

2026 PIP

Public Involvement Plan



North Front Range
Metropolitan
Planning
Organization



RIDE
NOCO



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To see how you can get involved in the planning process, please visit <https://nfrmpo.org/public-involvement/>.

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Executive Summary

Overview

The **Public Involvement Plan (PIP)**, updated every four years, establishes how the NFRMPO will engage the public and stakeholders in its transportation planning processes. The PIP outlines schedules, strategies, and methods to ensure all community members can participate meaningfully and stay informed.

The NFRMPO has four guiding engagement principles: meet people where they are, provide adaptable options for involvement, be a good community partner, and consistently evaluate what does and does not work.

Plans and Programs

The NFRMPO produces four core products: the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and the Public Involvement Plan (PIP). Additionally, the NFRMPO produces several additional plans, including the Active Transportation Plan (ATP), Coordinated Public Transit/Human Service Transportation Plan (Coordinated Plan), Freight Northern Colorado Plan, and Congestion Management Process (CMP). The NFRMPO also administers the RideNoCo mobility coordination program, VanGo™ vanpool services, and air quality planning programs.

Strategies

The NFRMPO employs a broad array of engagement tools across four levels: inform, consult, involve, and

collaborate. The appropriate strategy and engagement level will tailor to the approach of each Plan or Program's scope.

- **Websites and social media** — Active presence on Facebook, Instagram, X, LinkedIn, BlueSky, and YouTube, supplemented by a regularly updated website and three quarterly newsletters.
- **Outreach events** — Staff attend farmer's markets, community festivals, Bike to Work Day, and other local events, prioritizing small-scale gatherings for more meaningful conversation.
- **Virtual engagement** — Hybrid meetings, online open houses, self-guided public meetings, and digital surveys ensure access for those unable to attend in person.
- **Surveys and interactive mapping** — Online tools including ArcGIS StoryMaps and surveys (available in English and Spanish) allow the public to visualize data and provide input.
- **Public hearings and comment periods** — Formal review periods of 30 to 45 days are provided for major plans, with public comments presented to the Planning Council.

Measuring Success

The NFRMPO tracks effectiveness through both quantitative metrics (social media analytics, survey response counts, meeting attendance, comment volumes) and qualitative assessment against the four guiding engagement principles.



Section 1

Introduction to the NFRMPO and Outreach

What is the NFRMPO?

Purpose

Metropolitan Planning Organizations (MPOs) were established in the United States to carry out federal transportation planning requirements. Title 23 of the United States Code (USC) provides that an MPO be created for each urbanized area with a population of more than 50,000 individuals.

Since its establishment in 1988, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC), also known as the North Front Range Metropolitan Planning Organization (NFRMPO), has led the federal multimodal transportation and air quality planning processes for Northern Colorado. In

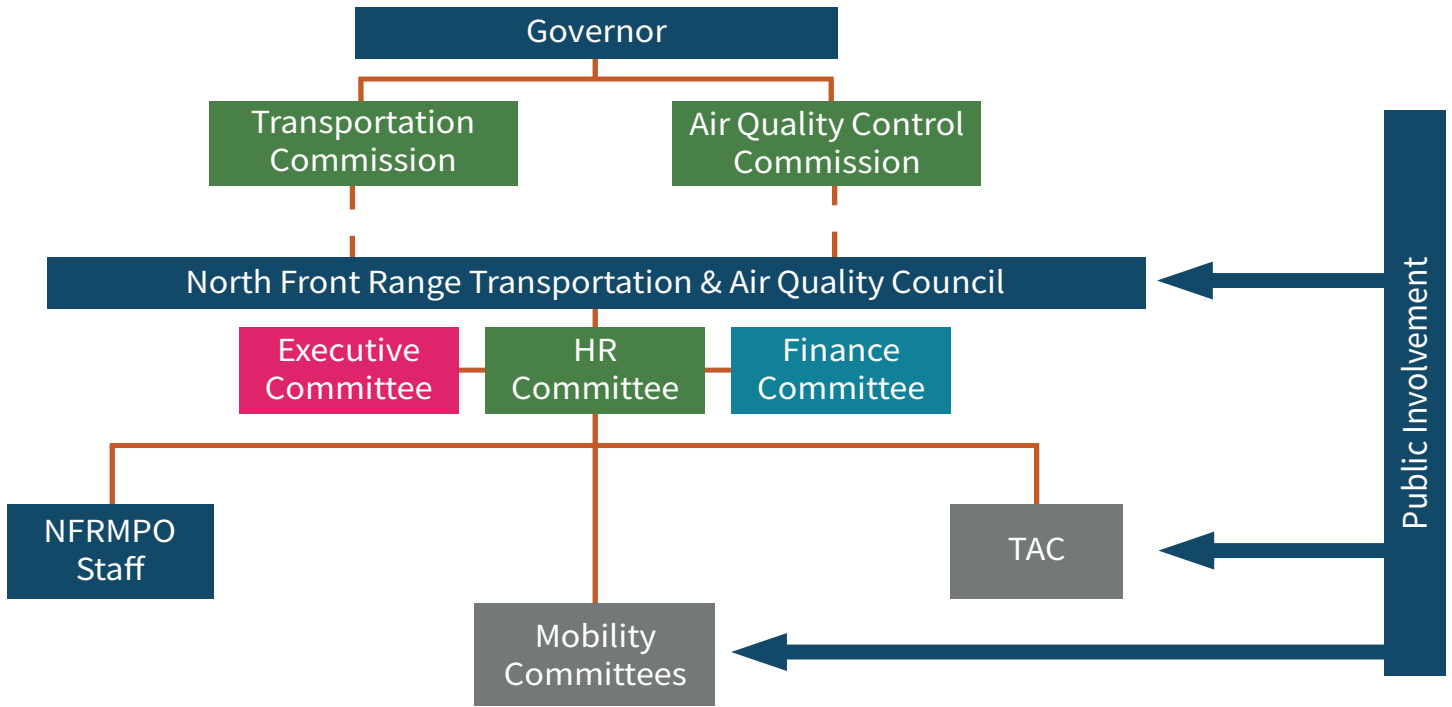
its bylaws, the NFRT & AQPC maintains the following focus areas:

- 1. Provide a forum to identify, study, and recommend solutions to regional transportation and transportation related air quality problems.**
- 2. Develop and formalize policies involving regional transportation and transportation-related air quality planning and coordination of federal and state funding assistance.**
- 3. Provide the organizational framework to ensure effective communication coordination among governmental bodies and between public and private agencies.**
- 4. Develop and approve regional transportation and transportation related air quality plans.**

Figure 1: NFRMPO Staff



Figure 2: NFRMPO Organizational Structure



Structure

The NFRMPO structure includes the Planning Council, Planning Council subcommittees, Executive Director, NFRMPO staff, and committees. **Figure 2** identifies the structure. Additional descriptions of the committees are included in the Opportunities for Involvement section.

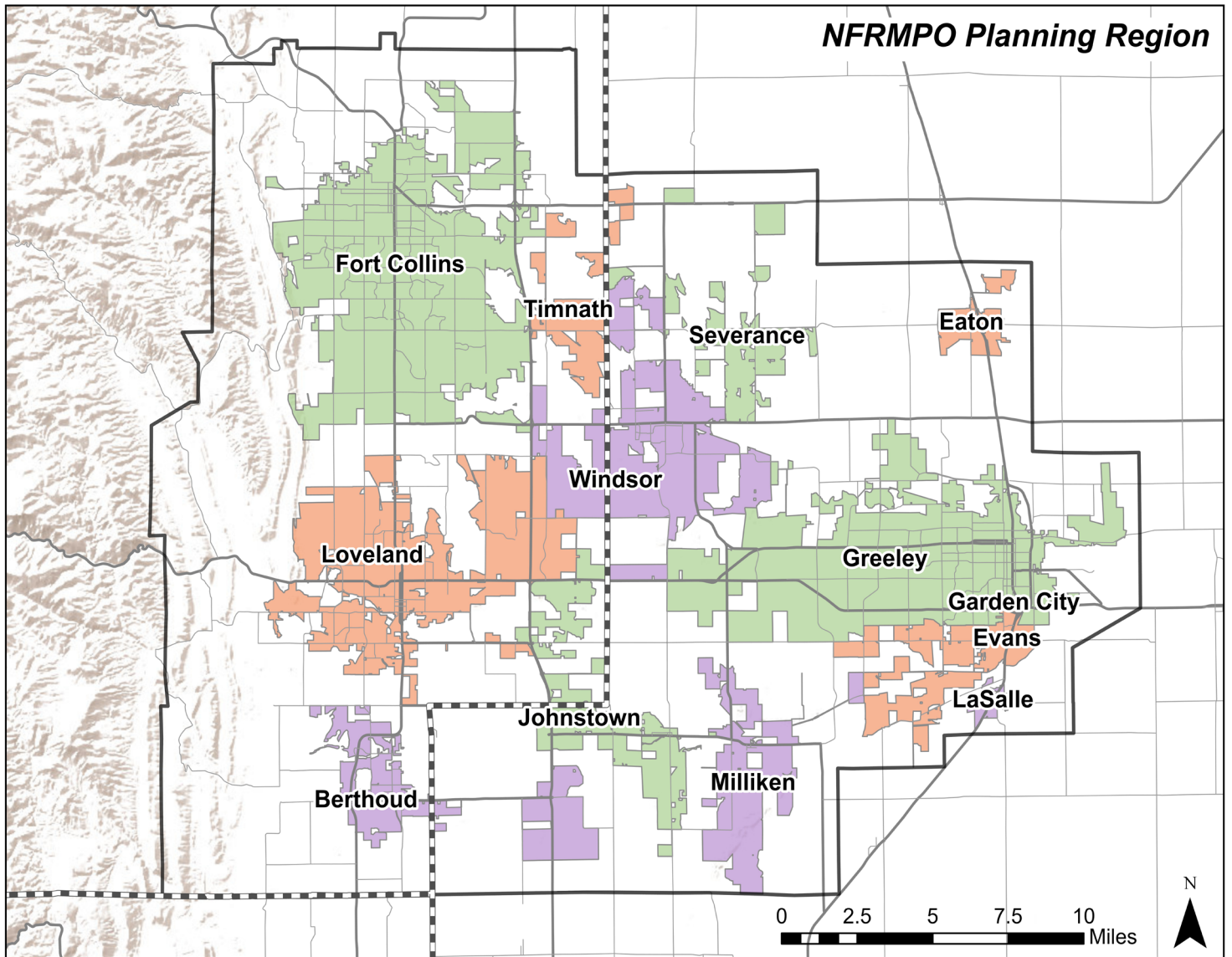
Area

Figure 3 identifies the NFRMPO region. Our region consists of 13 communities and portions of two counties. The area is based on the Fort Collins Transportation Management Area (TMA), the Greeley Urbanized Area (UZA), and the surrounding area expected to urbanize in the next 20 years.

NFRMPO Communities:

- Berthoud
- Eaton
- Evans
- Fort Collins
- Garden City
- Greeley
- Johnstown
- Larimer County
- LaSalle
- Loveland
- Milliken
- Severance
- Timnath
- Weld County
- Windsor

Figure 3: Map of NFRMPO Region



Legend

-  NFR Region
-  County Line

April 2026
Sources: CDOT, NFRMPO



Plan Overview

Engagement Overview

The Public Involvement Plan (PIP) includes details on how the public and stakeholders will be engaged and stay informed in the NFRMPO's processes. This document provides schedules, how to find public comment opportunities and public hearing notices, how to stay up to date with the NFRMPO, and information on our current and future engagement strategies. Utilizing the various strategies identified within this document, all parties will be engaged early and often, with an understanding of how their feedback will be incorporated into the planning process. The NFRMPO strives to meet members of the public where they are and make engagement an easy and accessible process. The NFRMPO also strives to ensure the public and stakeholders are engaged thoroughly, and information from both sides is easily accessible to the other. Active participation in the planning processes from all groups improves the understanding of different viewpoints, different needs and concerns, and helps to identify common goals across the region.

This document is updated every four years to ensure the schedule and strategies are up to date. Most NFRMPO plans are required to have a public comment period, and all are encouraged to engage the public and stakeholders during a plan's development.

Guiding Engagement Principles

The NFRMPO should hold four principles in mind as staff plans outreach strategies and identifies opportunities to include the public in the decision-making process. Each plan and program require its own strategy, but the overarching principles which guide NFRMPO engagement with the public are:

1. Meet people where they are.
2. Provide adaptable options for involvement.
3. Be a good community partner.
4. Consistently evaluate what does and does not work.

What is Public Engagement?

Community members know the inner workings of their communities better than any staff at the NFRMPO, and the NFRMPO wants to work with community members to ensure this expertise and local knowledge is reflected in regional plans. Communities are made up of people with different thoughts, ideas, and opinions based on real-world experience, not federal regulations or technical analysis. Community members are an integral part of the transportation planning process and should therefore have opportunities to guide the

Public Engagement

- More personal experiences
- More varied opinions
- More people involved
- More coverage of entire region

major plans and products of the NFRMPO and should stay informed on air quality and transportation planning in the region. Primary goals of the NFRMPO's public engagement include building trust in the community by understanding regional needs and concerns, informing the community of major decisions early and continuously, and increasing public knowledge of the function of the MPO and the plans and programs we offer.

NFRMPO staff strive to ensure meaningful public engagement of all populations are included. Underserved populations like older adults, college students, low-income, minority, individuals with disabilities, and zero-car households should feel part of the public outreach process and that their input was received, considered, and addressed. NFRMPO staff use various metrics to ensure these populations are involved in the engagement process. These metrics are discussed in Section 2 and Section 3 of this plan.

What is Stakeholder Engagement?

Stakeholder engagement is also a key component of the NFRMPO's processes. Stakeholders refer to professional expertise, including planners and engineers, elected officials, air-quality and transportation related businesses, and various regional organizations, groups, and associations. Stakeholder engagement is essential since they are capable of making official changes within the region, whether that be through policy, design, construction, or education. The NFRMPO will also ensure that comments and suggestions from the public are shared and accessible to stakeholders and vice versa. It should

Stakeholder Engagement

- More field expertise and insight
- More ability to coordinate between communities and regions

also be noted that many groups overlap between public and stakeholder engagement, such as the NoCo Bike and Ped Collaborative and the various mobility committees.

