 - Promote Regional connectivity		50%	Reason
	Narrative of how the TMO will contribute to greater awareness of sustainable travel options to reduce congestion (SOV trips/ VMT) and transportation emissions, and where the project will be focused	1 - Low potential for reducing congestion and transportation emissions	3	The application articulates clear goals and proposes relevant activities (e.g., a pilot program and bike events). It also includes quantified air quality and VMT impacts, as well as a map of TMO boundaries with affected RSCs. However, the submittal lacks sufficient evidence to substantiate the projected outcomes: no calculator outputs or methodology are provided to validate the reductions. Additionally, program design details are limited; there are no specifics on scale or delivery (e.g., number of events, frequency, target audiences, participation assumptions, or timelines) to demonstrate the potential for high reduction. The strategy is weighted toward marketing and events with few tangible, implementable measures (e.g., employer-based TDM commitments, first/last-mile solutions, incentives, parking cash out, or policy levers) that would yield durable, quantifiable results. Finally, while RSCs/corridors appear on maps in the appendix, they are not explicitly labeled on the figures nor listed in the narrative, making it difficult to confirm alignment with the intended corridors.
		3 - Moderate potential for reducing congestion and transportation emissions		
		5 - High potential for reducing congestion and transportation emissions		
Sustainable Projects & Local Commitment	Goal 3 – Invest in Financially and Technically Sustainable Projects & Goal 6 - Foster Local Commitment		25%	Reason
	TMO budget and staffing align with the scope of work and meet the local match requirement	1 – Basic budget and staffing, and minimum local match	5	The application presents a comprehensive budget, a clear staffing plan with resumes that demonstrate relevant expertise, and an effective organizational workflow, along with documentation of the required local match. Multiple, diverse letters of support, from businesses, chambers of commerce, Transportation Management Organization (TMO) members, and municipalities both within and beyond the region, demonstrate broad, cross-sector community backing.
		3 – Budget with clear tasks, staffing with relevant skills, and a minimum local match		
		5 – Detailed budget and tasks, staffing with expertise in all skill areas, and a minimum local match		
Accessibility & Innovation	Goal 4 – Advance Accessibility for All & Goal 5 - Encourage Innovation in TDM		25%	Reason
	Narrative of how the TMO will improve access to multi-modal options, align with community needs, and demonstrate unique ideas or approaches	1 – No linkages to relevant objectives: improving access to multi-modal options, community needs, and innovation	3	The objectives are well-aligned with improving accessibility and multimodal travel and demonstrate a clear intent to innovate. To further strengthen the proposal’s innovation, consider adding objectives that pilot new approaches beyond current programs and pair these pilots with robust, inclusive engagement (residents, youth, older adults, and people with disabilities).
		3 – Linkages to 1 relevant objective: improving access to multi-modal options, community needs, and innovation		
		5 – Linkages to 2-3 relevant objectives: improving access to multi-modal options, community needs, and innovation		
Total Score			11	



2025 Transportation Management Organization (TMO) Call for Projects Award Discussion

Technical Advisory Council (TAC)
February 18, 2026



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2025 TMO Call for Projects Award - Overview



- **2025 TMO Call: Overview**
 - **TMO Goals**
 - **Schedule**
 - **Funding Estimates**
- **2025 TMO Call: Project Recommendations**
 - **Scoring Committee**
 - **Scoring System**
 - **TMO Call Recommendations**
 - **TMO Call Project Locations**
- **Next Steps**

2

2

TMO Call for Projects Goals



- **Goal 1: 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.
- **Goal 2: Connectivity – Strengthen Regional Links:**
 - Fund TMOs that address transportation challenges in high-impact areas such as Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTCs), and Regional Active Transportation Corridors (RATCs), and Short-Trip Opportunity Zones.
- **Goal 3: Sustainable Projects – Invest in Financially and Technically Sustainable Projects:**
 - Support TMOs with realistic budgets and demonstrated technical capacity to implement TDM initiatives effectively.
- **Goal 4: 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 the community.
- **Goal 5: Innovation – Encourage Innovation in TDM:**
 - Promote creative and forward-thinking approaches to delivering impactful TMOs,
- **Goal 6: Local Commitment – Build Community Support:**
 - Incentivize TMO collaboration with local jurisdictions and stakeholders to secure strong community buy-in and sustained support.

