



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Mykayla Graalum
Date: September 16, 2026
Re: Discussion Item – 2027 Congestion Management Process (CMP) Kick-Off

Objective

Provide an overview and kick-off discussion of the 2027 Congestion Management Process (CMP), including feedback on the proposed objectives and performance measures.

Summary

The Congestion Management Process (CMP) is a federally required process for Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs). The CMP provides a systematic, data-driven approach for monitoring transportation system performance, identifying areas of congestion and reliability concerns, and evaluating strategies to improve the operation and efficiency of the transportation system. The CMP is updated every four years.

The 2027 CMP will build upon the NFRMPO's existing CMP while updating the objectives and performance measures to better align with the 2055 Regional Transportation Plan (RTP) and current regional transportation priorities. The updated CMP will also expand the performance measurement framework to better capture multimodal transportation system performance.

This item is intended as an initial kick-off discussion. Staff is seeking TAC feedback on:

- The proposed 2027 CMP objectives and their alignment with the 2055 RTP;
- The proposed performance measures and additions to the existing CMP performance measurement framework;
- The overall CMP development process and timeline; and
- Additional congestion, reliability, and transportation system performance needs that should be considered during the CMP update.

Recommendation



NFRMPO staff requests TAC members provide feedback on the 2027 CMP proposed objectives, performance measures, and development. Additional discussion items and review opportunities will be provided as the 2027 CMP progresses.

Attachments

- Table 1: 2027 CMP Proposed Objectives
- Table 2: 2027 CMP Proposed Performance Measures
- Presentation



Table 1: 2027 CMP Proposed Objectives

2027 CMP Objectives
Optimize the Transportation System Using Smart Technologies
Reduce Congestion
Improve Travel Time Reliability
Expand Access to Transportation Choice
Improve Safety

Table 2: 2027 CMP Proposed Performance Measures

2027 CMP Performance Measures	Description
Travel Time Index (TTI)	Ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.5 indicates that the average peak travel time is 50% longer than off-peak travel times.
Daily Vehicle Miles Traveled (VMT) per Capita	Measures the average number of miles traveled by vehicles per person per day within a specified region. VMT per capita accounts for population differences and provides an indication of the amount of vehicle travel occurring relative to the size of the population.
Travel Time Reliability (TTR)	Measures non-recurring delay for all vehicles by comparing the 80th percentile travel time to the median (50th percentile) travel time. A value of 1.5 or higher indicates the segment is not reliable. A corridor may be congested, but reliable if the congestion is consistent.
Truck Travel Time Reliability (TTTR)	Measures non-recurring delay for trucks by comparing the 95th percentile travel time to the median (50th percentile) travel time. A value of 1.5 or higher is considered unreliable.
Total Number of Crashes	The total number of reported traffic crashes occurring within the specified region during a given time period.
Transit Ridership per Capita	The number of unlinked trips per resident within each provider's service area. Measuring ridership per capita accounts for population differences and growth and provides an indication of transit use relative to the population served.
Percent of Non-Single Occupant Vehicle Commuter Trips	Percent of all commute trips completed by any mode other than single occupant vehicles, including by transit, bicycle, walking, carpooling, and telework.



2027 CMP Performance Measures	Description
Peak Hour Excessive Delay (PHED) on National Highway System (NHS) in Fort Collins Urban Area (UA)	Annual hours of excessively delayed travel per capita, with excessive delay defined as travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, between 6 a.m. and 10 a.m. and 3 p.m. to 7 p.m. weighted by vehicle volumes and occupancy.
Percent of Regionally Significant Corridor (RSC) Miles Connected by Fiber	Measures the percentage of Regionally Significant Corridor (RSC) miles with fiber connectivity. The measure indicates the extent to which the regional transportation network is equipped with communications infrastructure that can support intelligent transportation systems, traffic management, and other transportation technologies.
Percent of Regional Active Transportation Corridor (RATC) Network Built Out	Measures the percentage of the Regional Active Transportation Corridor (RATC) network that has been completed. The measure indicates progress toward developing a connected regional network of active transportation facilities.
At-Grade Crossing Train Volumes	Measures the number of trains traveling through at-grade railroad crossings within the region during a specified time period. The measure provides an indication of the frequency of train activity that may affect roadway operations, travel times, and reliability at crossings.



