



North Front Range
**Metropolitan
Planning
Organization**

FY2026-2027

UNIFIED PLANNING WORK PROGRAM

Prepared by:

NFRMPO

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with assistance from

Colorado Department of Transportation (CDOT)

Transfort

Greeley Evans Transit (GET)

City of Loveland Transit (COLT)

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Prospectus

Introduction

The North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC) was officially formed on January 27, 1988. It was designated as the Metropolitan Planning Organization (MPO) for transportation planning on June 28, 1988, and as the Lead Planning Agency for Carbon Monoxide (CO) air quality planning on June 22, 1993.

Voting members of the NFRT & AQPC are the municipalities of Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and the counties of Larimer and Weld. The Colorado Transportation Commission and the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD) are also voting members.

The Federal Highway Administration (FHWA) defines the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC, dba. NFRMPO) as a Transportation Management Agency (TMA) based on the 2000 Census data when the population exceeded 200,000. In addition to the TMA, a second urbanized area including the cities of Evans and Greeley and the towns of Garden City and LaSalle is also within the boundaries. The TMA includes Fort Collins, most of Loveland, and portions of Berthoud, Timnath, and Windsor. As of the 2020 Census, the TMA population was 326,332. The agency's TMA designation requires completion of additional planning responsibilities, including development of a Congestion Management Process (CMP), and a Certification Review every four years by the FHWA, Federal Transit Administration (FTA), and Colorado Department of Transportation (CDOT), and more transit planning responsibilities in cooperation with the urbanized areas. A map of the NFRMPO boundary and the urbanized areas is provided in **Figure 1**.