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Anticipated Call Timeline



Activity	Date
TAC Presentation / Discussion #1	Wednesday, July 16, 2025
NoCo Bike & Ped Collab Presentation	Wednesday, August 13, 2025
NCMC Presentation	Monday, August 25, 2025
TAC Presentation/Discussion #2	Wednesday, October 15, 2025
Planning Council Presentation / Discussion	Thursday, November 6, 2025
Planning Council Action on Call Process	Thursday, December 4, 2025
Call for Project Opens	Friday, December 5, 2025
Applicant Workshop	Friday, December 19, 2025
Question and Answer Session	Tuesday, January 6, 2026
Project Descriptions Due	Friday, January 9, 2026
Draft Project Applications Due to NFRMPO for Review	Wednesday, January 14, 2026
Feedback on Draft Applications	Wednesday, January 21, 2026
Call for Projects Closes Applications Due to NFRMPO	Wednesday, January 28, 2026
Scoring Meeting	Wednesday, February 4, 2026
TAC Discussion - Staff Presentation	Wednesday, February 18, 2026
Council Discussion/Applicant Presentations	Thursday, March 5, 2026
TAC Action	Wednesday, March 18, 2026
Council Action	Thursday, April 2, 2026
Announcement of Funding	Friday, April 3, 2026

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Funding Estimates



- Funding for this program is sourced from the Carbon Reduction Program (CRP)
 - Established through the Federal Bipartisan Infrastructure Law in 2021
 - The purpose is to reduce greenhouse gas emissions from transportation sources.
- The NFRMPO Planning Council has approved setting aside \$400,000 in CRP funds between 2024 and 2027 for TMO Incubator funding, with the funding to be distributed as shown in the table below.
- Local Match of 17.21 percent is required per project
- Annual awards will range from a minimum of 50% to a maximum of 100% of the available funding allocation

Program	FY2025	FY2026	FY2027	Federal/State Funding Total
CRP	\$200,000	\$100,000	\$100,000	\$400,000

5

5



2025 TMO Call: Project Scoring & Recommendations



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TMO Call for Projects Scoring Committee



The committee consisted of:

- **Two MPO Mobility Staff Members**
 - Tanya Trujillo-Martinez, Mobility Director
 - Aaron Hull, Mobility Planner
- **One MPO Transportation Staff Member**
 - Jerome Rouser, AICP, Transportation Planner II

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TMO Call for Projects Scoring System