How will NFRMPO Staff use this Document?

NFRMPO staff will reference this document when making plans or doing outreach to ensure federal requirements are met. Furthermore, NFRMPO staff will ensure the appropriate level of engagement is met for the project they are working on based on the scope and level of the project. There is also information specific to NFRMPO staff, such as reminders for holding a public meeting or hearing, how to determine the goals of engagement, determine which engagement strategies to utilize, and how to review if engagement strategies have been effective.

Legislation

Public involvement has been a noted expectation in federal transportation legislation dating as far back as the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. The Fixing America's Surface Transportation (FAST) Act, passed in 2015, has reiterated the need for a robust public involvement program at the MPO and state levels. Most recently, 2021's Bipartisan Infrastructure Law (BIL) included guidance for the metropolitan planning program to encourage the use of social media and web-based

tools to foster public participation and to solicit public feedback during the transportation planning process.

In addition to overarching public outreach requirements, various Executive Orders and laws have further shaped the public outreach process:

- The **Civil Rights Act of 1964** states “no person in the United States...can be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”
- The **Americans with Disabilities Act (ADA)** requires public entity’s facilities to be accessible to or usable by individuals with disabilities, ensuring participation in the public process.
- The **Freedom of Information Act (FOIA)** requires federal agencies to disclose any information required under FOIA unless it falls under one of nine exemptions which protect interests.
- **Colorado Sunshine Laws** state all meetings of a quorum of two or more members of a body at which any public business is discussed or at which any formal action may be taken must be open to the public unless an exception applies.
- The **Colorado Open Records Act (CORA)** requires all public records to be open for inspection by any person at reasonable times with some exceptions.
- **Colorado HB21-1110** strengthens protections against discrimination on the basis of disability, and, in connection therewith, making an appropriation. This also ensures digital content and information and communication technology (ICT) are accessible to individuals with disabilities.
- **Colorado SB23-244** required the State of Colorado’s Office of Information Technology to establish digital accessibility standards.
- **Colorado 8 CCR 1501-11** defines the digital accessibility standards and compliance parameters for public entities in Colorado.

limited to, activities such as reporting, data collection, and providing technical assistance to subrecipients by supplying information (posters, guidelines, and compliance requirements) and direct access to the NFRMPO’s Title VI Coordinator.

The NFRMPO ADA policy addresses the needs of people with disabilities living within the NFRMPO region. The ADA states “except as otherwise provided in §35.150, no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.” The NFRMPO policy addresses all aspects of the NFRMPO, including programs run by the agency. The NFRMPO does not discriminate on the basis of disability in the admission to, or operations of programs, services, or activities. Employment is also covered by the policy.

Further information about ADA coordination, contact information for the NFRMPO ADA coordinator, Title VI forms, requests for reasonable accommodations, and the ADA Complaint Form can be found on the NFRMPO website at <https://nfrmpo.org/title-vi/>.

Title VI and ADA

Title VI compliance is ongoing and falls under the duties of NFRMPO staff, which includes, but is not

Plans and Programs

Overview

The NFRMPO has four core products: the Unified Planning Work Program (UPWP); the Transportation Improvement Program (TIP); the Public Involvement Plan (PIP); and the Regional Transportation Plan (RTP). The UPWP sets out the activities of the NFRMPO over two fiscal years; the TIP documents transportation funding and investments over a four-year period; and the RTP guides transportation investments over the next two decades based on established visions and goals. In addition, the NFRMPO produces other documents and plans, which have different expectations and processes. These are explained further in this chapter.

All Plans are taken to the Technical Advisory Committee (TAC) or Mobility Committees for discussion and recommended for Planning Council adoption or approval. Comments from the public, TAC, and Mobility Committees are taken into consideration before the Plans are adopted by the Planning Council. Members of the Planning Council are made aware of all public comments, which are included as an appendix in each Plan. In the case where a public or stakeholder comment is received that requires substantial changes to a document, said document will go back to the TAC and Planning Council for further discussion.

All documents are “living” and may be subject to revisions or amendments at any time given the ever-changing nature of politics, funding, project additions or removals, etc. Amendments, or major changes, require Planning Council approval and a public comment period, while minor administrative modifications only require the TAC to be informed.

NFRMPO Plans

Regional Transportation Plan (RTP)



Every four years, the NFRMPO updates its long-range transportation plan, which establishes a new framework for Goals, Objectives, Performance Measures, and Targets (GOPMT) in the region, provides a comprehensive projection of available funding for transportation projects, provides an updated fiscally constrained project list, and provides air quality conformity for ozone and air quality impacts.

Public Review Period: 30 calendar days

Public Hearing Requirement: No

Public Notice Requirement: No

Plan Link: <https://nfrmpo.org/wp-content/uploads/2050-regional-transportation-plan.pdf>

Unified Working Plan Program (UPWP)



Every year, the NFRMPO identifies tasks that specify work products and funding sources to the North Front Range Metropolitan Planning Organization (NFRMPO), its member governments, and CDOT.

Public Review Period: Not required, but strive for 30 calendar days

Public Hearing Requirement: No

Public Notice Requirement: No

Plan Link: <https://nfrmpo.org/wp-content/uploads/2050-regional-transportation-plan.pdf>

Transportation Improvement Program (TIP)



Every two years, the NFRMPO creates a new TIP narrative to identify 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.

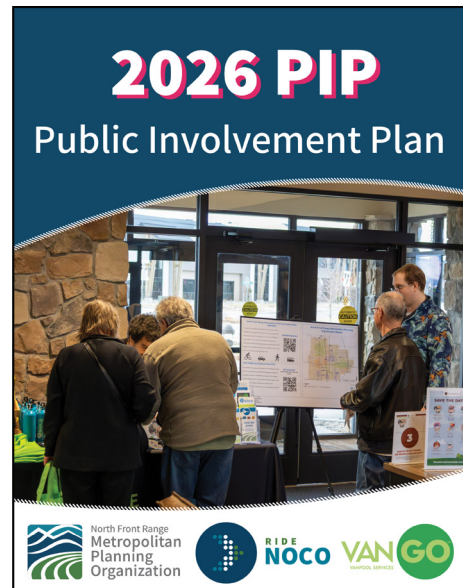
Public Review Period: 30 calendar days

Public Hearing Requirement: No

Public Notice Requirement: No

Plan Link: <https://nfrmpo.org/wp-content/uploads/fy-2024-2027-tip.pdf>

Public Involvement Plan (PIP)



Every four years, the NFRMPO updates the NFRMPO's goals, desired outcomes, and strategies for the public and stakeholder engagement processes.

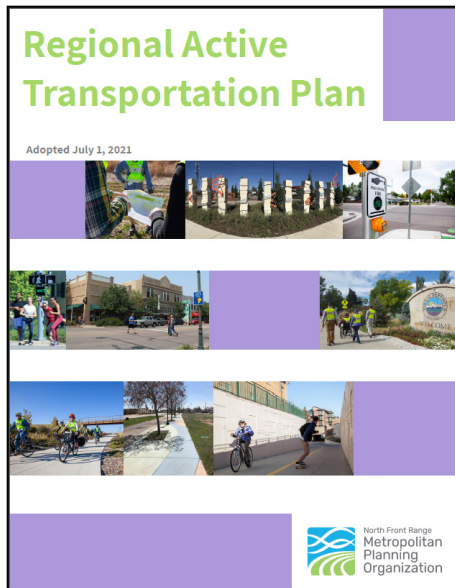
Public Review Period: 45 calendar days

Public Hearing Requirement: No

Public Notice Requirement: No

Public Involvement Webpage: <https://nfrmpo.org/public-involvement/>

Active Transportation Plan (ATP)



Every four years, the NFRMPO evaluates its Regional Active Transportation Corridors and prioritizes strategies to improve active transportation modes in the North Front Range.

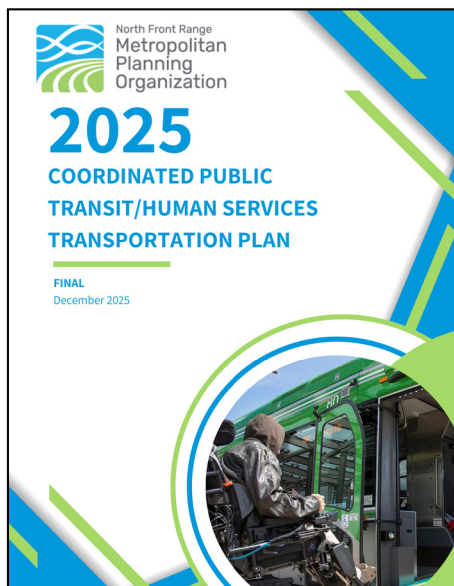
Public Review Period: Not required, but strive for 30 calendar days

Public Hearing Requirement: No

Public Notice Requirement: No

Plan Link: <https://nfrmpo.org/wp-content/uploads/2021-regional-active-transportation-plan.pdf>

Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)



Every four years, the NFRMPO works with its transit and human service transportation partners to evaluate improvements to the transportation system for older adults, individuals with disabilities, and low-income individuals.

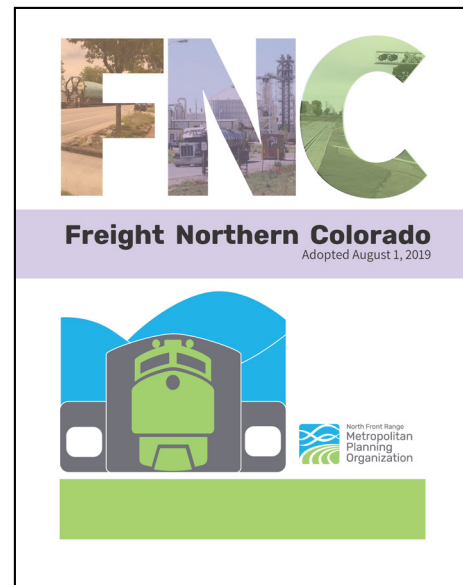
Public Review Period: Not required, but strive for 30 calendar days

Public Hearing Requirement: No

Public Notice Requirement: No

Plan Link: <https://nfrmpo.org/wp-content/uploads/Final-2025-Coordinated-Plan.pdf>

Freight Northern Colorado (FNC)



In conjunction with CDOT's Statewide Freight Plan, the NFRMPO develops a strategy and framework to improve freight movement in and throughout Northern Colorado.

Public Review Period: Not required, but strive for 30 calendar days

Public Hearing Requirement: No

Public Notice Requirement: No

Plan Link: <https://nfrmpo.org/wp-content/uploads/2019-fnc.pdf>

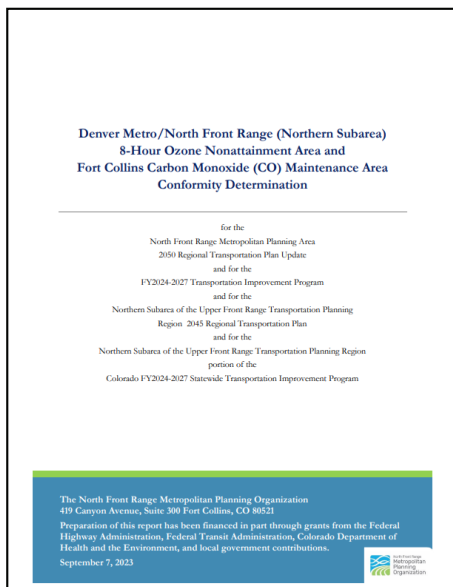
Congestion Management Process (CMP)



Every four years, the NFRMPO identifies an objectives-driven, performance-based process to manage regional transportation congestion. The CMP includes congestion-related goals, objectives, and performance measures.

Public Review Period: 30 calendar days
Public Hearing Requirement: No
Public Notice Requirement: No
Plan Link: <https://nfrmpo.org/wp-content/uploads/2023-congestion-management-process.pdf>

Conformity Determination Report



The NFRMPO must prove it can meet air quality conformity for transportation projects within the region to continue to receive federal funding. The NFRMPO's Transportation Improvement Program (TIP) and projects must be in line with air quality standards. Each update to the TIP and the Regional Transportation Plan (RTP) must obtain approval from CDPHE, AQCC, FHWA, and FTA to ensure the projects meet these standards.

Public Review Period: 30 calendar days
Public Hearing Requirement: Yes
Public Notice Requirement: Yes
Plan Link: <https://nfrmpo.org/wp-content/uploads/2023-conformity-report-2050rtp.pdf>

NFRMPO Programs

RideNoCo



RideNoCo is the mobility coordination program of the NFRMPO, serving as a central hub for transportation information in Northern Colorado and beyond. RideNoCo provides a one-call/one-click center that serves as a one-stop resource for mobility assistance, dedicated to helping older adults, individuals with disabilities, low-income individuals, and other underserved communities in the North Front Range. RideNoCo's mission is to ensure mobility for all by eliminating barriers and creating inclusive transportation solutions that empower individuals to move freely and confidently. While RideNoCo does not provide rides, it offers a free service to help people find affordable, safe, and reliable transportation in Larimer and Weld Counties.

Program Link: <https://rideno.co/>

VanGo™ Vanpools



VanGo™ Vanpools provide a transportation demand management (TDM) tool to reduce congestion by supplying a hybrid van for people who start and end their commutes in similar locations. VanGo™ participants share driving and pay a monthly fare that includes use of the van, maintenance, fuel, insurance, and a guaranteed ride home benefit.

Program Link: <https://www.vangovanpools.org/rp2/Home/Home>

Air Quality

The NFRMPO is part of the nine county Denver-North Front Range 8-Hour Ozone Nonattainment Area and contains two Maintenance Areas for CO (Fort Collins and Greeley). 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 regional Transportation Plans meet or exceed air emission requirements.

Program Link: <https://nfrmpo.org/air-quality/>

Public Meetings

Overview

The NFRMPO hosts various meetings where the public is encouraged to attend. All meetings will also hold an allotted time for public comment. All meetings are held with in-person and remote options. All recurring meetings and committees that are open to the public are listed in this section of the document. There are also regional committee meetings which are open for attendance by the public but are not officially hosted by the NFRMPO.

NFRMPO Meetings

Planning Council

Made up of elected officials from the 15 member communities, the Transportation Commissioner, and a representative from the Colorado Department of Public Health & Environment Air Pollution Control Division (CDPHE-APCD), the Planning Council sets transportation policy for the region.