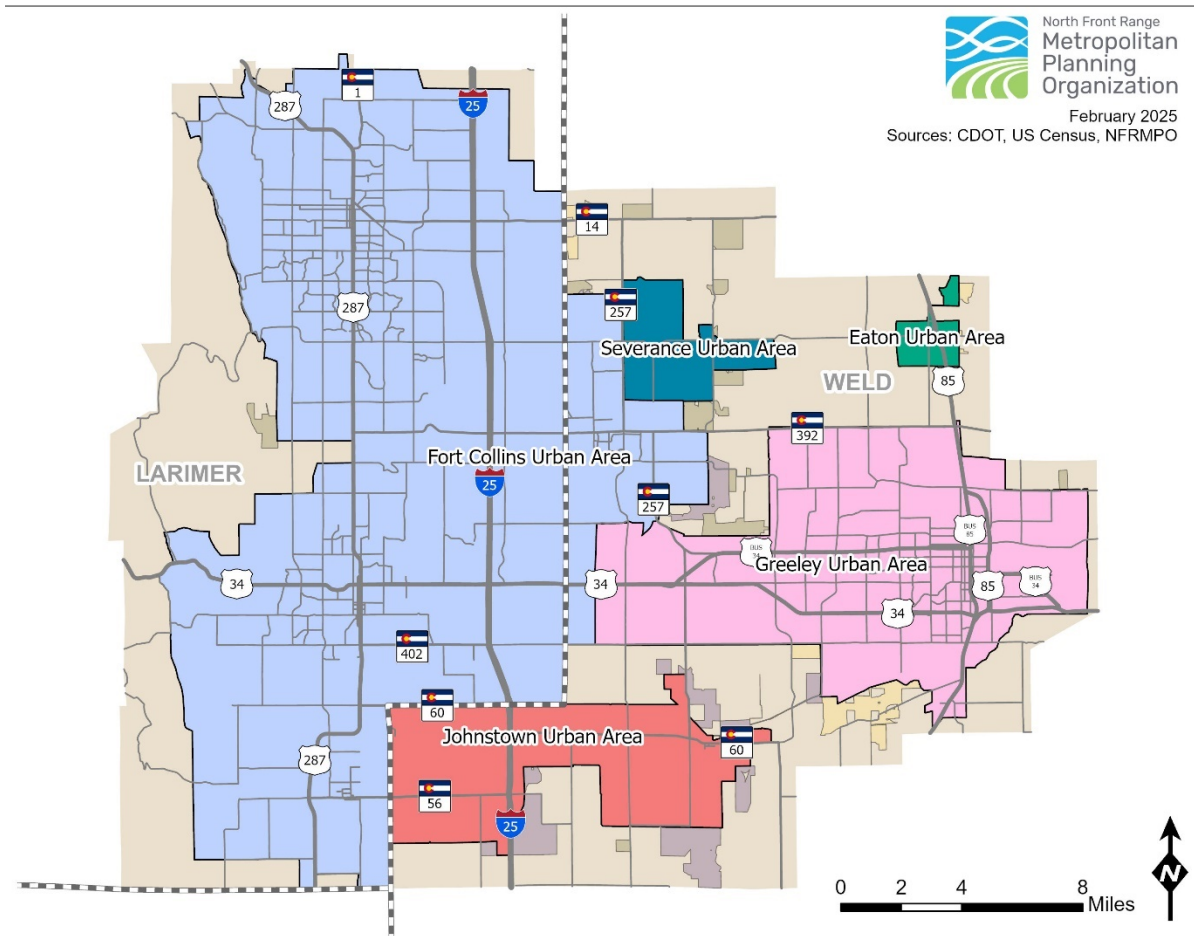
Purpose and Process

This Unified Planning Work Program (UPWP) provides a transportation planning work program for the NFRT & AQPC for Fiscal Years (FY) 2026 and 2027 (October 1, 2025 – September 30, 2027). This document contains Work Tasks that assign responsibilities for tasks to the Metropolitan Planning Organization (MPO), its member governments, and to CDOT. The document reflects the Planning Council's goals, the Regional Transportation Plan (RTP), and the 2023 Memorandum of Agreement (MOA) with CDOT and the transit operators in the cities of Fort Collins, Greeley, and Loveland.

Responsibility for carrying out the Continuing, Comprehensive, and Cooperative (3C) planning process rests equally with the NFRMPO, CDOT, and the cities of Fort Collins, Greeley, and Loveland transit, as described in the 2023 MOA between the five agencies. The "3C" process in the NFRT & AQPC area is designed to provide for centralized administration combined with

maximum participation and direction from local governments. The planning relationships are detailed in **Figure 2**. Development of the UPWP is guided by Federal and State regulations.