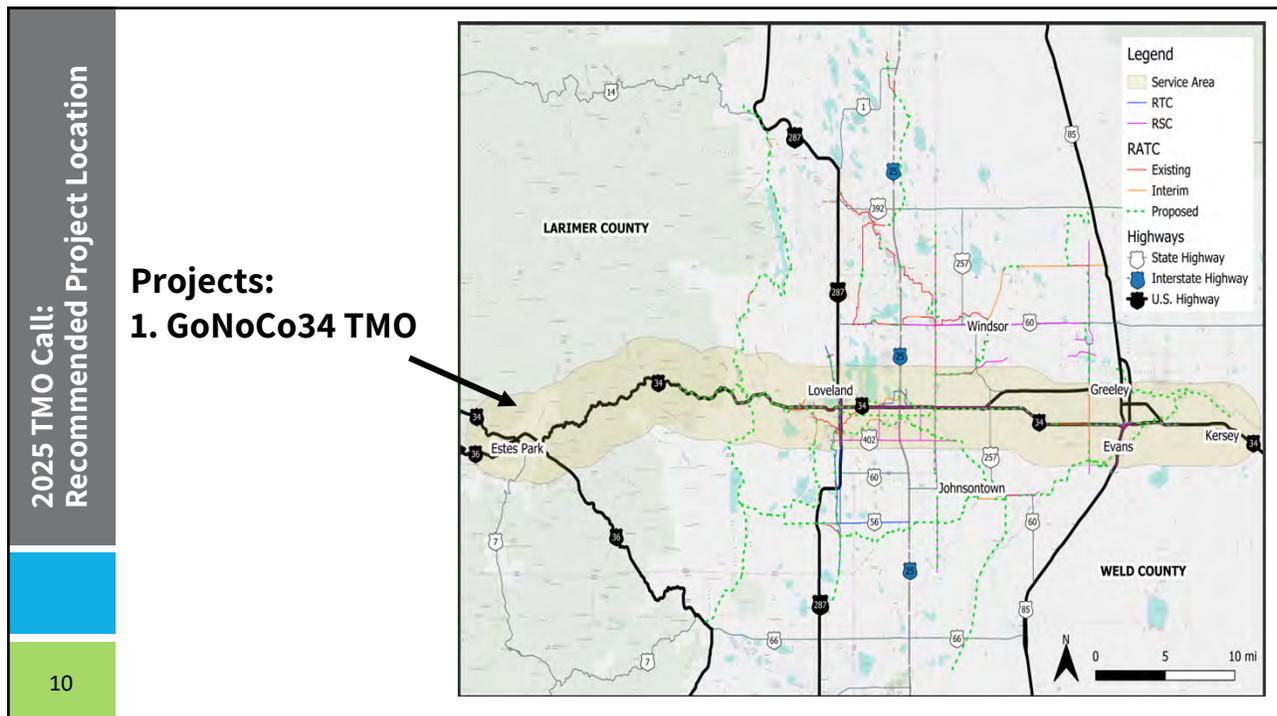
Category	Criterion	Scoring	Weight (%)
Mobility & Connectivity	Goal 1 – Improve Awareness and Ridership & Goal 2 – Promote Regional Connectivity		50%
	Narrative of how the TMO will contribute to greater awareness of sustainable travel options to reduce congestion (SOV trips/VMT) and transportation emissions, and where the project will be focused	1 - Low potential for reducing congestion and transportation emissions 3 - Moderate potential for reducing congestion and transportation emissions 5 - High potential for reducing congestion and transportation emissions	
Sustainable Projects & Local Commitment	Goal 3 – Invest in Financially and Technically Sustainable Projects & Goal 6 – Foster Local Commitment		25%
	TMO budget and staffing align with the scope of work and meet the local match requirement	1 – Basic budget and staffing, and minimum local match 3 – Budget with clear tasks, staffing with relevant skills, and a minimum local match 5 – Detailed budget and tasks, staffing with expertise in all skill areas, and a minimum local match	
Accessibility & Innovation	Goal 4 – Advance Accessibility for All & Goal 5 – Encourage Innovation in TDM		25%
	Narrative of how the TMO will improve access to multi-modal options, align with community needs, and demonstrate unique ideas or approaches	1 – No linkages to relevant objectives: improving access to multi-modal options, community needs, and innovation 3 – Linkages to 1 relevant objective: improving access to multi-modal options, community needs, and innovation 5 – Linkages to 2-3 relevant objectives: improving access to multi-modal options, community needs, and innovation	

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2025 TMO Call: Recommendation	2025 TMO Call for Projects Recommendation				
	Rank	Score	Project Name	Funding Request	Scoring Committee Recommendation
	1	11	GoNoCo34 TMO	\$200,000	\$200,000
	9				

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Next Steps



- **March 5th, 2026**
 - Planning Council Discussion & Applicant Presentation
- **March 18th, 2026**
 - TAC Action
- **April 2nd, 2026**
 - Planning Council Action
- **April 3rd, 2026**
 - Announcement of Funding

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Questions?



Aaron Hull | Mobility Planner

(970) 672-0677
ahull@nfrmpo.org

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2055 Regional Transportation Plan Kickoff

Technical Advisory Committee (TAC) Meeting
February 18, 2026



What is the Regional Transportation Plan (RTP)?



“Every four years, the NFRMPO engages stakeholders to develop a new long-range transportation plan for the region. The purpose of the RTP is to develop a program of projects and strategies based on identified goals and performance measures, expected population and job growth, available funding, and projects identified by local communities.”