2027 Congestion Management Process (CMP) Kick-Off

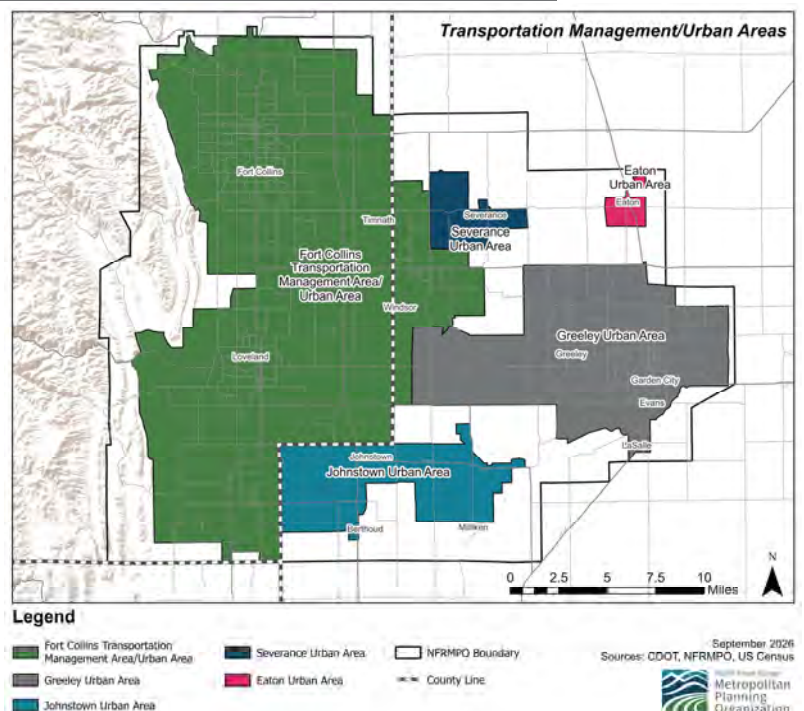
Technical Advisory Committee Meeting
September 16, 2026



What is the Congestion Management Process (CMP)?



- A data-driven process for understanding **where congestion occurs and how it affects the transportation system**
- Tracks transportation system performance
- Strategies help guide transportation investments and project decisions
- Required for MPOs with Transportation Management Areas (TMAs)
- Updated every 4 years



Congestion Management: Process VS Plan

Congestion Management Process

- Required if MPO includes a TMA
- Identifies congestion-reducing **strategies**, and for each strategy:
 - An implementation schedule
 - Implementation responsibilities
 - Possible funding sources
- Requires a periodic assessment of the effectiveness of implemented strategies