Figure 1: North Front Range MPO Planning Area



Legend

Boundaries

County Boundary

NFRMPO Planning Area

Census Urban Areas

Eaton Urban Area

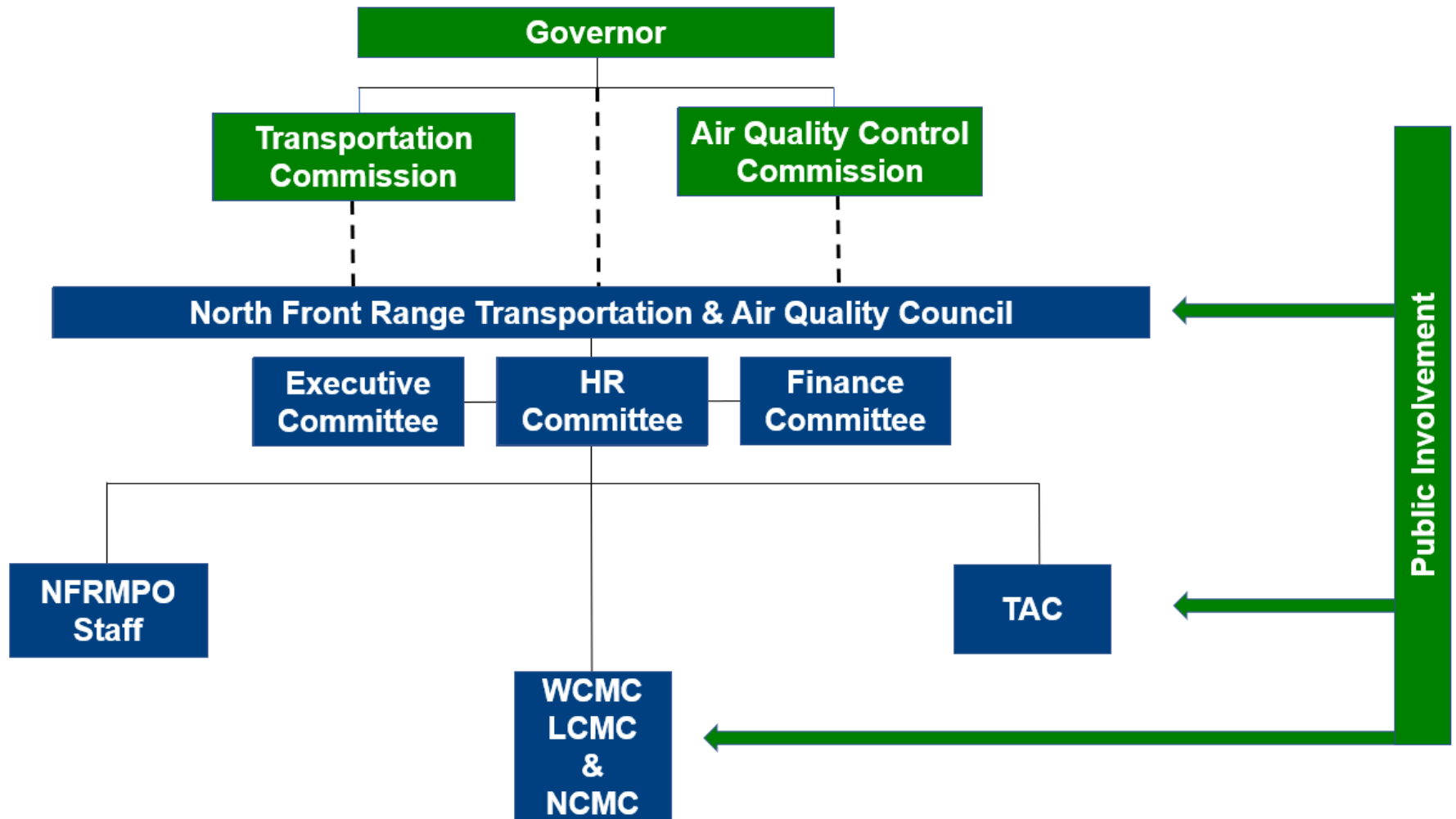
Fort Collins Urban Area

Greeley Urban Area

Johnstown Urban Area

Severance Urban Area

Figure 2: NFRMPO Planning Relationships



Federal and State

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law (BIL), into law. The IIJA authorizes \$350.8B for highway programs over five fiscal years (FY) 2022 through FY2026. Over a dozen new highway programs were created through the IIJA, a mix of both formula and discretionary funds. The IIJA's programs put a focus on safety, bridges, climate change, resilience, and project delivery as well as expanding opportunities for local governments and those entities that have not traditionally had access to federal funding to be eligible.

The IIJA/BIL also included the requirement for MPOs to put at least 2.5 percent of their Metropolitan Planning (PL) funds towards Complete Streets implementation unless a Complete Streets Plan/Program was already in place.

Federal Planning Factors

The IIJA also carried forward the planning factors modified in the 2015 FAST ACT, which increased them from eight to 10. The planning factors include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;¹
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

¹ The new requirement for MPOs in IIJA/BIL to include the consideration of Housing as a planning factor in the metropolitan transportation planning process has been determined to be a clarification of Planning Factor 5 and will be reflected in the NFRMPO's work as such.

The Planning Factors are addressed in the NFRMPO's UPWP by work program tasks in FY2026-2027 as shown in **Table 1**. The NFRMPO also incorporated these planning factors into the Regional Transportation Plan (RTP).