Technical Advisory Committee (TAC)

Made up of planning, engineering, and transit staff from each of the communities, Colorado Department of Transportation (CDOT), APCD, Federal Transit Administration (FTA), Federal Highways Administration (FHWA), and the Regional Air Quality Council (RAQC), the TAC provides technical guidance on transportation policy in the region.

Community Advisory Committee (CAC)

Members of the public learn about the transportation planning process and provide direct input on the NFRMPO's plans, programs, and projects. The NFRMPO plans to restart the CAC in 2026. Stay up to date with the NFRMPO for more information on dates and registration.

Larimer County Mobility Committee (LCMC), Weld County Mobility Committee (WCMC), and the Northern Colorado Mobility Committee (NCMC)

Made up of staff from regional transit and human services agencies, advocates, and stakeholders, the LCMC and WCMC focus on improving mobility and transportation for older adults, individuals with disabilities, low-income individuals, and other underserved communities, and implementing the Coordinated Public Transit/Human Services Transportation Plan for Larimer and Weld County. The Northern Colorado Mobility Committee is the joint committee and gathering of the LCMC and WCMC. The NCMC discusses regional mobility and transportation issues and other topics to strengthen communication and collaboration on transportation and mobility needs in the North Front Range. Mobility Committee meetings are typically held in a hybrid format at a central location. Each meeting occurs four times a year on a quarterly basis, with a different meeting each month, in order from LCMC in January, WCMC in February, and NCMC in March.

Figure 4: NFRMPO Recurring Meetings Calendar

| | | Day of the Week | | | | | | |
|-------------------|---|-----------------|-----|----------------------------------|-------------------------------|-------------------------------|-----|-----|
| | | Sun | Mon | Tues | Weds | Thurs | Fri | Sat |
| Week of the Month | 1 | | | | | Planning Council 6:00 p.m. | | |
| | 2 | | | | NoCo Bike & Ped 10:00 a.m. | | | |
| | 3 | | | | TAC 1:00 p.m. | | | |
| | 4 | | | Mobility Committees 1:30 p.m. | | | | |

Regional Committees

NoCo Bike & Ped Collaborative

Staff from parks, planning, and transportation agencies, and bicycle and pedestrian advocates discuss the implementation of the Active Transportation Plan and the Regional Active Transportation Corridors. This committee advises the NFRMPO TAC and Planning Council. Meetings are hosted by an independent group, not the NFRMPO. However, NFRMPO staff will attend these meetings.

Recurring Meeting Schedule

Get involved with the NFRMPO by attending one of the NFRMPO’s monthly meetings that are open to the public, **Figure 4**. Each of these meetings has a designated timeslot for public comment. Information about the dates and times of these meetings can be found on the [NFRMPO Calendar](#) webpage.



Section 2

Engagement Strategies and Potential Obstacles

Overview

The NFRMPO utilizes a variety of strategies, techniques, and tools to engage with and solicit feedback from individuals who use and create the transportation systems in our region and breathe our region's air. This section includes strategies that the NFRMPO currently uses and ones that can be expanded upon in the future. The NFRMPO should implement an assortment of strategies during plan and program development to ensure a greater proportion of the regional population has opportunities to be engaged.

- Distribution of digital surveys and community mapping tools; and
- Increased social media presence.

These are all strategies the NFRMPO continues to implement along with in-person engagement. The strategies developed from the COVID-19 pandemic allow for greater accessibility. For example, meetings are hybrid with both in-person and remote options in the case that someone is sick, travelling, or there is a bad weather event.

Lessons from COVID-19

Providing opportunities for public engagement was complicated due to the COVID-19 pandemic and restrictions on in-person gatherings. Engagement efforts were shifted online for the majority of 2020 and 2021 with limited in-person engagement. The NFRMPO worked to increase online public engagement during this time where in-person activities were restricted. These online engagement strategies included:

- Implementation of Virtual and Hybrid meetings;
- Virtual outside partner presentations;

Levels of Engagement

Different levels of engagement will be used for different projects. Large-scale, regional projects are more likely to use one-way engagement strategies such as inform and consult, while smaller scale projects are more likely to use involve and collaborate engagement strategies. NFRMPO staff will keep these levels of engagement in mind during the various planning processes to determine which strategies are appropriate. The levels of engagement are defined in **Figure 5**.

Figure 5: Levels of Engagement



Strategies

Websites and Webpages

The NFRMPO website (nfrmpo.org) is the central hub of information for the NFRMPO. The website is updated regularly by staff with plans and programs. The RideNoCo website (rideno.co) offers free service to help individuals find the transportation options that fit best for them. The VanGo™ website (vangovanpools.org) provides information on the service and helps people connect with an existing vanpool route. Listed below are a few key pages from the NFRMPO. Other webpages will be linked in this document with the corresponding engagement strategy when applicable.

The [Public Comment Opportunities](#) page notes public hearing notices, public comment opportunities, active NFRMPO Surveys, and current plans and programs in development. For public hearing notices, information is provided on the page for location, times, and reason for the hearing. For public comment opportunities, information is provided for the timeframe, project information, and how to make the comments.

The [Meeting Materials](#) page is kept up to date with materials from meetings that are open to the public. These materials include packets, minutes, and meeting recordings.

The [Document Library](#) features all the NFRMPO's plans from past and present. The page also features NFRMPO reports, studies, surveys, administrative documents, modeling documents, and fact sheets. Relevant documents at the state and neighboring regional levels can also be found on the page.

The NFRMPO utilizes various forms on our website as the main way for the public and stakeholders to contact NFRMPO Staff. These forms include a general [Contact Us](#), [Website Feedback](#), and [GIS and Modeling Data Requests](#).

The [Job Postings](#) page is updated when there are open positions for any of the NFRMPO programs. Open positions may also be posted to other recruiting sites such as LinkedIn, Indeed, American Planning Association, Association of Metropolitan Planning Organizations, and Handshake.

The [Calendar](#) page, also shown in **Figure 6**, is kept up to date with NFRMPO hosted public meetings, events attended by NFRMPO Staff, and office closures. Calendar entries include relevant details about the event, including physical location or virtual meeting information, links to meeting materials (if applicable), and are categorized to help the public easily identify applicable events.

Figure 6: NFRMPO Calendar Webpage

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|--|--|---|--|--------------------------------------|---|
| | 1 2PM Aspen Club/RideNoCo Transportation Fair | | | 4:30PM GoNoCo34 TMO Board Meeting 6PM February Planning Council Meeting | 6PM Fort Collins Transportation Fair | |
| | | | 10AM NoCo Bike & Ped Collaborative | 3PM Timnath Projects Fair | 12AM Winter Bike to Work Day | |
| | 12AM Office Closure - President's Day 1PM Aspen Club/RideNoCo Transportation Fair | | 1PM NFRMPO Technical Advisory Committee (TAC) Meeting | 3PM Finance Committee 4PM Council Agenda Review | | 9AM Fort Collins Winter Farmer's Market |
| | | 1PM Northern Colorado Mobility Committee | | | | |
| | | | | 4:30PM GoNoCo34 TMO Board Meeting | | |

Social Media

The NFRMPO, RideNoCo, and VanGo™ all maintain an online presence through a variety of social media platforms. All NFRMPO programs utilize social media to share both original content about upcoming events, plans, programs, and public participation information, as well as resharing relevant content from outside agencies. The NFRMPO maintains an internal Social Media Policy to guide how staff view, use, and reply on the platforms. This policy is amended as needed.

- **Event promotion** – The NFRMPO utilizes social media platforms to promote events hosted by or attended by MPO staff. Staff promote outreach events to inform community members what events Staff will be attending and encourage the public to seek out the NFRMPO booth. A calendar graphic of where the NFRMPO will be that month is typically posted on the first working day of that month. NFRMPO Staff will also promote specific events a few days before they happen.
- **Education** – The NFRMPO social media pages are a venue to help educate the public on various transportation related topics. This is completed by promoting national events including Air Quality Awareness Week and Rural Road Safety Awareness Week as well as promoting any relevant informational graphics, such as safety information. The NFRMPO will continue to seek out relevant educational opportunities to share on social media.
- **Promoted posts** – A promoted post is a social media post the NFRMPO pays the platform to make more visible to a wider audience. Promoted posts allow for messaging to be pushed to social media users who may not already follow the NFRMPO social media pages. The NFRMPO can use promoted posts for major plan milestones, public comment periods, and surveys. In 2025 the NFRMPO promoted a post for the 2026 Freight Northern Colorado Plan Survey.
- **Reposting** – The NFRMPO will continue to repost surveys, initiatives, announcements, and events from its member communities and state and federal agencies that we deem important to share with the public.
- **Media Packets** – The NFRMPO will work with local agencies to build a contact list for distribution of

social media materials. Providing materials for partner agencies to create original posts on their social media pages allows for NFRMPO messaging to be distributed to a greater percentage of the population via an organization the public is more familiar with.

The NFRMPO is active on the following platforms:



[North Front Range Metropolitan Planning Organization](#)

[RideNoCo](#)



[@nfrmpo](#)

[@rideno.co](#)



[@nfrmpo](#)

[@ridenoco](#)



[@nfrmpo](#)



[@nfrmpo.bksy.social](#)

[@ridenoco.bsky.social](#)

[@vangovanpools.org](#)



[North Front Range Metropolitan Planning Organization](#)



[@nfrmpo](#)

Videos

Currently, the main use for the [NFRMPO YouTube Channel](#) is posting our public-facing meetings, including Planning Council, TAC, and mobility committees. The NFRMPO is exploring posting more educational videos, plan overviews, and regional tours to our YouTube Channel. For example, an Overview of the 2025 Coordinated Plan will be posted in 2026. Those types of videos will be posted to other social media platforms if they are not too long. YouTube also features a non-video post feature similar to those of traditional social media. The NFRMPO will use this feature sparingly to promote essential information and initiatives.

Newsletters

The NFRMPO produces three newsletters which are each typically posted four times a year:

- **On the Move** is published via email and made available on the NFRMPO’s website. Information on how to sign up for the newsletter is available on social media. Each quarterly newsletter contains articles about recently completed or upcoming projects, NFRMPO and partner agency events, VanGo™ updates, and other transportation-related information, while also providing updates about construction projects and important meeting dates.

- **Connecting You & Northern Colorado: Mobility Newsletter** is a quarterly newsletter produced by RideNoCo and includes call center call data and demographics for the quarter, transportation news and engagement updates, events, Mobility Committee meeting dates, VanGo™ updates, DriveNoCo updates, and Transportation Agency Driver of the Quarter/Provider Spotlight.
- VanGo™ publishes an annual **Safety Meeting Newsletter**. Available through the VanGo™ website and via email, the newsletter provides updates about safety, upcoming events, driving tips, and other useful information for current and potential vanpoolers.

Outreach Events

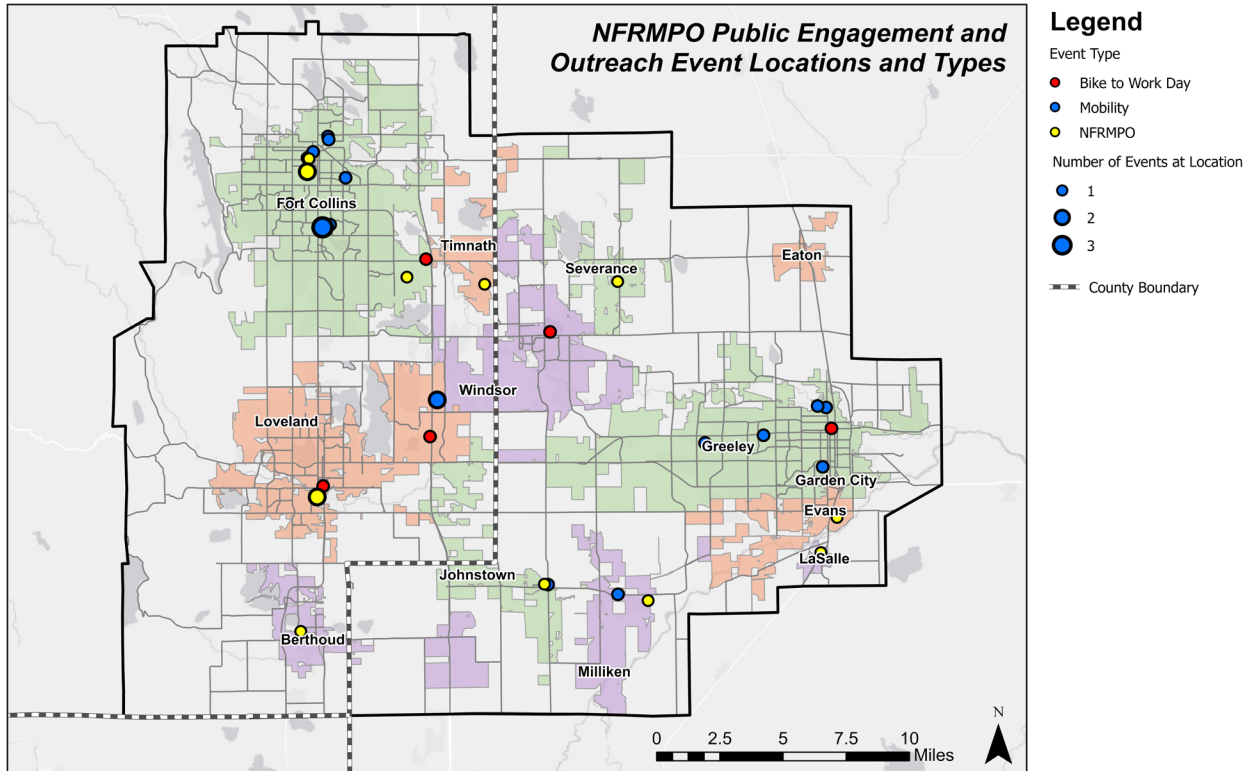
NFRMPO staff attend events around the region to engage with the public face to face. Through these events, the NFRMPO can gauge interest and approval as well as receive input on the NFRMPO’s plans and processes. A variety of tactics are used during outreach events to engage with event attendees:

- **Retractable banners and posters** – eye catching posters like maps and banners can start conversations and have been successful for VanGo™, [Simple Steps. Better Air.](#) (the ozone education program from RAQC), and RideNoCo.
- **Informational items** - brochures, Rider’s Guides, VanGo™ fare cards, and other informational items produced by the NFRMPO or partner agencies

Figure 7: NFRMPO Outreach Event Booth



Figure 8: NFRMPO Outreach Locations and Types



(such as the RAQC and local transit agencies) are displayed on the table at events. Informational materials are intended to help visualize and explain plans or studies being promoted. In addition to brochures and flyers, the NFRMPO utilizes maps, charts, graphs, and illustrations which are easy for the public to understand and enhance key points of the topics being presented. Contact information is readily available for individuals who have further questions or concerns.