- Updated every four years
- The Plan must be submitted by the deadline
- Considers all travel modes: transit, freight, active transportation, roadway, emerging technologies, etc.
- Must have a 20+ year planning horizon
- Projects must be fiscally constrained
- Must meet air quality conformity and GHG reduction requirements

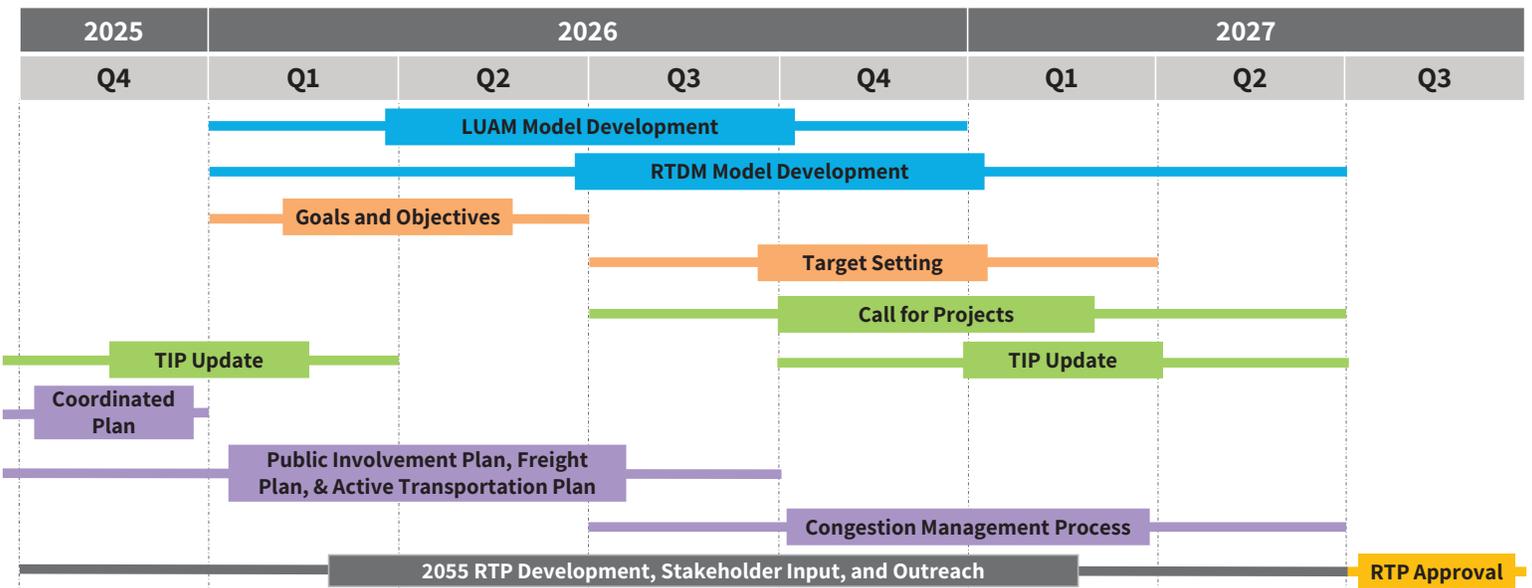
Improvements and Changes for the 2055 RTP

- Must follow Colorado digital accessibility standards
- Restructuring the chapters and subsections
 - More chapters
 - Rearranging where content goes in the Plan
 - Some items moved to the appendices to make them easier to update as needed (Example – System Performance Report)
- Give the Plan a name other than ‘2055 RTP’



3

Process and Timeline



Key:



2055 RTP Outreach and Stakeholder Input



Phase 1: Goals and Problem Statement

- Set specific transportation-related goals
- Identify the priorities of communities, elected officials, and stakeholders
- Explain the purpose of the 2055 RTP process

Q1 2026 – Q2 2026

Phase 2: Visioning

- Discuss and identify potential projects
- Create vision plans for corridors based on potential projects and existing plans

Q2 2026 – Q4 2026

Phase 3: Scenario Planning

- Create scenarios for the NFRMPO to run through the Regional Travel Demand Model
- Evaluate logic and success of scenarios based on community input

Q4 2026 – Q2 2027

Phase 4: Closing the Feedback Loop

- Follow up with draft 2055 RTP
- Evaluate the final plan to expectations at beginning

Q2 2027 – Q3 2027

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Structure of the Plan



Chapter 1: Introduction

- What is the NFRMPO?
- The 2055 Regional Transportation Plan

Chapter 2: Regional Context

- Multimodal Transportation System
- Socioeconomics

Chapter 3: Safety and Resiliency

- Transportation Safety
- Transportation System Resiliency

Chapter 4: Emerging Technology

- Autonomous Vehicles and VMS
- Artificial Intelligence
- Electrification
- Fiber and Broadband