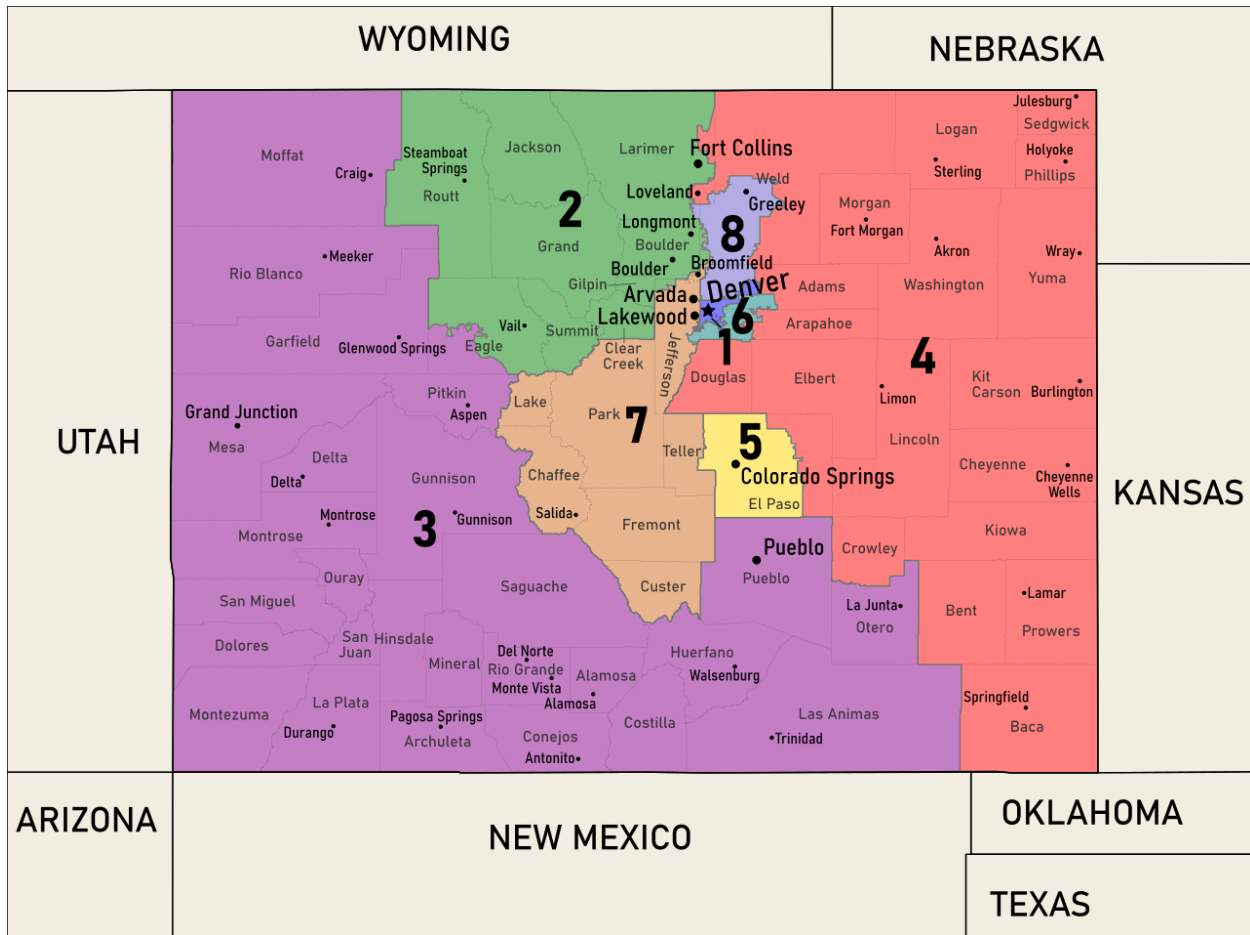
Table 1: NFRMPO Planning Factors

UPWP Tasks	1	2	3	4	5	6	7	8	9	10
1.1 Data Collection and Analysis	x	x	x	x	x	x	x	x		
1.2 Safety and Security		x	x						x	
1.3 Local Plan Reviews				x		x				
1.4 Congestion Management Process (CMP)		x		x	x	x	x	x	x	x
1.5 Performance Measurement and Report	x	x	x	x	x	x	x	x	x	x
2.1 Regional Transportation Plan (RTP) Management	x	x	x	x	x	x	x	x	x	x
2.2 Land Use Model Management				x	x					
2.3 Transportation Model Management				x	x					
2.4 Regional Active Transportation Plan (ATP) Management	x			x	x	x		x		x
2.5 Complete Streets	x	x	x	x	x	x	x	x	x	x
2.6 Planning Council and Transportation Advisory Committee (TAC) Support	x	x	x	x	x	x	x	x	x	x
2.7 Unified Planning Work Program (UPWP)	x	x	x	x	x	x	x	x	x	x
3.1 Special Participation	x	x	x	x	x	x	x	x	x	x
3.2 Outreach/Communications	x	x	x	x	x	x	x	x	x	x
3.3 Air Quality Planning and Conformity	x	x	x	x	x		x	x		
3.4 Development of Regional Safe Routes to School Program	x	x	x	x	x	x	x	x	x	x
4.1 Project Assistance	x	x	x	x	x	x	x	x	x	x
4.2 Transportation Improvement Program (TIP)	x	x	x	x	x	x	x	x	x	x
4.3 Federal Funds Management	x	x	x	x	x	x	x	x	x	x
5.1 Mobility Management				x		x	x			
5.2 One Call/One Click Center		x		x		x	x			x
5.3 Transportation Demand Management (TDM)	x	x	x	x	x	x	x		x	x
6.1 Program Management	x						x			
6.2 Grant Reporting and Management	x	x	x	x	x	x	x	x	x	x
6.3 Human Resources/IT	x						x			

U.S. Congressional District

Effective January 1, 2023, the State of Colorado adopted new U.S. Congressional Districts. The NFRMPO region has three districts. District 2 (Representative Joe Neguse) encompasses portions of Larimer County, including Fort Collins in addition to Boulder County and various mountain communities. District 4 (Representative Lauren Boebert) covers the entire eastern portion of Colorado to the state border, including a large portion of Weld County and Loveland. District 8 (Representative Gabe Evans) covers the middle of the NFRMPO region, including Greeley. **Figure 3** shows the Colorado Congressional Districts.

Figure 3: Colorado Congressional Districts



Source: [Wikipedia Commons](#)

The NFRMPO engages the Congressional offices and invites them to NFRMPO meetings, mailings, and legislative actions.

Colorado Department of Transportation

Statewide Plans

CDOT adopted the [2045 Statewide Transportation Plan](#) in May 2020 along with associated updated Statewide Plans:

- [CDOT's 10-Year Vision Plan](#) (Adopted May 2020, Updated September 2022)
- [Statewide Transit Plan](#) (June 2020)
- [Strategic Highway Safety Plan](#) (April 2020)
- [Colorado State Highway Freight Plan](#) (2024)
- [Colorado State Freight and Passenger Rail Plan](#) (2024)
- [Statewide Bicycle and Pedestrian Plan](#) (October 2012, Amended June 2015)
- [Colorado Aviation System Plan Update](#) (2020)

- The Statewide Transportation Plan incorporates the Colorado Transportation Planning Region's (TPR) plans (including the five MPOs). CDOT regions were updated in 2013 and the NFRMPO is located entirely within Region 4. The five CDOT regions are shown in **Figure 4**.

A map of Colorado showing its counties and major highways. Five regions are highlighted with large numbers:

- Region 1 (Yellow):** Includes Adams, Arapahoe, and Douglas counties.
- Region 2 (Black):** Includes Bent, Bernalillo, and Lincoln counties.
- Region 3 (Green):** Includes Garfield, Grand, and Pitkin counties.
- Region 4 (Red):** Includes Larimer, Morgan, and Weld counties.
- Region 5 (Blue):** Includes Montrose, Saguache, and San Juan counties.