- **Promotional items** – RideNoCo, VanGo™, The Regional Air Quality Council (RAQC), and the NFRMPO all have promotional items that can be given away. Examples of these promotional items include magnets, stress balls, tote bags, pens, bike lights, and bike bells. The NFRMPO strives to provide promotional materials that are relevant and useful to the public. In addition to attending community events, NFRMPO staff also attend public meetings and working groups throughout the region. NFRMPO staff also attend various transportation board meetings to present specific projects or plans under development.
- **Activities** – The NFRMPO will occasionally utilize activities and events as a more hands-on way to engage the public. For example, the NFRMPO is expected to use sticker and mapping activities at events for the 2055 Regional Transportation Plan.

- **Transportation Trivia** – The NFRMPO will occasionally use the transportation trivia wheel at events, especially ones that are more children oriented. The transportation trivia wheel is a useful and family-friendly way to help educate and open the door for more in-depth conversations. An example trivia question is asking people to show the proper hand motions for turning right, left, and stopping while riding a bicycle.

In 2026, the NFRMPO updated our outreach strategy to attend more small-scale, local events, such as farmers markets and student welcome events as the NFRMPO found the engagement and conversations at these events are typically more meaningful than at larger events. There are also outreach events that are more mobility-focused that only RideNoCo staff will attend, typically those focused on seniors and people with disabilities. Check the [Calendar](#) webpage and our social medias to stay up to date on events the NFRMPO will be attending. The NFRMPO considers accessibility and transit routes when choosing outreach locations and events.

NFRMPO Staff use the map shown in **Figure 8** at the end of each year to identify engagement gaps based on the locations of that year’s outreach events. The map can also be overlaid on other maps to assess whether

the events are being held in underrepresented communities.

When determining if an event was successful, or if there is anything the NFRMPO can do better at these events, the NFRMPO has the following internal list to guide those discussions after each event:

- Were enough activities held to attract the highest number of participants?
- Were they the right type of activities?
- Were they held where the underrepresented populations live or gather?
- Were there unforeseen circumstances staff can avoid in the future?
- Did online activities engage more than in-person activities?
- What changes can be made for the next time we attend?
- What were the engagement conversations like?
- What giveaway items were the most popular?

Event Highlight: Everybody Bike Day

On June 25, 2025, the NFRMPO celebrated Everybody Bike Day. This included six total stations at different locations across Fort Collins, Greeley, Loveland, and Windsor. In total, the NFRMPO had over 360 visitors. NFRMPO staff determined the event was a success for the engagement and feedback received, especially around the development of the Active Transportation Plan. The NFRMPO will continue to celebrate Everybody Bike Day, and in 2026 the NFRMPO began tabling at Winter Bike to Work Day in Fort Collins and Loveland.

Virtual Outreach Events

The NFRMPO will explore implementing various forms of online engagement events including online open houses, virtual self-guided public meetings, and webinars. Virtual events remove the barrier for participants traveling across the region to attend an NFRMPO led event. Online meetings such as a virtual Self-Guided meeting allow for participants to be educated and provide feedback at the time and place of their choosing. Virtual Engagement events can take many forms based on the needs and desired outcomes of the topic. Most recently, the NFRMPO and HDR developed a self-guided meeting for the US34 Transit Plan. Participants were asked to read through the background, process, and recommendations, and answer guided questions about the corridors or leave comments throughout. The self-guided meeting was open for two weeks and promoted via social media, on the project website, at meetings, the MPO's mailing lists, and through discussions with the public. More than 400 people participated.

Plan-Specific Outreach Strategies

The NFRMPO will develop an outreach strategy document prior to embarking on major planning activities. The outreach strategy will allow the NFRMPO to understand the desired outcomes and assist in choosing the appropriate strategies to achieve those outcomes. The Outreach Strategy document should outline the following:

- Definition of goals and desired outcomes
- Timeline
- Intended Audiences
- Stakeholders
- Specific outreach strategies, and
- Evaluation metrics

The Outreach Strategy should be included as an appendix or the plan and include a summary of activities completed, an evaluation of success, and

recommendations for future plans. The outreach summary should include the answers to the following questions:

- Were enough activities held to attract the highest number of participants? Were they the right type of activities? Were they held where the underrepresented populations live or gather? Were there unforeseen circumstances staff can avoid in the future?
- Did online activities engage more than in-person activities?
- What changes can be made for the next iteration of the Plan.

Example: At the outset of the 2025 Active Transportation Plan (ATP) development, NFRMPO staff created an [outreach strategy](#) including distinct phases of outreach which aligned with the phases of plan development.

Public Hearings

When the NFRMPO conducts a formal public hearing, members of the public may provide comment to the NFRMPO's Planning Council members either in-person or remotely. Public Hearings are typically held during the NFRMPO's monthly Planning Council meeting. Currently, the only NFRMPO use for Public Hearings is for [Air Quality Conformity](#), although other situations may arise. The public has the opportunity to provide public comment at the beginning of all Planning Council and TAC meetings even if it is not an official public hearing.

Projects must have either a 30- or 45-day period for document review before the public hearing. The NFRMPO must publish a legal notice in local news sources (currently the Coloradoan, the Greeley Tribune, and the Loveland Reporter-Herald). The NFRMPO will also post hearing notices on the website and on our social media platforms. After the Public Hearing, the NFRMPO will publish a summary of the received comments both to the public and in the applicable document. Comments are also reported to the NFRMPO Planning Council for further discussion.

Public Comment Opportunities

Public comments are requested on a variety of NFRMPO activities. The NFRMPO will provide a reasonable number of calendar days for public input, typically 30 days. Federal and state requirements may influence the length of the public comment period. The TIP, RTP, and PIP will also be provided for an appropriate public comment period. Additional plans produced by the NFRMPO generally have 30-day public comment periods which are announced at TAC and Planning Council meetings and are also generally released for 30-day public comment periods. All opportunities for public comments are posted on the [Public Comment Opportunities](#) page and promoted on the home page of the NFRMPO's website and the NFRMPO's social media platforms. Public Comments that are received will be presented before the NFRMPO Planning Council if applicable.

The public comment timeframes for the NFRMPO's plan released are mentioned in Section 1 of this document under "NFRMPO Plans". The following are additional opportunities for public comment:

- **Articles of Association** – 21 calendar days
- **TIP Amendments** – 30 calendar days
- **Title VI Plan** – 30 calendar days
- **Unified Planning Work Program (UPWP)** – 14 calendar days

Condensed Plans

Many NFRMPO plans and documents are lengthy and technical. This information is useful to NFRMPO and local agencies but may not be the most accessible to the general public. The NFRMPO will create condensed versions or provide Executive Summaries of planning documents which communicate complex concepts using plain language, infographics, and visualizations to illustrate data and information. The goal of condensed plans is to be easily accessible and the format for condensed plans may be a shortened, high-level document, a video, a guided visual medium such as an ArcGIS StoryMap, or any combination of the three. Condensed plans should be available for review

during public comment periods. Additionally, the NFRMPO should consider opportunities for translating condensed plans when appropriate or upon request.

Example: [The 2021 Coordinated Public Transit/ Human Services Transportation Plan Video](#)

Surveys

Surveys are a helpful tool to engage community members who are less inclined to talk or give feedback face to face. A variety of survey options are available for NFRMPO staff to use including printed or online options. Surveys should be displayed prominently, available in English and Spanish, and be a no pressure next step for the public to engage in. In 2025, the NFRMPO had surveys available for the 2025 Coordinated Plan and the 2026 Freight Northern Colorado Plan. Active surveys can be found on the [Public Comment Opportunities](#) page and are promoted on the NFRMPO’s website homepage and social media platforms.

Interactive Mapping

Interactive online mapping offers a way for the public to visualize and engage with data and projects

NFRMPO staff produce in a more meaningful way. The NFRMPO has been utilizing the suite of online options offered by Esri ArcGIS Online to build maps and products customized to the needs of each project or plan. Staff will continue to increase the use of interactive mapping to help educate and inform as well as be a forum for the public to provide feedback.

Example: [2026 Winter Bike to Work Day Stations Map \(Figure 8\)](#).

GIS Open Data

The NFRMPO [Maps & GIS](#) page provides Geographic Information Systems (GIS) data for download and uses GIS data in analyses, plans, and documents. Data is collected through local, state, federal, and private sources. To ensure the data is current, the NFRMPO updates its data collection by reaching out to public agencies, using online resources, and creating custom data when needed. Various shapefiles can be downloaded from a link on this page by the public and stakeholders. If a map is not available, it can be requested using [this form](#) and NFRMPO staff will create it.

Figure 9: 2026 Winter Bike to Work Day Station Locations Interactive Map

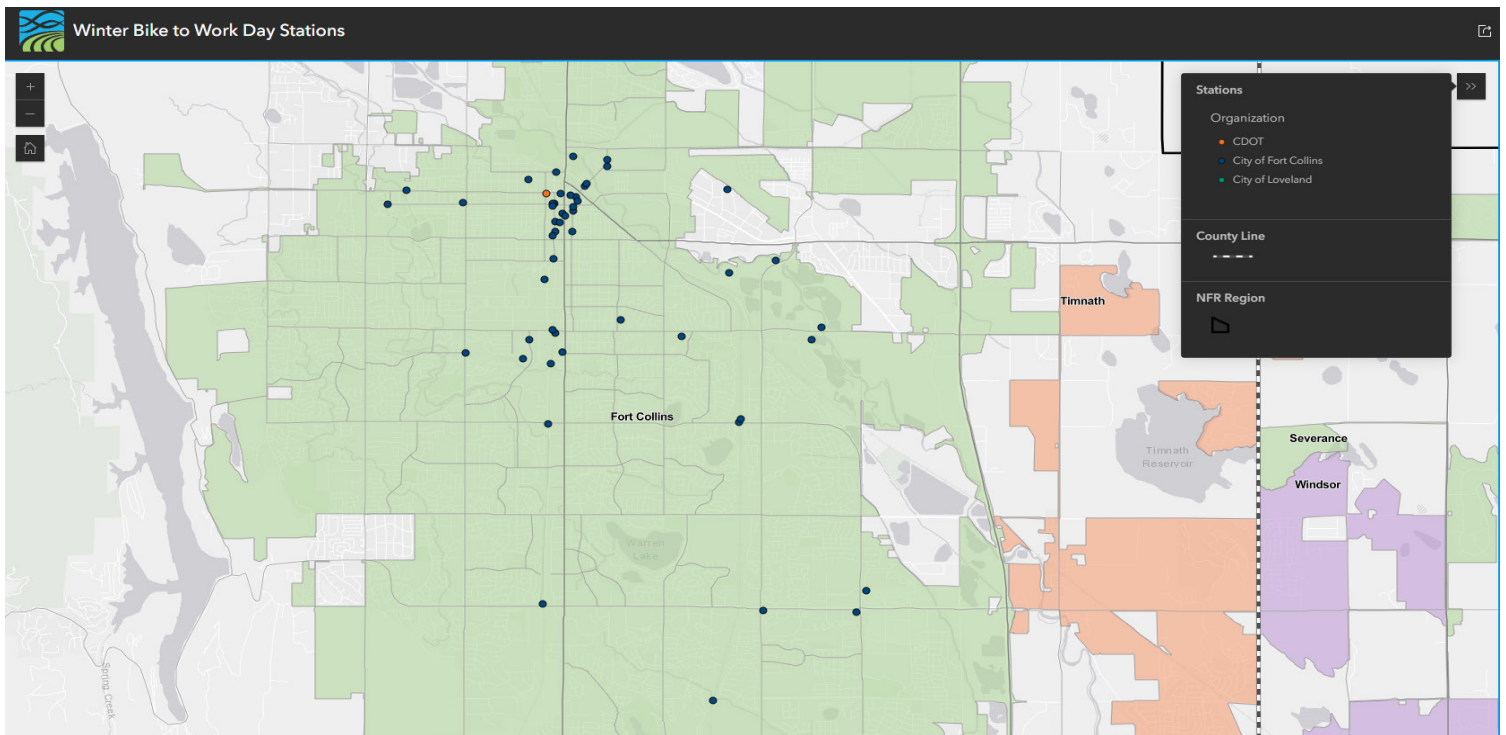


Figure 10: NFRMPO Planning Council Meeting



Meetings

The NFRMPO has continued to host meetings in a hybrid format, allowing participants to be either in person or online. In addition to meeting participants having a virtual option, this allows community members to participate remotely as opposed to having to travel across the region to provide public comment. In meetings, NFRMPO staff will continue to use engagement extensions to improve the quality of the meetings. Examples of engagement extensions include Poll Everywhere, Miro, and Mentimeter.

During each Planning Council, TAC, and Mobility Committee meeting, members of the public are given the opportunity to comment on the items for action before the respective body. Dates, agendas, and packets for these events are posted on the NFRMPO website prior to each meeting on the [Calendar](#) and [Meeting Materials](#) webpages. Information on dates for public meetings where NFRMPO are presenting but are not hosted by the NFRMPO will also be made available on the website. In the Community Advisory Committee, members of the public are conversing and discussing throughout the meeting.

Partnerships

The planning process involves more than just the NFRMPO and community members; it requires the NFRMPO to work with other public agencies to tackle major regional issues.

The NFRMPO will continue working with local governments and other organizations when member agencies are doing outreach. The NFRMPO also has state representatives on our TAC and Planning Council to assist with providing feedback on our processes and coordinating on CDOT's Statewide Transportation Plan. The NFRMPO will also consistently seek opportunities for new partnerships. These partnerships provide the NFRMPO with an understanding of what is happening at the local level and provide the public with additional opportunities to understand what the NFRMPO is doing. The NFRMPO can provide the local agency with supplementary outreach tools and can spread awareness of such events.