Chapter 5: Regional Transportation Vision

- Visions
- Scenarios

Chapter 6: Funding and Financing

- Fiscally Constrained Plan

Chapter 7: Projects

- Fiscally Constrained Projects
- Fiscally Unconstrained Projects

Appendices

6

Data Needed from Our Communities



- Call for plans and housing needs assessments – **Q1 2026**
- Projects, fiscally constrained and unconstrained funding sources for projects, CIPs, existing or anticipated voter approved initiatives – **Q2 2026**
- Operation and maintenance costs – **Q3 2026**
- Regional performance measure data – **Q4 2026**
- Active transportation and transit inventory – **Q1 2027**

Data Requests:
planning@nfrmpo.org

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RSC Prioritization



**How does TAC want to
prioritize?**

8

Questions?



RTP Questions and Data Sharing planning@nfrmpo.org

Jerome Rouser, AICP
Transportation Planner II

jrouser@nfrmpo.org
(970) 422-1096

Mykayla Graalum
Transportation Planner I

mgraalum@nfrmpo.org
(970) 818-9497

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NFRMPO Regional Travel Demand Model (RTDM) Update

Technical Advisory Committee (TAC)



February 18, 2026

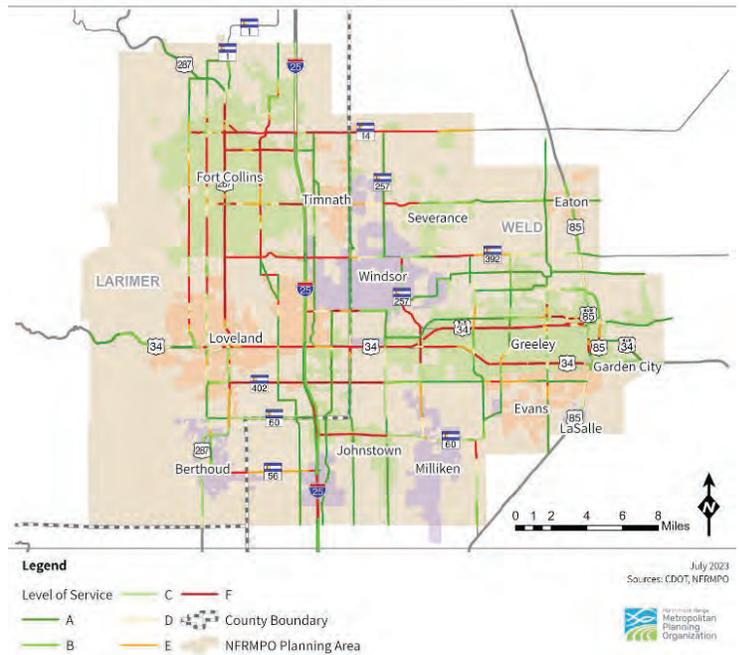
Travel Model Update Timeline



- Release RFP to update NFRMPO travel model to 2023/2024 base year – Fall 2025
- Notice to Proceed – January 2026
- **Data Gathering, Model Development, & Model Steering Team – 2026-2027**
- Scenarios – Early 2027
- Adopt 2050 RTP – September 2, 2027

Purpose of Land Use and Travel Model

- Forecast traffic volume and travel pattern in communities throughout the region
- Support the Regional Transportation Plan (RTP) and air quality conformity analysis
- Evaluate proposed roadway and transit projects
- Evaluate potential impacts of proposed development projects
- Support other studies of the region, subareas, corridors, Funding, Grant, Policy Support Documents and other planning activities



Travel Model Update

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Current Land-use Model

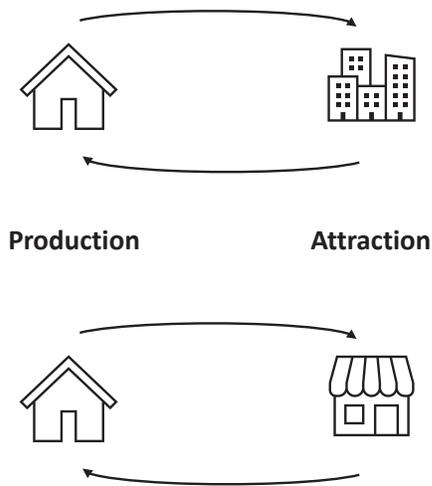
- **UrbanSim Block-level Model**
 - Microsimulation model
 - Simulates the interactions among households, businesses, and developers within real estate markets
 - To be finalized in late 2026
- **UrbanSim Data**
 - Household-Level Demographic Allocation
 - Employment by sector (industrial, retail, service, medical, education)
 - Spatial distribution of growth according to Block and TAZ level
 - Forecasts by model year