Other counties shown include Moffat, Routt, Jackson, Larimer, Weld, Logan, Sedgwick, Phillips, Yuma, Morgan, Washington, Adams, Arapahoe, Elbert, Kit Carson, Cheyenne, Lincoln, Kiowa, Prowers, Baca, Las Animas, Otero, Pueblo, Custer, Fremont, Teller, El Paso, Douglas, Jefferson, Park, Summit, Eagle, Pitkin, Gunnison, Chaffee, Lake, Delta, Mesa, Montrose, Ouray, Hinsdale, Saguache, Mineral, Rio Grande, Alamosa, Costilla, Huertano, Conejos, Archuleta, Montezuma, Dolores, San Juan, San Miguel, and Montrose.

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Planning Issues

Lead Air Quality Planning Agency Designation

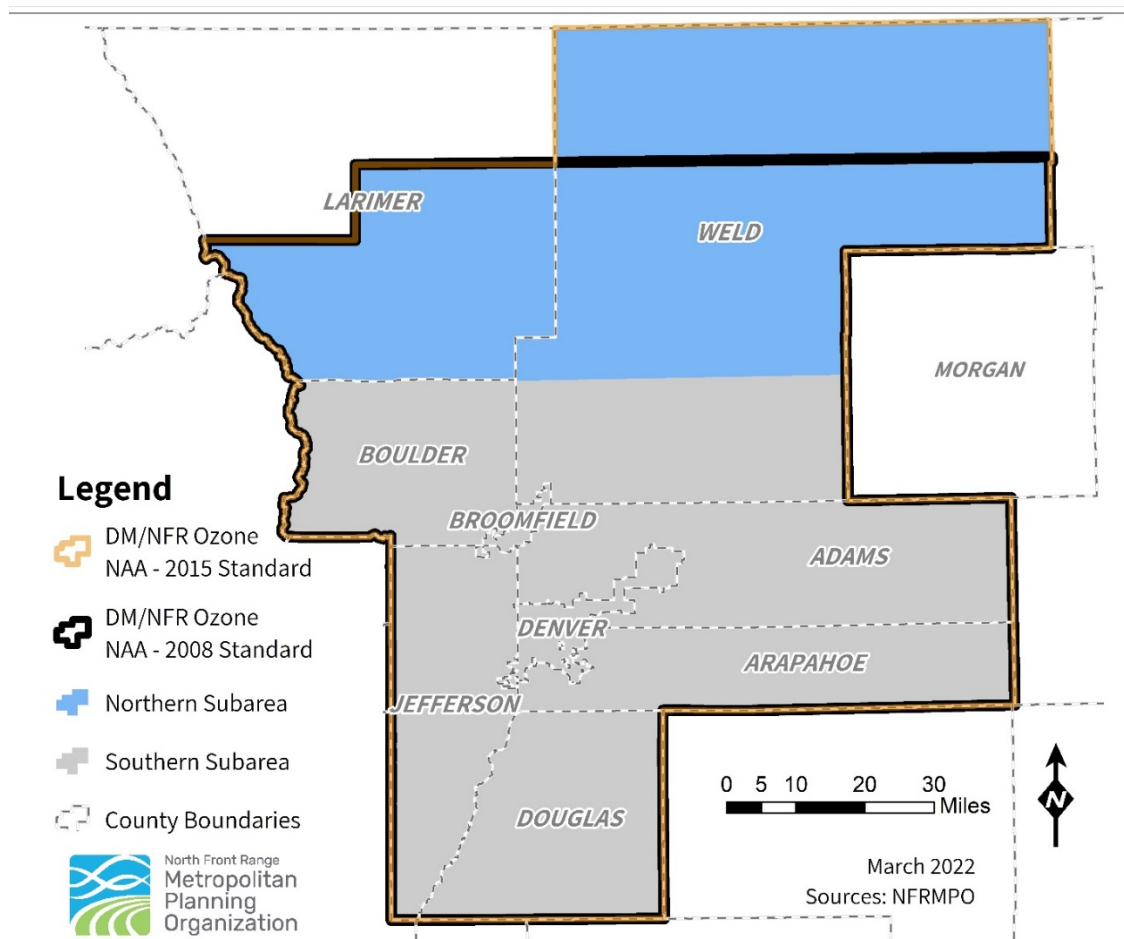
In 1993, the Governor designated the NFRMPO as the Lead Planning Agency (LPA) for Carbon Monoxide (CO) for the Fort Collins and Greeley Nonattainment Areas. Both areas achieved compliance with the federal CO standard and developed limited maintenance plans. The Greeley Nonattainment Area completed its second 10-year maintenance period in May 2019, while the Fort Collins Nonattainment Area completed its second 10-year maintenance period in September 2023. Upon the conclusion of the second 10-year maintenance period, conformity requirements no longer apply.