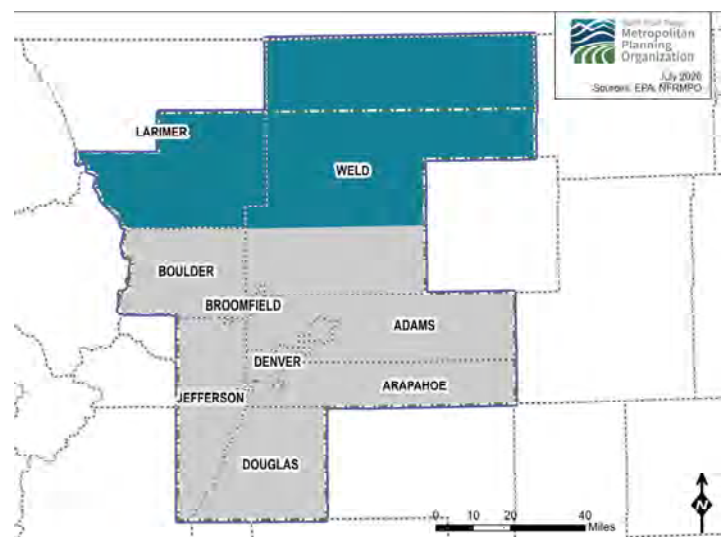
Congestion Management Plan

- Optional
- Proposes **projects and programs** to reduce congestion

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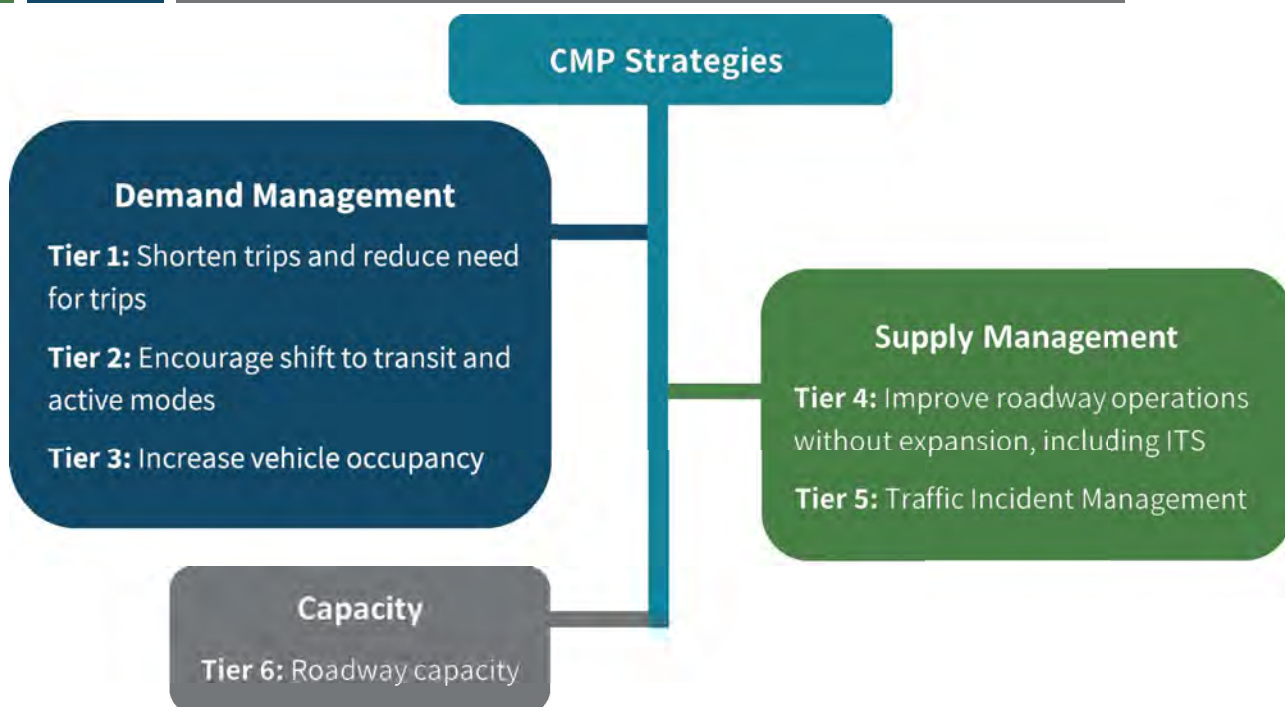
CMPs in Air Quality Nonattainment Areas

- Federal funds **cannot** support projects that significantly increase single occupancy vehicle capacity **unless** addressed through the CMP
- Projects increasing capacity **must consider other strategies** that lead to reasonable travel demand reduction and operational improvements



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2023 CMP: Strategy Tiers



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Connected Communities 2055 RTP Goals and Objectives

Safety	Health and Environment	Transportation Choice	Operations and Efficiency	Economic Development
Improve safety for all users of the transportation system, with a focus on protecting vulnerable populations and working toward the elimination of serious injuries and fatalities.	Reduce the transportation system's impact on regional air quality by promoting sustainable travel options, improving system efficiency, and supporting environmentally responsible infrastructure in the region.	Provide safe and convenient access to a variety of transportation options that meet the diverse needs of all users.	Optimize system performance through coordinated planning, data driven decision-making, and the integration of smart technologies to reduce congestion and improve travel reliability.	Support regional economic development by funding multimodal transportation connections to key destinations, supporting efficient freight movement, and improving access to jobs, services, and markets.

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2027 CMP: Proposed Objectives



2023 CMP Objectives	2027 CMP Proposed Objectives
Optimize the Transportation System	Optimize the Transportation System Using Smart Technologies
Reduce Congestion	Reduce Congestion
Improve Travel Time Reliability	Improve Travel Time Reliability
Increase the Availability of Viable Travel Options	Expand Access to Transportation Choice
Enhance Transportation Equity	
Improve Safety	Improve Safety

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2027 CMP: Proposed Performance Measures