For example, the NFRMPO has shared booth spaces with the GoNoCo34, a Transportation Management Organization (TMO) dedicated to improving mobility, reducing congestion, and promoting sustainable transportation options along the US 34 corridor. Partnerships such as this one allow for more in-depth discussion on regional issues as well as helping

promote transportation services to those who need them. The complete list of partnership can be found on our [Partnerships](#) webpage.

Furthermore, local communities consistently provide input to the NFRMPO. Elected officials and municipal staff participate in their own public involvement processes and bring the results to the attention of the NFRMPO. One tool the NFRMPO uses is the region’s local Transportation Boards, which provide transportation input to the various City Councils. Receiving this input from municipal staff and elected officials allows staff to incorporate it into plans, ensuring the local municipalities provide valuable insight, and guarantee a continued conversation.

Graphics

NFRMPO documents, presentations, social media posts, and webpages will all strive to have similar graphical and branding standards. The three program logos, NFRMPO Color Palette, and font information can be found in **Figure 11**. The NFRMPO and RideNoCo changed our logos and color palettes in April 2026 to better encapsulate our region and adopt more accessible colors.

Accessibility

The NFRMPO is committed to providing access to all

Figure 11: NFRMPO Graphical and Branding Standards



Coloradans. Our ongoing accessibility effort works towards the day when all NFRMPO services, programs, and activities are accessible, providing equal access to information and services to all Coloradans. These accessibility efforts are further highlighted in our [Digital Accessibility Plan](#).

Our ongoing accessibility effort works towards being in line with the Web Content Accessibility Guidelines (WCAG) version 2.1, level AA criteria. To that end, the NFRMPO has a plan to prioritize, evaluate, remediate and continuously improve every digital touchpoint within our documents, surveys, pamphlets, webpages, presentations, maps, and any other public-facing digital items.

The NFRMPO will strive to ensure that all public surveys and informational pamphlets have multilingual options. The NFRMPO has various translation options available via a Google Translate plug-in. Furthermore, members of the public can request any document to be translated.

NFRMPO meetings have live auto captioning. YouTube videos also have auto-generated captions which also have various language options.

Information on Reason Accommodation Requests, Title VI Complaint Forms, and ADA Complaint Forms can be found here. More digital accessibility information can be found in the 2025 Digital Accessibility Plan document.

Distribution Lists

The NFRMPO will maintain various distribution lists for both stakeholders and members of the public. These databases will be contacted for packet and meeting announcements. Other databases will be contacted for plan-specific news and opportunities, such as safety, active transportation, freight, housing organizations, and members of the public.

Technology

The NFRMPO will constantly monitor evolving technologies that can be used to make engagement easier and more accessible.

Artificial Intelligence

The NFRMPO is currently in development of an Artificial Intelligence Policy, set to be published in late 2026. Updates for this policy will be published on the NFRMPO website.

Potential Obstacles

Overview

The strategies outlined within the 2026 PIP are intended to encourage a diversity of engagement within the NFRMPO region. The NFRMPO acknowledges there continues to be obstacles which prevent the public from engaging in the NFRMPO planning process including:

- Lack of physical access to a location, including lack of transportation to a physical location
- Lack of time to participate in events or meetings
- Limited access to internet, ability or knowledge required to participate in virtual events
- Dearth of understanding of the NFRMPO and the regional transportation planning process
- Pre-existing levels of distrust between community members and decision makers
- Consideration of the costs versus the benefit of participation, particularly regarding underserved communities' participation on the CAC

Acknowledging the time and effort commitment which is required of participating on a committee outside of working hours, the NFRMPO should investigate ways in which compensation can be provided to traditionally underserved populations to encourage a diversity of participation on the CAC.

The NFRMPO will continue to research and evaluate strategies to overcome the identified obstacles to ensure all members of the community have access to the resources and information provided by the NFRMPO. During evaluation of outreach activities, the NFRMPO should continuously consider ways in which these obstacles may be addressed and overcome.

RideNoCo – Mobility Access Sensitive Messaging

As the RideNoCo program has developed, the need for context sensitive messaging based on access to mobility options has become evident. RideNoCo has begun developing messaging strategies based on the following tiers:

- Areas with reliable and varied mobility options
- Areas with limited mobility options
- Areas with no (known/institutional/organizational) mobility options

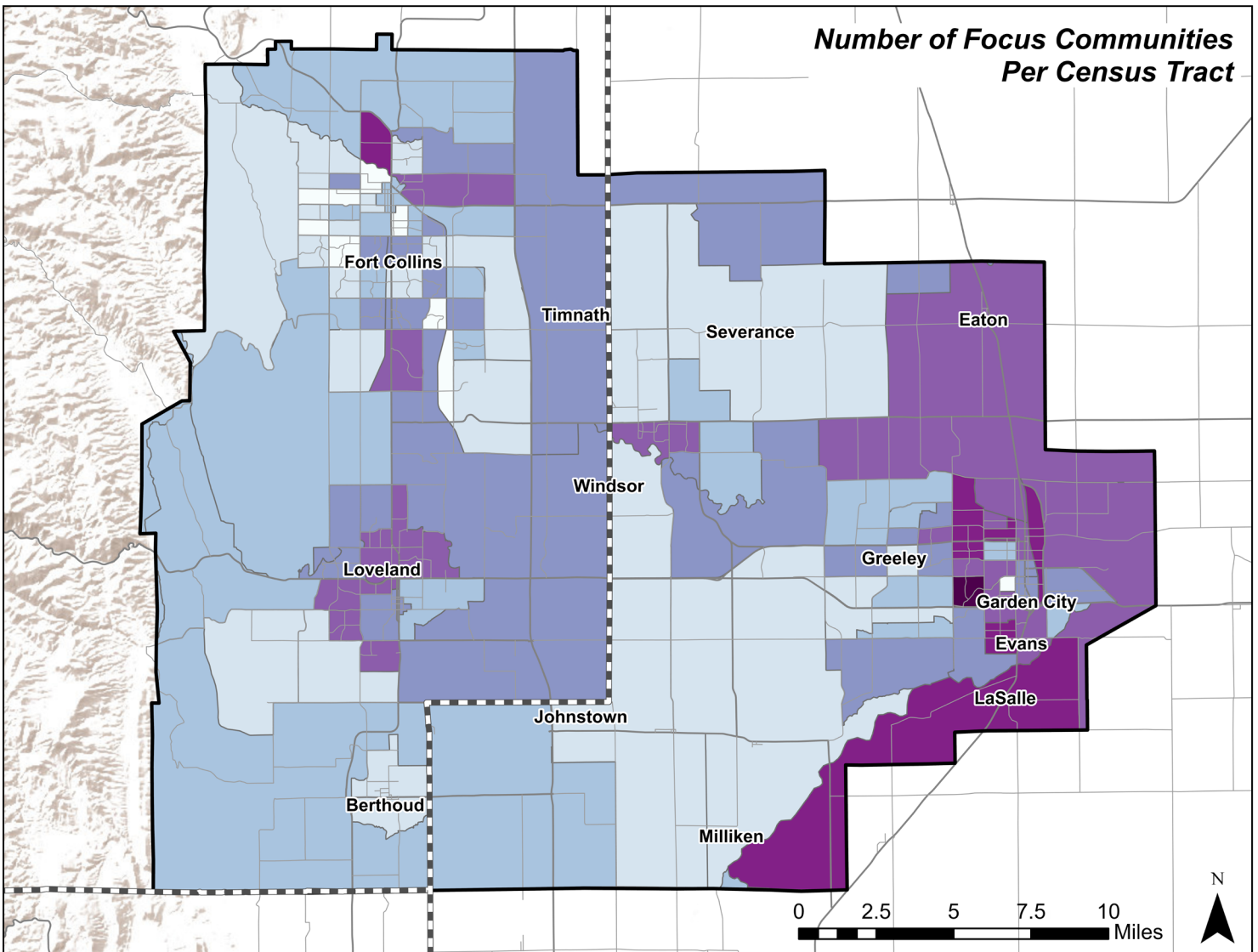
Defining these contexts helps RideNoCo tailor outreach based on the unique needs within each community and provide different assets to communities with many mobility options compared to communities with limited or no mobility options.

Focus Communities

The NFRMPO Focus Communities Map, shown in **Figure 12**, illustrates the census tracts in the region and the number of Focus Communities in comparison to the regional average. Focus Communities are defined as those which are historically disadvantaged, vulnerable, or faced hardships related to transportation. This can include populations with limited English proficiency, persons with disabilities, persons over the age of 60, persons under the age of

18, zero-car households, female-headed households, and unhoused populations. NFRMPO Staff use this map and data to identify populations within the region that should have access to additional resources in the planning process. Those who are unable to attend meetings may request information from the NFRMPO and have the requested materials delivered to their residence. NFRMPO staff are always willing to speak with groups to eliminate barriers to participation and to involve the region's residents in the transportation planning process.

Figure 12: NFRMPO Focus Communities



Legend

Number of Focus Communities



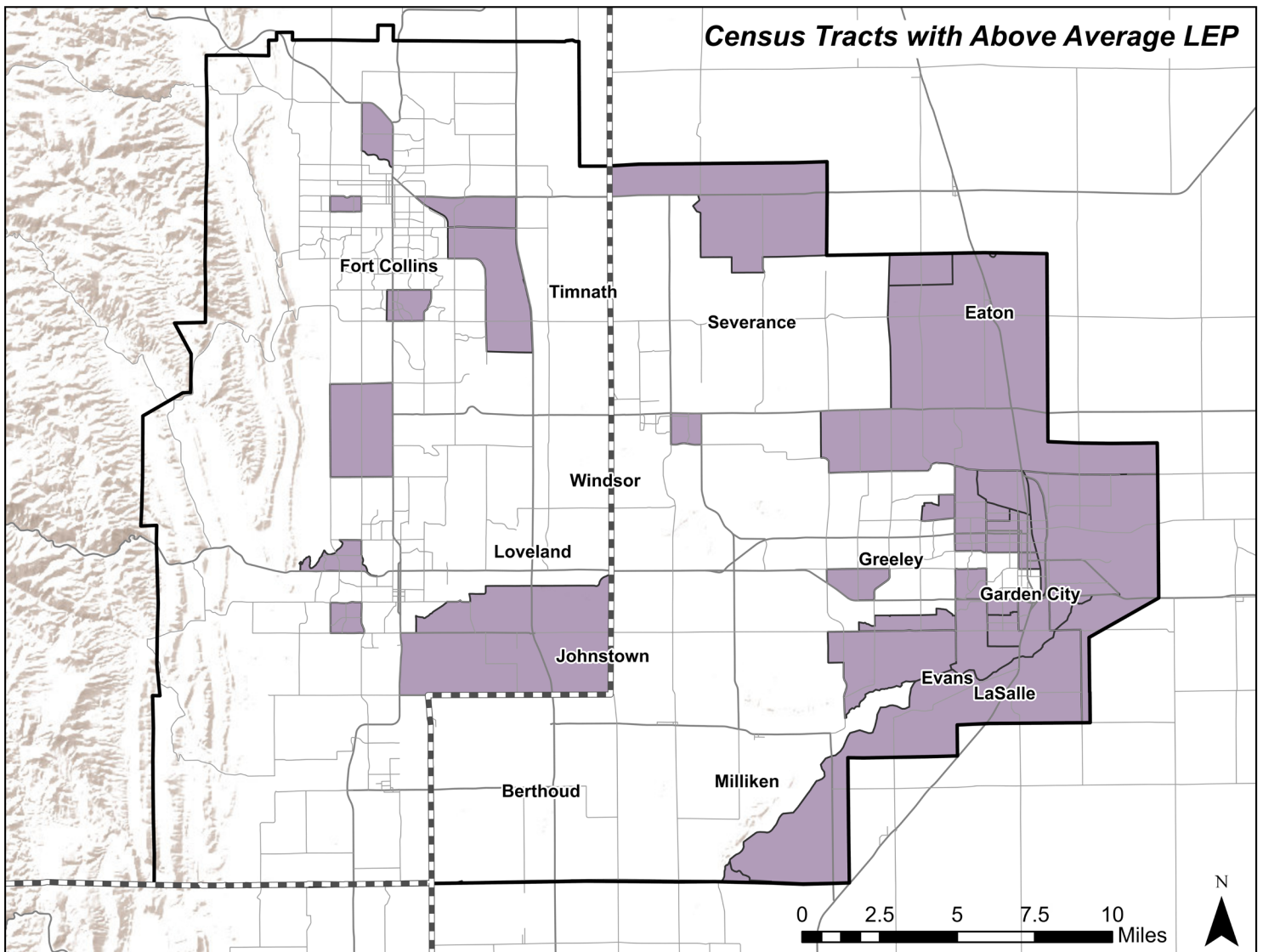
April 2026
Sources: CDOT, NFRMPO



Limited English Proficiency (LEP)

The NFRMPO will assist persons with limited English proficiency (LEP) to participate in the transportation planning process. Upon request, Staff will make every effort to provide translators and document translation where feasible. **Figure 13** shows the areas within the NFRMPO region which have above average LEP per Census Tract.