The NFRMPO is also a part of a larger nonattainment area for ozone. The ozone area covers seven counties in the Denver Metro area and all of Weld County and most of Larimer County in the North Front Range. In 2013, the Governor designated the Regional Air Quality Council (RAQC) as the LPA for the entire ozone nonattainment area, as a single LPA for each pollutant is typical. As a result, representatives from the NFRMPO, Larimer County, and Weld County were appointed to serve on the RAQC Board to ensure North Front Range representation during the ozone planning process. In addition, a representative from the RAQC has been appointed to the Technical Advisory Committee (TAC) as a non-voting member. The NFRMPO extends the marketing and outreach for the RAQC to the northern portion of the nonattainment area providing unified education on the [Simple Steps. Better Air.](#) program.

As shown in **Figure 5**, there are currently two ozone standards in effect. The region is designated by the Environmental Protection Agency (EPA) as a Severe Nonattainment Area for the 2008 8-hour ozone standard of 75 parts per billion (ppb) and as a Moderate Nonattainment Area for the more stringent 2015 8-hour ozone standard of 70 ppb. It should be noted that since 2008 there have been significant improvements made in reducing ozone; however, the region has not achieved compliance with the standard due to continued reduction in the standards.

Additionally, the State of Colorado through the Transportation Commission adopted Greenhouse Gas (GHG) rules which modify the planning process for MPOs and the State. The GHG rule requires all MPOs and CDOT to achieve specified GHG reduction levels within their respective long range transportation plans. NFRMPO's initial GHG analysis was completed and approved by the Transportation Commission in September 2022, revising the 2045 RTP and the second analysis approved in August 2023 for the 2050 RTP.

Figure 5: Denver Metro/North Front Range 8-hour Ozone Nonattainment Areas and Subareas



Transportation Funding

Federal funding for transportation has been declining for decades. Congress has not increased transportation user fees since 1993. Instead of an increase in formula funds, the federal government has issued calls for projects through competitive grant applications like Better Utilizing Investments to Leverage Development (BUILD) (formerly Transportation Investment Generating Economic Recovery (TIGER)) or Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE, formerly Infrastructure for Rebuilding America (INFRA)). Neither of these funding sources is ideal for comprehensive implementation of the region's needs and generally require significant state and local contributions.

Colorado last raised the State gas tax in 1991, creating an increasing funding gap at the state level as well. In the summer of 2021 SB 21-260 was passed that increased fees to provide needed transportation funds. These fees included a fee on fuel, a fee on delivery services and rideshare operators, increasing the electric vehicle fee and general fund transfers.

Unified Planning Activities

Summary

The Unified Planning Work Program (UPWP) has been prepared to provide details of the NFRMPO planning process, work scheduled for the October 1 to September 30 fiscal year, and proposed expenditures by work element. The UPWP seeks to reflect NFRMPO Planning Council and Technical Advisory Committee (TAC) goals, roles, responsibilities, and available resources. The UPWP will undergo reevaluation at mid-year and amendments will be made if necessary.

The NFRMPO UPWP presents Work Tasks in six elements that group the types of activities needed to maintain, update, report, implement, administer, and operate the NFRMPO transportation planning process. The six major elements and their general content are as follows:

1. **Plan Monitoring:** These activities are concerned with the regular collection, maintenance, and analysis of area wide planning related data. Using established data files and accepted data collection procedures, land use, transportation, employment, demographic, and environmental indicators NFRMPO monitors their influence on the area wide transportation planning process. NFRMPO structures the monitoring Work Tasks to facilitate their use in the development and periodic reappraisal of comprehensive plan elements and plan implementation activities. NFRMPO coordinates the tasks to avoid duplication of the monitoring efforts of local agencies.
2. **Plan Development and Detailing:** Consistent with policy directives and monitoring activities, NFRMPO details and revises sub-elements of the NFRMPO RTP when deemed necessary by federal requirements or Council. Updated activities may focus on a specific geographic area, such as a particular transportation corridor, or may center on a specific aspect of the RTP such as public transit, non-motorized facilities, or land use.
3. **Special Planning Services:** NFRMPO intends these Work Tasks to ensure the broad understanding and consistent use of the planning program's findings by those responsible for public and private plan implementation activities. This section includes such tasks as governmental and private liaison, the publication and distribution of transportation planning related materials, participation in special projects or studies, and representation on regional and local committees under Council direction.
4. **Plan Implementation:** Incorporating the NFRMPO's responsibilities into plan implementation activities is the principal focus of this element. Included are such tasks as: reviews and recommendations pertaining to short- and long-range implementation programs for the area's major transportation systems, development of a TIP, and allocations and management of federal funds.
5. **Mobility:** Incorporating and implementing the NFRMPO's Mobility programs and projects, including RideNoCo and Transportation Demand Management (TDM) work and responsibilities.