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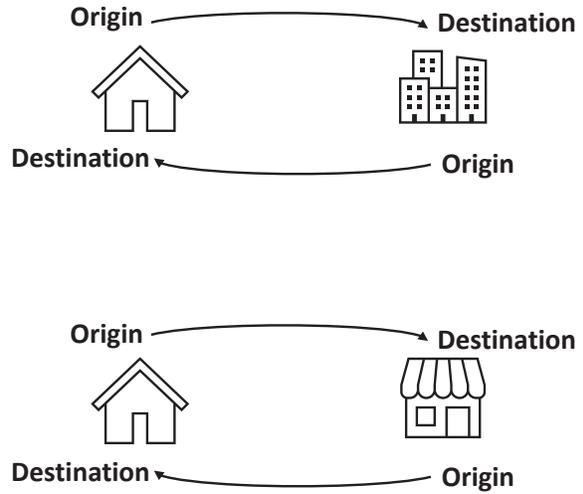
Travel Model Update

Current Travel Demand Model

Trip Generation, Trip Distribution, Mode Choice, Transit Assignment

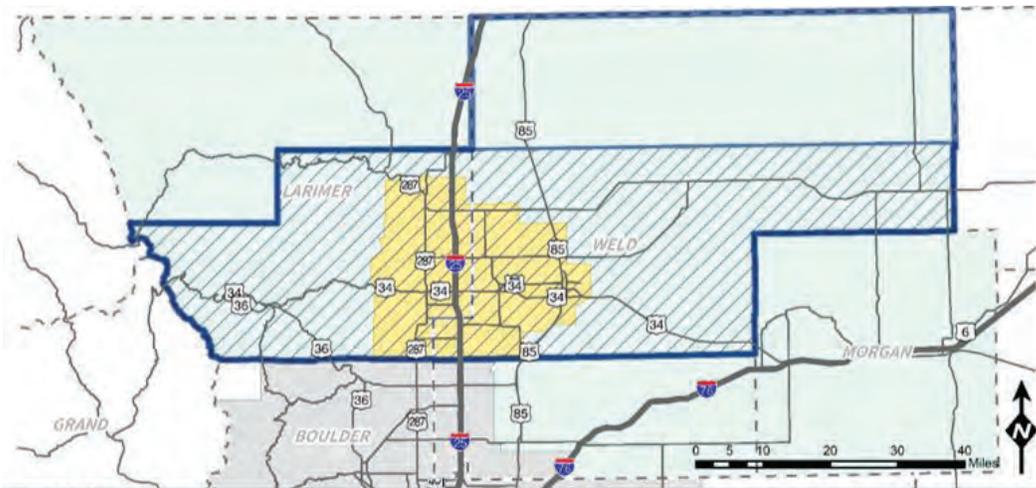


Traffic Assignment



Source: Cambridge Systematics

NFRMPO Modeling Area



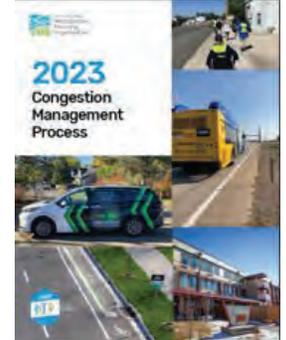
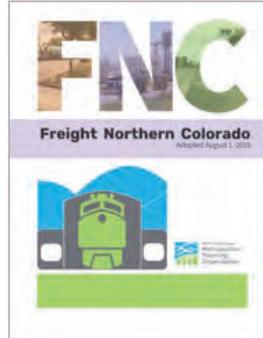
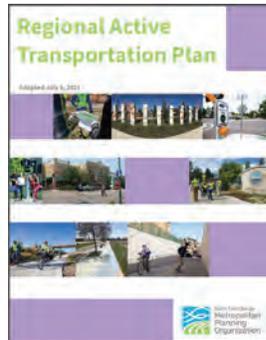
Legend