Figure 13: Above Average LEP per Census Tract Map



Legend

- Above Regional Average LEP % (4.5%)
- NFRMPO Region
- County Boundary

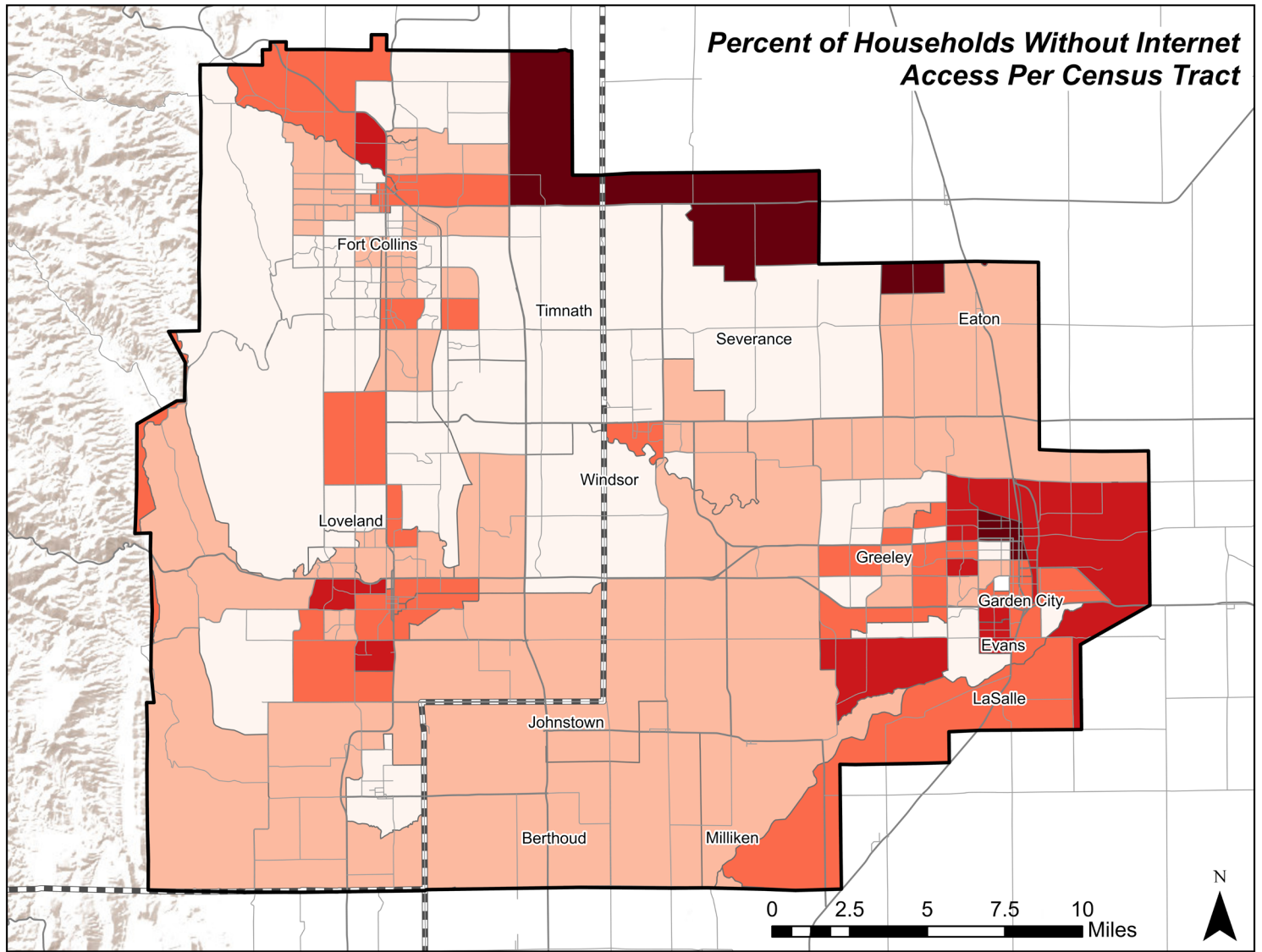
April 2026
Sources: CDOT, U.S Census ACS, NFRMPO



Access to Internet

With an increased focus on technology strategies at all levels of government, it is important to take into consideration the communities which have little to no access to internet. **Figure 14** shows the areas within the NFRMPO region which have limited access to internet. Similarly, **Figure 15** shows the percent of areas within census tracts that are unserved by broadband internet connection.

Figure 14: Percent of Households without Internet Access per Census Tract (Data from CDPHE EnviroScreen 2.0)



Legend

- 0.00% - 2.40%
- 2.41% - 4.80%
- 4.81% - 9.40%
- 9.41% - 16.10%
- 16.11% - 23.70%

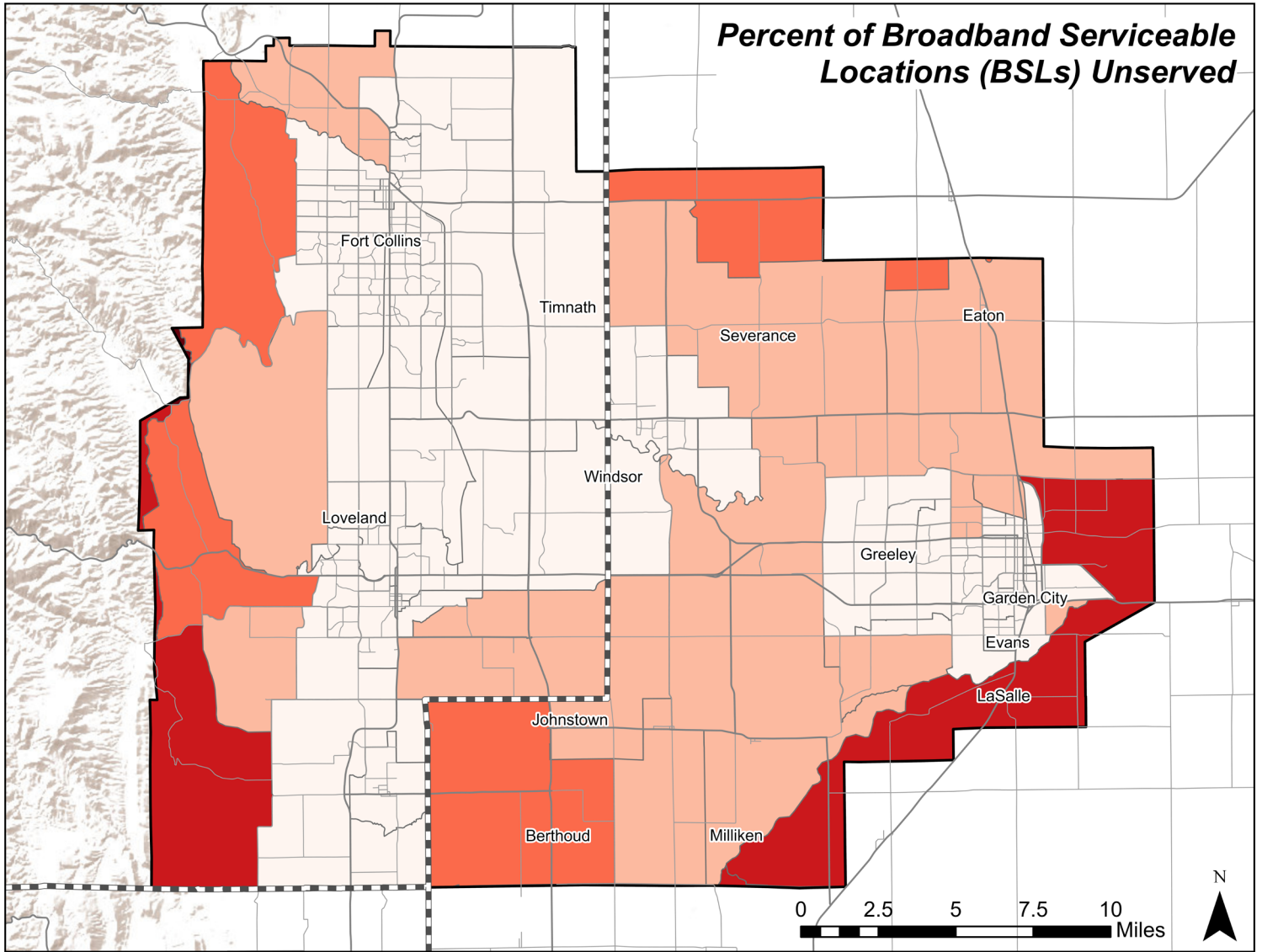
County Line

*There is no data for the UNC Census Tract

April 2026
Sources: CDOT, U.S. Census ACS, NFRMPO



Figure 15: Percent of Broadband Serviceable Locations (BSLs) Unserved (Data from Colorado Broadband Office)



Legend

- 0% - 1.75%
 - 1.76% - 9.26%
 - 9.27% - 22.71%
 - 22.72% - 47.82%
 - 47.83% - 89.19%
- County Line

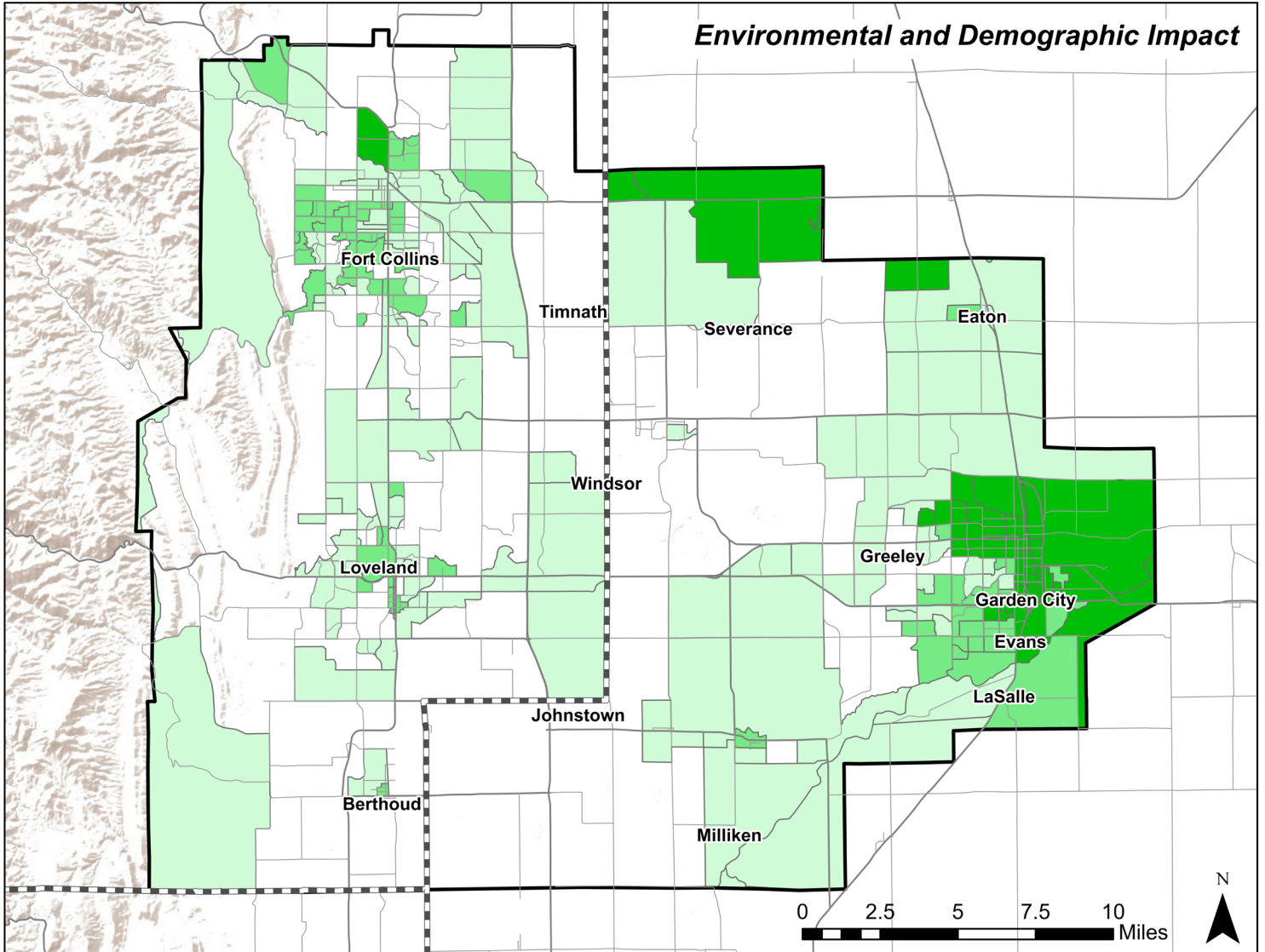
April 2026
 Sources: CDOT, NFRMPO
 North Front Range
 Metropolitan
 Planning
 Organization

Environmental and Demographic Impact Analysis

The NFRMPO has created an Environmental and Demographic Impact analysis of census block groups within the NFRMPO area which qualify as

disadvantaged based on various state and federal definitions. Census block groups are assigned a score between one and three, based on if they qualify under one, two, or three impact area definitions. The Environmental and Demographic Impact Analysis map illustrates the census block groups in the region which qualify as disadvantaged based on this criterion. The Impact Index areas within the NFRMPO are displayed in **Figure 16**.