6. **Program Administration:** The purpose of this element is to develop and administer, within the requirements of the UPWP, responsible program, grants, and contract management activities.

Following the Budget Summary, the individual Work Tasks for FY2026 and FY2027 are detailed. The objectives of each task are included, with a description of the method used to conduct the task, the overall impact of the task, and the proposed products. Additionally, Work Tasks provide the estimated need for staff and the estimated budget and NFRMPO funding distribution.

Table 2: NFRMPO FY2026 Budget

TASK	CPG*	Complete Streets	STBG	STBG Match	SPR	CDPHE	MMOF	MMOF Match	5310 TMA Exchange	5310 TMA Exchange Match	FTA 5310 Urban	FTA 5310 Urban Match	FTA 5310 Rural	FTA 5310 Rural Match	TOTAL
TASK 1.0 PLAN MONITORING	\$99,160	-	-	-	-	-	-	-	-	-	-	-	-	-	\$99,160
TASK 2.0 PLAN DEVELOPMENT	\$782,113	\$33,746	\$132,464	\$27,536	\$120,000	-	-	-	-	-	-	-	-	-	\$1,095,859
TASK 3.0 PLANNING SERVICES	\$186,252	-	\$74,511	\$15,489	-	\$35,000	-	-	-	-	-	-	-	-	\$311,252
TASK 4.0 PLAN IMPLEMENTATION	\$56,959	-	-	-	-	-	-	-	-	-	-	-	-	-	\$56,969
TASK 5.0 MOBILITY		-	-	-	-	-	\$250,562	\$250,562	\$18,695	\$4,674	\$43,658	\$10,915	\$34,398	\$8,599	\$622,063
TASK 6.0 ADMINISTRATIVE**	\$241,486	-	-	-	-	-	-	-	-	-	-	-	-	-	\$241,486
TOTAL	\$1,365,970	\$33,746	\$206,975	\$43,025	\$120,000	\$35,000	\$250,562	\$250,562	\$18,695	\$4,674	\$43,658	\$10,915	\$34,398	\$8,599	\$2,426,777

*CPG being matched by CDOT/FHWA Toll Credits in FY2026.

**\$241,486 for Task 6.0 is covered under Indirect Costs.

I. Monitoring

1.1 Data Collection and Analysis

Objective:

This Work Task continues and expands current data files the NFRMPO maintains on the region's transportation system and demographic characteristics. The NFRMPO analyzes short-range planning efforts and evaluates the Regional Transportation Plan (RTP) objectives, assumptions, and recommendations using these databases.

Method:

In cooperation with local communities, transportation agencies, and their planning staffs, the NFRMPO regularly obtains updated information on demographics, land use, and all aspects of the transportation system, including population, dwelling units, employment, Master Plans, and Zoning Plans. The highway data collected includes changes in roadway miles, roadway classification and characteristics, as well as automobile, truck, bike, and pedestrian traffic counts. The NFRMPO also collects transit data, including service hours, frequencies, routes, fixed-route stop locations, ridership, vehicles, and expenditures from the appropriate public and private agencies.

The NFRMPO monitors and analyzes travel characteristics at established screen lines to determine trip volumes, modal splits, and vehicle occupancy. Wherever possible, the NFRMPO will compare the data collected against information previously collected and the NFRMPO's RTP projections. The data collected for this Work Task will be incorporated into the RTP, Active Transportation Plan (ATP), Regional Transit Element (RTE), and other project-specific reports. These reports will provide a more focused perspective of transportation issues at the local and regional level. Additionally, staff will geocode traffic crashes within the region for 2020-2021 to ensure accuracy.

Overall Impact/Intent:

This Work Task provides a historical basis for comparative analysis of the transportation system with previous years and identifies needed adjustments to the RTP projects and the selection of projects for federal funding. This Work Task also provides some of the necessary inputs to the NFRMPO's Regional Travel Demand Model (RTDM).

FY2026 and FY2027 Products:

1. Expanded and updated data files (*On-going*)
2. Vehicle travel time collector and bicycle and pedestrian counter data (*Reported Quarterly*)
3. Summary of On the Move Quarterly Newsletter articles (*Reported Annually in Annual Report*)
4. Staff memos and working papers (*On-going*)

5. Assist member communities with Safe Routes to School (SRTS) grant applications (*As requested*)

1.2 Safety

Objective:

This Work Task collaborates with CDOT in the development of the Colorado Strategic Transportation Safety Plan (STSP). The STSP guides all Colorado agencies and other stakeholders in taking action on improving transportation safety - specifically in areas of leadership, safety culture, driver behavior, and infrastructure. The plan incorporates a Zero Deaths philosophy and has identified 15 key strategies to target Colorado's high and critical priority safety issues.