2027 CMP Proposed Performance Measures – No Changes from 2023 CMP

Travel Time Index (TTI)
Daily Vehicle Miles Traveled (VMT) per Capita
Travel Time Reliability (TTR)
Truck Travel Time Reliability (TTTR)
Total Number of Crashes
Transit Ridership per Capita
Percent of Non-Single Occupant Vehicle Commuter Trips
Peak Hour Excessive Delay (PHED) on the National Highway System (NHS) in Fort Collins Urban Area (UA)

2027 CMP: Proposed Performance Measures



2027 CMP Proposed Performance Measures – Additions or Changes from 2023 CMP	Justification
Percent of Regionally Significant Corridor (RSC) Miles Connected by Fiber	Replaces existing fiber PM and provides the region with more useful data
Percent of Regional Active Transportation Corridor (RATC) Network Built Out	Adds a multimodal PM for bike/ped
At-Grade Crossing Train Volumes	Adds a multimodal PM for freight

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Timeline



Phase	2026			2027		
	Q2	Q3	Q4	Q1	Q2	Q3
Plan Outline, Objectives and Performance Measures Selection						
Public Outreach, Data Collection, Target Setting, Corridor Analysis						
Strategy Identification, Plan Drafting, Incorporate Model Results						
Plan Finalization and Adoption						

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Mykayla Graalum

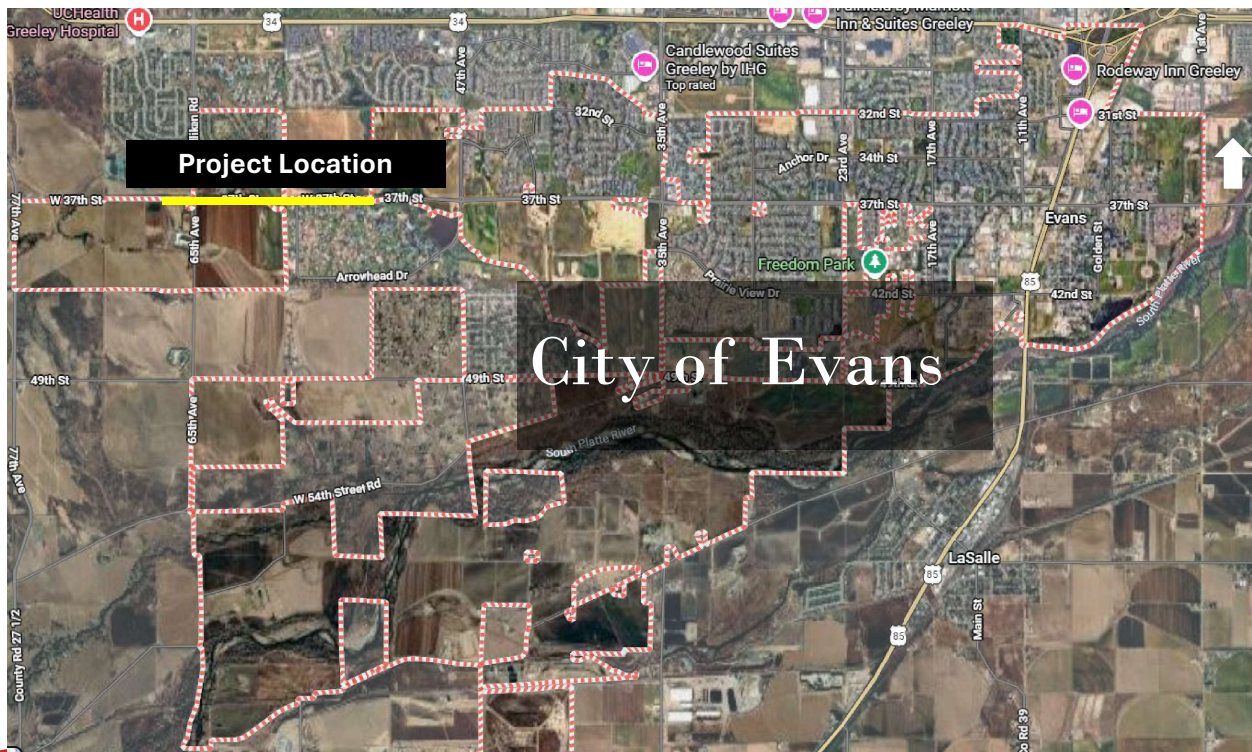
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City of Evans

37th St. Design/Construction Discussion

Sep 16, 2026



37th Ph 3 and 37th Ph 4



37th St Widening Ph 3



Figure 1: 37th Street Widening Phase 3 Project Limits