Figure 16: Environmental and Demographic Impact Analysis Map



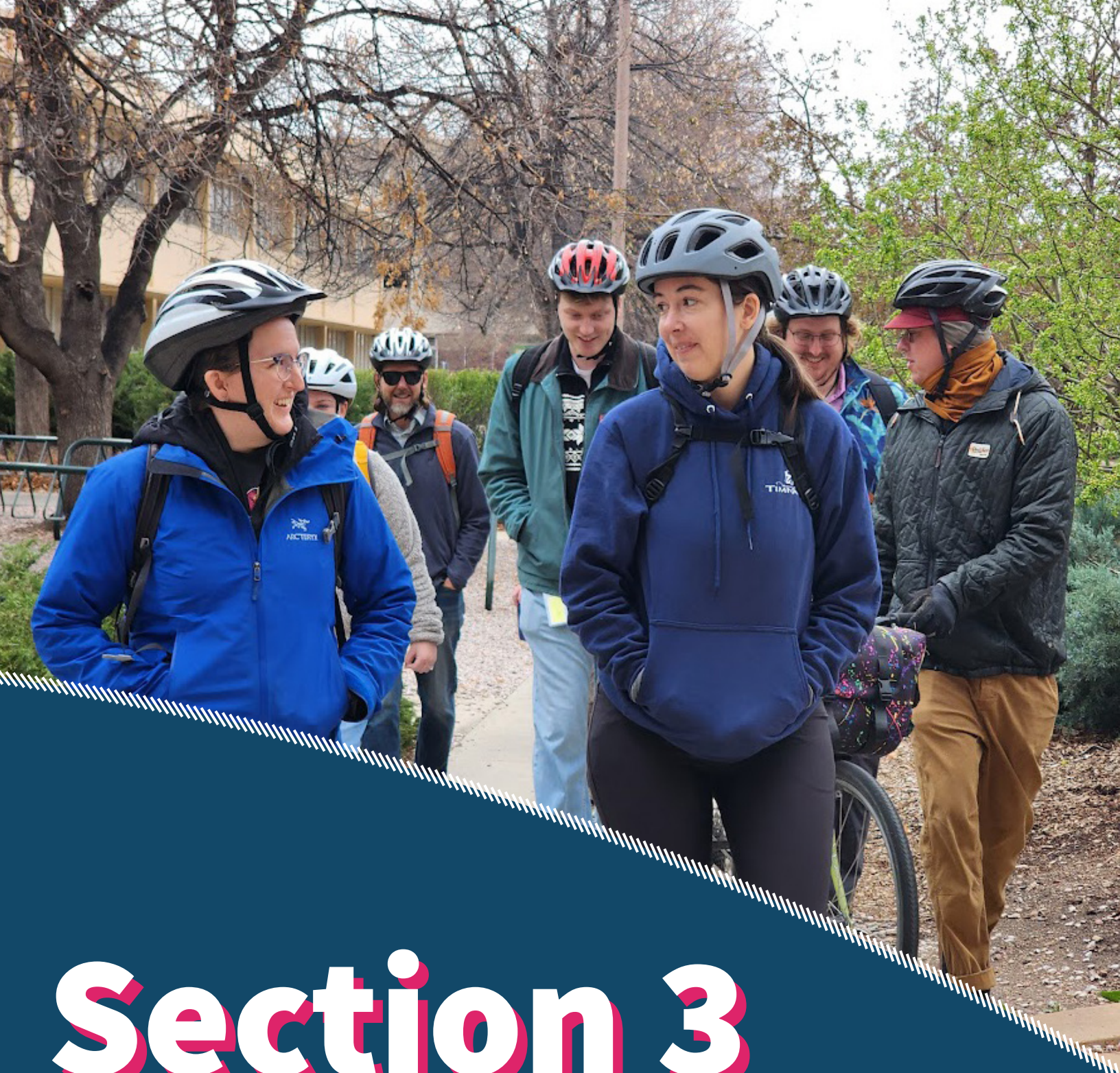
Legend

Number of Environmental and Demographic Impact Areas

- 1
- 2
- 3
- County Boundary

April 2026
Sources: CDOT, NFRMPO





Section 3

Defining and
Measuring Success

Defining Success

The success of the NFRMPO's PIP and engagement strategies can be measured both qualitatively and quantitatively. As illustrated in **Figure 17**, there are a variety of ways the NFRMPO can evaluate the effectiveness of an individual strategy. In addition to these numerical measures, the NFRMPO can analyze the depth of engagement by ensuring the strategies aligned with the four guiding engagement principles.

Defining Success for the Agency

Each staff member of the NFRMPO will adhere to the following set of guidelines when doing any planning or programming:

- Plans, studies, and other NFRMPO actions will reflect the concerns, needs, and vision of the public.
- A cross-section of the region's population is represented, including protected and underserved populations.
- To maintain an open dialogue with community members and commuters throughout the public involvement process.
- To work with key stakeholders, members of the public, and member jurisdictions to coordinate involvement during the planning process.
- Each engagement strategy will be evaluated on a timely basis.

Defining Success for the Public and Stakeholders










As a resident, worker, or visitor to the NFRMPO region, members of the public can expect the following:

- Easy access to current and upcoming plans and documents;
- Convenient opportunities to provide input on NFRMPO activities;
- Consideration of all community members regardless of race, color, national origin, or income status, sex, age, and disability;
- Full and fair participation by all potentially affected communities in the transportation decision-making process;
- A demonstration of explicit consideration and thoughtful response to public input received during the development of NFRMPO plans and programs;
- Reasonable accommodation regarding meeting locations, technology, and translation services to ensure all populations feel welcome and engaged in the planning process; and
- Strategies which are tailored for specific populations and are evaluated on a timely basis to ensure success.

Measuring Success

The effectiveness of NFRMPO outreach strategies can be measured in a variety of ways. **Figure 17** outlines the strategies listed within this plan, and the metrics the NFRMPO will use to analyze the effectiveness of each strategy.

Figure 17: Engagement Strategies Measures of Effectiveness

| | Strategy | Metrics |
|---|-------------------------------|--|
|  | Website | <ul style="list-style-type: none"> • Common searches • Most visited pages • Use of forms on our website |
|  | Social Media | <ul style="list-style-type: none"> • Analytics, including likes, shares, retweets, reposts, comments, followers, and success of promotions |
|  | Newsletters | <ul style="list-style-type: none"> • Number of subscribers • Number of new subscribers • Number of subscribers opening newsletter • Number of link clicks |
|  | Outreach Events | <ul style="list-style-type: none"> • Total number of interactions • Major themes and discussion topics • Quantity of promotional giveaways • Quantity of informational giveaways • Location of events throughout region |
|  | Partnerships | <ul style="list-style-type: none"> • Annual number of partnered events • Number of partnerships |
|  | Public Comment Periods | <ul style="list-style-type: none"> • Number of comments received • Substance of comments received |
|  | Meetings | <ul style="list-style-type: none"> • Remote and in-person attendance • Comments made at and after meetings • Staff discussions after meetings |
|  | Surveys | <ul style="list-style-type: none"> • Number of responses filled out in each language • Number of requests to forward survey • Total number received |
|  | Title VI and ADA | <ul style="list-style-type: none"> • Number of requests for alternate formats • Number of participants in meetings • Number of requests for translations |

Evaluations

Process

The NFRMPO should perform extensive evaluation of the public outreach process at the end of every year. Evaluating the public involvement process on a consistent basis will ensure community and stakeholder engagement is working to the best of its ability and will better position the NFRMPO to plan outreach based on current events and trends. The evaluation will be both an internal and external effort, including feedback from Staff, TAC, Planning Council, and the public. If significant changes are warranted following the evaluation, the NFRMPO may consider amending the PIP.

To ensure effectiveness of engagement strategies, evaluation of public and stakeholder outreach should always be assessed based on the four Guiding Engagement Principles as outlined earlier in the document.

1. Meet people where they are.
2. Provide adaptable options for involvement.
3. Be a good community partner.
4. Consistently evaluate what does and does not work.

Internal Evaluation

The NFRMPO produces an Annual Report each year, distributed to stakeholders and at public outreach events. This Annual Report includes an evaluation of

public outreach throughout the year. In this section of the Annual Report, the NFRMPO will report on relevant metrics listed in the Measures of Effectiveness table including social media and outreach event statistics, and major recurring themes during the past year of outreach.

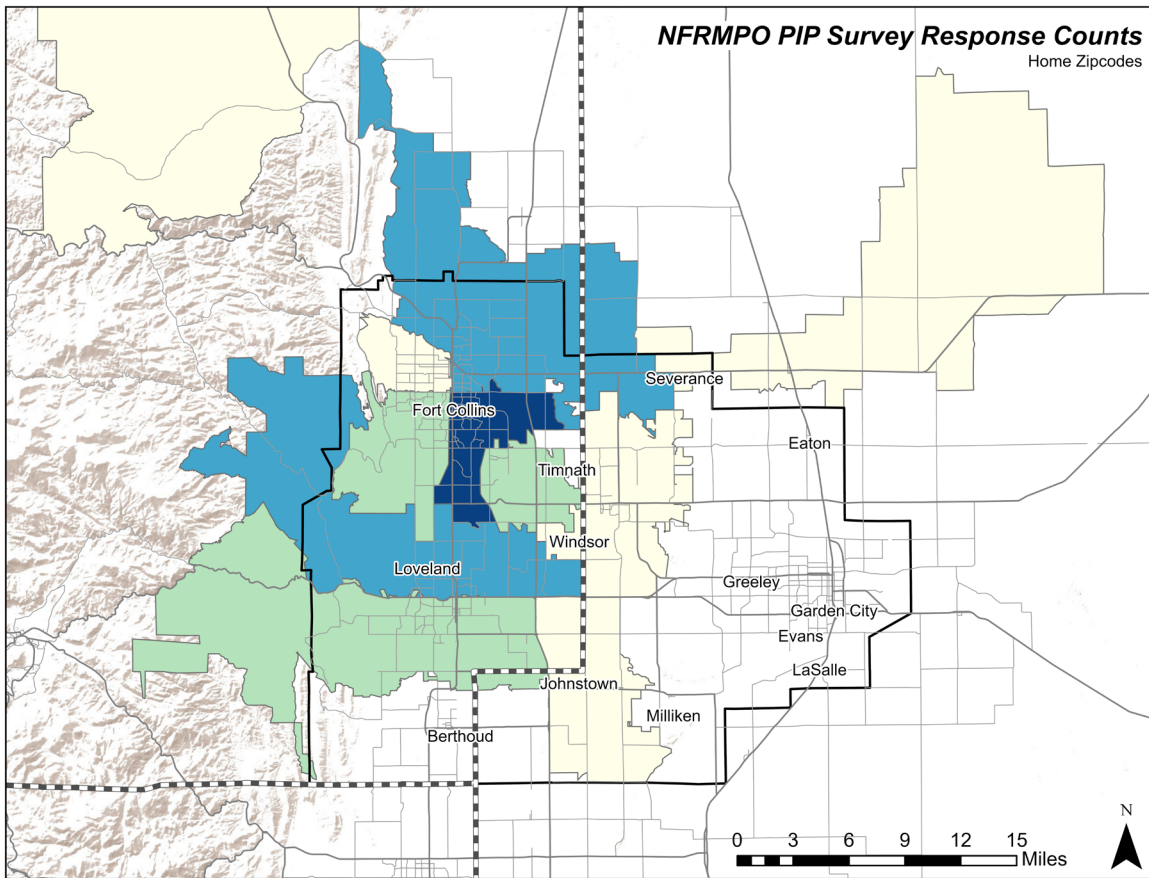
In addition, the NFRMPO should analyze year-over-year trends within each outreach strategy to note which strategies may be underperforming and how these strategies may need to be adapted for better outcomes. NFRMPO staff will also review the Outreach Strategy and Summary following each plan.

External Evaluation

The NFRMPO conducted a survey for the 2026 PIP. The results of the survey can be found on the following page. The survey asks the public what the best ways to reach them are, the events they are most likely to attend, how familiar the members of the public are with the NFRMPO and its programs, and which NFRMPO plans and programs are the most important to them. The survey finished with 22 respondents. A similar survey will be conducted with each PIP to track progress on knowledge of the NFRMPO. Survey results from all NFRMPO plans and programs will continue to be provided to the public.

Survey Results

What ZIP Code do you live in?



| ZIP Code | # of responses |
|----------|----------------|
| 80525 | 5 |
| 80524 | 3 |
| 80538 | 3 |
| 80526 | 2 |
| 80528 | 2 |
| 80537 | 2 |
| 80521 | 1 |
| 80534 | 1 |
| 80536 | 1 |
| 80550 | 1 |

Legend

Count

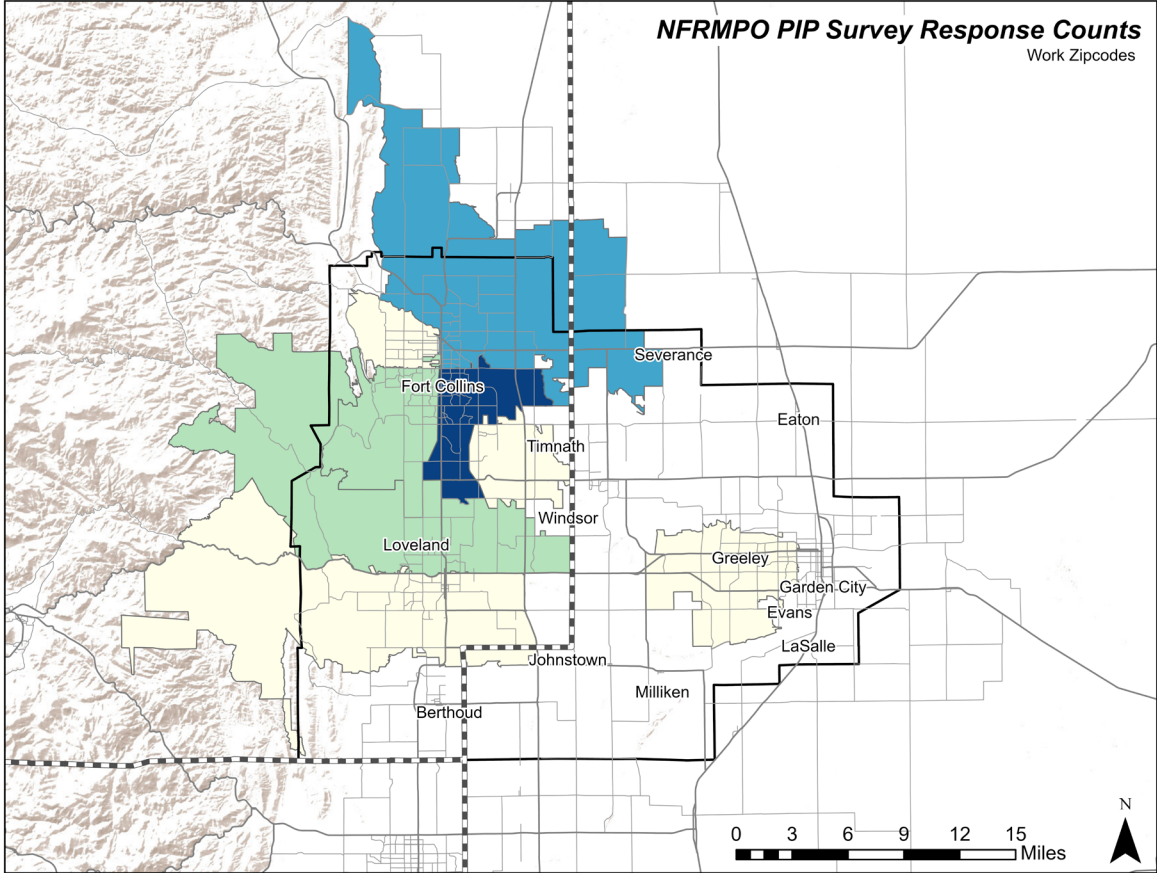
- 1
- 2
- 3
- 5

- NFRMPO Boundary
- County Line

April 2026
Sources: CDOT, NFRMPO



What ZIP Code do you work in?