- Northern Subarea, 2008 NAAQS
- Northern Subarea, 2015 NAAQS
- NFRMPO
- Upper Front Range TPR
- DRCOG
- County Boundaries

July 2022
Sources: CDOT, NFRMPO

Applications to NFRMPO Documents

- Air Quality & Conformity Documentation
- Corridor & Subarea Studies
- Funding, Grant & Policy Support Documents
- Transit Planning & Evaluation Documents



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Travel Model Update

Travel Demand Model Improvements

1. Interactive online dashboard to allow for scenario testing for member communities and stakeholders.
2. Incorporate CDOT's Truck Travel Time Reliability (TTTR) data as Freight Reliability network Attribute to support freight performance reporting.
3. Adding roundabouts as an attribute to node layers and improve toll facility sensitivity once post-opening toll lanes of North I-25 data is available.
4. Consultant support for scenario development.
5. Refinement of Model Documentation and Model User's Guide.

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Travel Model Update

Model Steering Team (MST)



- **Land Use Planners and Transportation Planners/Engineers**
- **Bi-monthly meetings (5-7 meetings depending outputs)**
- **First meeting:**
 - March 23**
 - 10:00-12:00**
 - NFRMPO Office (Hybrid option also available)**
- **Send MST member names and contact information to Becky by March 16th**

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Travel Model Update

Questions?



Tahjiba Tarannum
Transportation Modeler
ttarannum@nfrmpo.org
(970) 289-8279

Becky Karasko, AICP
Transportation Planning Director
bkarasko@nfrmpo.org
(970) 289-8281

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Travel Model Update

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, February 11, 2026

Virtual Meeting

Bicycle Trap Lane Discussion

Geary noted a trap lane is a through traffic lane that terminates which forces drivers into a mandatory left or right turn. Geary outlined the difference among MUTCD guidance, CDOT Roadway Design guidance, and AASHTO Bike Design guidance. The group discussed other trap lane configurations in the region and their concerns with CDOT's roadway design guidance. The group expressed interest in making a formal recommendation to the NFRMPO TAC to encourage standardization around following the AASHTO bike design guidance for trap lanes. Geary volunteered to draft a letter and the group will vote on submitting the letter at the March NoCo Bike & Ped Meeting.

Active Transportation Plan Proposed Action Steps

Rouser noted the Active Transportation Plan (ATP) is nearing completion and will go out for public comment in late February/early March. Rouser stated the Action Steps are split into five categories: Safety, Monitoring, Land Use and Urban Form, Local Assistance, and Funding. The group discussed each category and provided comments. Rouser stated he will incorporate all comments into the plan prior to the public comment period. Graalum stated the NFRMPO is pursuing a CDOT Highway Safety Office grant for a regional safety round table.

Community Accelerated Mobility Program (CAMP) Grant

Streeter stated the Community Accelerated Mobility Program (CAMP) grant is open and applications are due on March 30th. The CAMP grant is intended for programs that meet unique community needs and includes an electric mobility (e-mobility) component. Streeter noted this grant could be used for a regional bikeshare program and the GoNoCo34 TMO be the applicant. There have been previous discussions concerning regional micromobility that could serve as the framework for a regional bikeshare program. The group discussed the feasibility of applying for this grant cycle.

Roundtable

Rouser noted the NFRMPO will be submitting their Active Transportation & Transit Inventory to CDOT in February. The NFRMPO will be kicking off the 2055 RTP at the February 18th MPO TAC meeting. Rouser noted the NFRMPO is tracking legislation that has a transportation element and he will keep the group updated on any bills with a bike/ped element. He noted the surface transportation reauthorization bill (BASICS Act) has been introduced in Congress and the NFRMPO will be following progress on that bill.

Graalum noted the Regional Crash Dashboard will be going to TAC during the March meeting, and she will bring it to the group for discussion in the coming months.

Wilkinson stated she will be going on maternity leave in the next few weeks and Karen Scopel will be the contact for the City of Greeley Natural Areas. The Poudre River Trail will be closed in West Greeley due to construction on a nearby water line. The trail will reopen in late February. The City of Greeley's State of the City event will be on April 15th.