Legend



April 2026
Sources: CDOT, NFRMPO



North Front Range
Metropolitan
Planning
Organization

| ZIP Code | # of responses |
|----------|----------------|
| 80525 | 4 |
| 80524 | 3 |
| 80523 | 2 |
| 80526 | 2 |
| 80523 | 2 |
| 80202 | 1 |
| 80521 | 1 |
| 80528 | 1 |
| 80537 | 1 |
| 80634 | 1 |

How do you hear about news/events in your community?

| Answers | Count | Percentage |
|---------------------------|-------|------------|
| Local Municipality | 8 | 36.36% |
| Newspaper | 4 | 18.18% |
| Neighborhood Associations | 4 | 18.18% |
| TV | 3 | 13.64% |
| Place of Worship | 2 | 9.09% |
| News Websites | 7 | 31.82% |
| Social Media | 14 | 63.64% |
| Community Organization | 14 | 63.64% |
| Radio | 4 | 18.18% |
| Other | 7 | 31.82% |

'Other' Responses: Friends (2), Public Meetings (2), NextDoor (1), Community Boards (1)

How would you be most likely to provide you input to the NFRMPO?

| Answers | Count | Percentage |
|----------------------------------|-------|------------|
| Online Surveys | 21 | 95.45% |
| Social Media | 9 | 40.91% |
| Public Meetings / Comment Cards | 14 | 63.64% |
| Emails | 9 | 40.91% |
| Physical Mail | 2 | 9.09% |
| NFRMPO Website | 7 | 31.82% |
| Focus Group / Steering Committee | 7 | 31.82% |
| Other | 0 | 0% |

Which of the following social media platforms are you active on?

| Answers | Count | Percentage |
|----------------------|-------|------------|
| Facebook | 10 | 45.45% |
| Instagram | 10 | 45.45% |
| X (formerly Twitter) | 1 | 4.55% |
| LinkedIn | 5 | 22.73% |
| Tik Tok | 1 | 4.55% |
| Nextdoor | 5 | 22.73% |
| BlueSky | 6 | 27.27% |
| Reddit | 5 | 22.73% |
| Other | 3 | 13.64% |

'Other' Responses: Discord (2), None (1)

Which of the following event types are you the most likely to attend?

| Answers | Count | Percentage |
|---|-------|------------|
| Farmer's Markets | 18 | 81.82% |
| Once-a-year events (i.e. Windsor Harvest Festival, Loveland Corn Roast, Open Streets) | 17 | 77.27% |
| Bike to Work Day | 10 | 45.45% |
| Public Meetings | 11 | 50% |
| Community Advisory Committee | 7 | 31.82% |
| Presentations | 10 | 45.45% |
| Open Houses | 8 | 36.36% |
| Mobility Committee Meetings | 3 | 13.64% |
| Other | 1 | 4.55% |

Do you know the function/purpose of a Metropolitan Planning Organization (MPO)?

| Answers | Count | Percentage |
|---------|-------|------------|
| Yes | 8 | 36.36% |
| No | 8 | 36.36% |
| Unsure | 6 | 27.27% |

Which of the following NFRMPO services are you familiar with?

| Answers | Count | Percentage |
|---|-------|------------|
| RideNoCo | 4 | 18.18% |
| VanGo™ | 6 | 27.27% |
| Regional Transportation Plan (RTP) | 4 | 18.18% |
| Active Transportation Plan (ATP) | 3 | 13.64% |
| Freight Northern Colorado (FNC) | 2 | 9.09% |
| The Coordinated Plan | 1 | 4.55% |
| Congestion Management Process (CMP) | 1 | 4.55% |
| Public Comment Opportunities | 4 | 18.18% |
| NFRMPO Social Media | 1 | 4.55% |
| I am unfamiliar with any of the services provided by the NFRMPO | 14 | 63.64% |

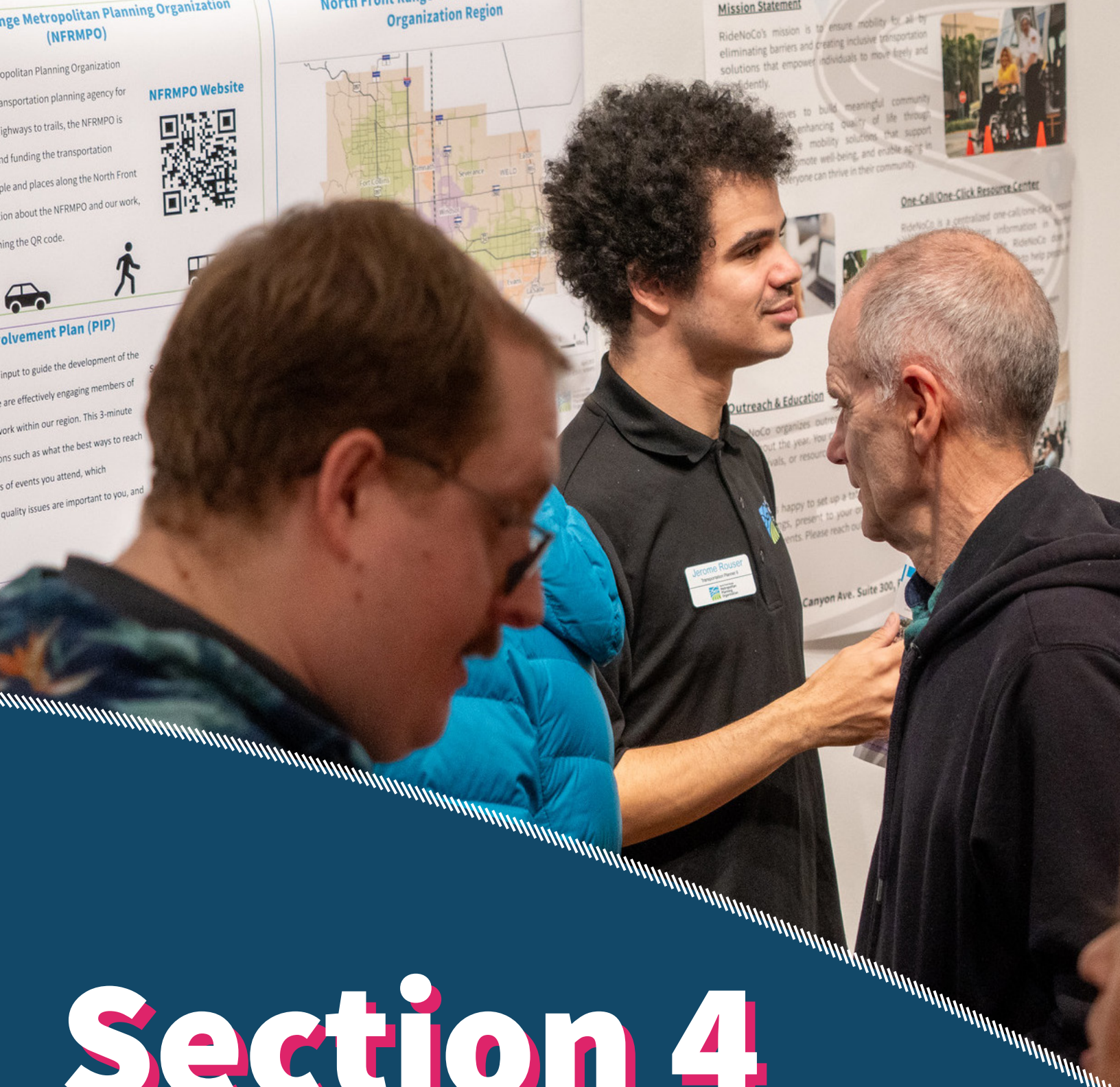
Please rank the following regional programs from most important to least important to you

| Rank | Answers | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Average score |
|------|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| 1 | Biking / pedestrian / active transportation | 31.82% 7 | 13.64% 3 | 18.18% 4 | 13.64% 3 | 9.09% 2 | 9.09% 2 | 4.55% 1 | 5.00 |
| 2 | Safety | 18.18% 4 | 18.18% 4 | 18.18% 4 | 18.18% 4 | 9.09% 2 | 13.64% 3 | 4.55% 1 | 4.59 |
| 3 | Transit | 13.64% 3 | 18.18% 4 | 22.73% 5 | 13.64% 3 | 18.18% 4 | 9.09% 2 | 4.55% 1 | 4.50 |
| 4 | Air Quality | 18.18% 4 | 22.73% 5 | 4.55% 1 | 13.64% 3 | 13.64% 3 | 18.18% 4 | 9.09% 2 | 4.27 |
| 5 | Commuter transportation | 9.09% 2 | 18.18% 4 | 18.18% 4 | 13.64% 3 | 22.73% 5 | 18.18% 4 | 0% 0 | 4.23 |
| 6 | Congestion / traffic | 9.09% 2 | 4.55% 1 | 9.09% 2 | 18.18% 4 | 22.73% 5 | 9.09% 2 | 27.27% 6 | 3.23 |
| 7 | Freight transportation | 0% 0 | 4.55% 1 | 9.09% 2 | 9.09% 2 | 4.55% 1 | 22.73% 5 | 50% 11 | 2.18 |

Comment Period

The 45-day Public Comment Period also provided the public and stakeholders with an opportunity to provide feedback on the 2026 PIP. The comments received can be found categorized below. The plan has been amended by feedback from the comments if applicable.

(Space left blank for public and stakeholder comments)



Section 4

Appendices

Appendix A

List of Acronyms

| | |
|-------------|--|
| 3C Planning | Continuing, Comprehensive, and Cooperative Planning |
| ACS | American Community Survey (https://www.census.gov/programs-surveys/acs/) |
| ADA | Americans with Disabilities Act (https://www.ada.gov/) |
| APCD | Air Pollution Control Division (https://www.colorado.gov/pacific/cdphe/apcd) |
| AQCC | Air Quality Control Division (https://cdphe.colorado.gov/aqcc) |
| ATP | Active Transportation Plan (https://nfrmpo.org/bike-ped/) |
| BATS | Berthoud Area Transportation Service (https://www.berthoud.org/159/Berthoud-Area-Transportation-Service-BAT) |
| CAC | Community Advisory Committee |
| CDOT | Colorado Department of Transportation (https://www.codot.gov/) |
| CDPHE | Colorado Department of Public Health and Environment (https://cdphe.colorado.gov/) |
| COLT | City of Loveland Transit (https://www.lovgov.org/services/public-works/bus-service) |
| CORA | Colorado Open Records Act (https://www.sos.state.co.us/pubs/info_center/cora.html) |
| CO | Carbon Monoxide |
| CTIO | Colorado Transportation Investment Office (https://www.codot.gov/programs/ctio) |
| DRCOG | Denver Regional Council of Governments (https://www.drcog.org/) |

| | |
|--------|--|
| DTD | Division of Transportation Development (https://www.codot.gov/programs/planning/planning-programs) |
| DTR | Division of Transit & Rail (https://www.codot.gov/programs/transitandrail) |
| EPA | Environmental Protection Agency (https://www.epa.gov/) |
| FHWA | Federal Highway Administration (https://highways.dot.gov/) |
| FNC | Freight Northern Colorado Plan (https://nfrmpo.org/freight/) |
| FOIA | Freedom of Information Act (https://www.foia.gov/) |
| FRPR | Front Range Passenger Rail (https://www.ridethefrontrange.com/) |
| FTA | Federal Transit Administration (https://www.transit.dot.gov/) |
| GET | Greeley-Evans Transit (https://greeleyevanstransit.com/) |
| GHG | Greenhouse Gas |
| GIS | Geographic Information Systems |
| IJJA | Infrastructure Investment and Jobs Act (https://www.congress.gov/bill/117th-congress/house-bill/3684/text) |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 (https://www.congress.gov/bill/102nd-congress/house-bill/2950) |
| LCC | Local Coordinating Council |
| LCMC | Larimer County Mobility County (https://nfrmpo.org/mobility/committees/) |
| LEP | Limited English Proficiency (https://www.justice.gov/crt/limited-english-proficiency) |
| MAPG | Mobility and Access Priority Group (https://rideno.co/wp-content/uploads/2023/02/Mobility-Access-for-PAFC-5-Year-Plan-Final.pdf) |
| MPA | Metropolitan Planning Area |
| MPO | Metropolitan Planning Organization |
| NCMC | Northern Colorado Mobility Committee (https://nfrmpo.org/mobility/committees/) |
| NEPA | National Environmental Policy Act (https://www.epa.gov/nepa) |
| NFRMPO | North Front Range Metropolitan Planning Organization (https://nfrmpo.org/) |

| | |
|-------------|--|
| NFRT & AQPC | North Front Range Transportation & Air Quality Planning Council (https://nfrmpo.org/) |
| NoCo | Northern Colorado Bicycle and Pedestrian Collaborative (https://nfrmpo.org/bike-ped/noco/) |
| PIP | Public Involvement Plan (https://nfrmpo.org/public-involvement/) |
| R4 | Region 4 of the Colorado Department of Transportation (https://www.codot.gov/about/regions) |
| RAQC | Regional Air Quality Council (https://raqc.org/) |
| RTP | Regional Transportation Plan (https://nfrmpo.org/rtp/) |
| STAC | Statewide Transportation Advisory Committee (https://www.codot.gov/programs/planning/planning-partners/stac) |
| STC | Senior Transportation Coalition (https://rideno.co/population_served/older-adults/) |
| STIP | Statewide Transportation Improvement Program (https://www.codot.gov/programs/planning/transportation-plans-and-studies/stip) |
| SWMPO | Statewide Metropolitan Planning Organization Committee |
| TAC | Technical Advisory Committee (https://nfrmpo.org/tac/) |
| TC | Transportation Commission (https://www.codot.gov/about/transportation-commission) |
| TDM | Transportation Demand Management (https://nfrmpo.org/tdm/) |
| TIP | Transportation Improvement Program (https://nfrmpo.org/tip/) |
| Title VI | U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance (https://www.justice.gov/crt/fcs/TitleVI) |
| TPR | Transportation Planning Region (https://www.codot.gov/programs/planning/assets/planning-partners/TPR_Small.jpg/view) |
| UFR | Upper Front Range Transportation Planning Region (https://www.weld.gov/Government/Departments/Public-Works/Transportation-Planning/Upper-Front-Range-Transportation-Planning-Region) |
| UPWP | Unified Planning Work Program (https://nfrmpo.org/upwp/) |
| USDOT | United States Department of Transportation (https://www.transportation.gov/) |
| UZA | Urbanized Area |
| WCMC | Weld County Mobility Committee (https://nfrmpo.org/mobility/committees/) |