Method:

CDOT is the lead agency in the development, implementation, and monitoring of the STSP. The NFRMPO conducts analysis and research for ways to integrate safety planning into the RTP, TIP, CMP, Call for Projects, and performance measure monitoring and target setting. The NFRMPO assists partner agencies in the implementation of Vision Zero/Towards Zero Deaths goals by participating in events and working groups and collaborates in supplying data and analysis as needed. The NFRMPO participates in incident management related committees and events.

Overall Impact/Intent:

The mission of the CDOT Safety and Traffic Engineering Branch and the Office of Transportation Safety is to reduce the incidence and severity of motor vehicle crashes and the human and economic losses associated with them. The Vision of the STSP states “The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely” and the NFRMPO has committed to prioritizing safety in the transportation planning process.

FY2026 and FY2027 Products:

1. Meeting attendance/coordination (*As requested*)
2. Assist with member agency SS4A planning (*As requested*)
3. Crash data geocoding, cleaning, and input into the online NFRMPO Regional Crash Data Dashboard (*On-going*)
4. Bike and Ped Safety Reporter Tool data collection and Improvements (*On-going*)

1.3 Local Plan Reviews

Objective:

This Work Task provides NFRMPO staff time to review local government annexation, plat and development proposals against Transportation and Comprehensive/Master Plans located within the NFRMPO boundary. The objective is to provide input from a regional perspective for local government consideration during the plan development process.

Method:

The NFRMPO staff will work with local governments during the review process and comment on annexation, plat, and development proposals particularly as it relates to the Regional Transportation Plan (RTP), Regional Transit Element (RTE), Congestion Management Process (CMP), and Regional Active Transportation Plan (ATP). Specific attention will be paid to impacts on implementation of the Regionally Significant Corridor (RSC), Regional Active Transportation Corridors (RATC), and Regional Transit Corridor (RTC) networks.

Overall Impact/Intent:

This Work Task improves the local planning coordination through early and comprehensive reviews by the transportation planning and implementing agencies. This Task links land use decisions with the likely impacts on the transportation system.

FY2026 and FY2027 Products:

1. Copies of Plans reviewed (*As requested*)
2. List of Plans reviewed (*Reported Annually in Year-End Report*)
3. Transportation and Land Use comments (*As requested*)

1.4 Congestion Management Process (CMP)

Objective:

This CMP Work Task defines congested corridors in the region, develops strategies to mitigate the congestion, and monitors the effectiveness of the identified strategies. Federal requirements state that regions with a population greater than 200,000, known as Transportation Management Areas (TMAs), must maintain a Congestion Management Process (CMP) and use it to make informed transportation planning decisions. The Federal Highway Administration (FHWA) defines a CMP as a “systematic transparent process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility.” In line with the FAST Act, the Congestion Management assessment will use the performance measures identified as part of the CMP and RTP.

Method:

The NFRMPO collects data on congested Regionally Significant Corridors (RSC) as defined in the Regional Transportation Plan (RTP) and Congestion Management Process (CMP) as well as region-wide when necessary. The NFRMPO obtains data regularly from CDOT, NFRMPO member communities, and regional transit providers. The NFRMPO will continue to collect travel time information on RSCs. The NFRMPO will also continue to collect and analyze data from the 12 NFRMPO-purchased vehicle travel time collectors located on various RSCs throughout the region. The data collected will be incorporated in the CMP, RTP, and periodic performance reports.

Overall Impact/Intent:

This report documents system-wide performance measures related to congestion. The NFRMPO Planning Council adopted an updated CMP in 2023. The CMP emphasizes data collection to measure and monitor the transportation system’s performance and provide a mechanism to inform transportation investment decisions.

FY2026 Products:

1. Data collection and analysis (*On-going*)
2. Process to update the RSCs for the 2055 RTP (*2nd Quarter 2026*)

FY2027 Products:

1. Data collection and analysis (*On-going*)
2. Updated RSCs for the 2055 RTP (*1st Quarter 2027*)
3. 2027 CMP document adopted by Planning Council (*3rd Quarter 2027*)

1.5 Performance Measurement and Reporting

Objective:

This Work Task continues the NFRMPO reporting of the federally required performance measures and targets established in MAP-21 and continued in the FAST Act. These requirements state MPOs must develop transportation plans and Transportation Improvement Programs (TIP) through a performance-driven, outcome-based approach to planning.

Method:

This Work Task evaluates the performance of different transportation system components against the targets adopted by the NFRMPO Planning Council in 2023 as part of the 2050 RTP's Goals, Objectives, Performance Measures, and Targets (GOPMT). The performance-based planning process establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality. The NFRMPO's 2050 RTP includes performance targets which address performance measures and standards and a System Performance Report for FHWA.

Overall Impact/Intent:

This Work Task will provide more detail to local communities on how the projects selected using federal funds have moved or not moved the region towards the adopted performance measure targets.

FY2026 Products:

1. Analysis of performance measure data and coordination with CDOT (*Annually*)
2. Transit Asset Management regional performance targets for transit providers (*Annually*)
3. Annual System Performance Report Updates (*4th Quarter 2026*)

FY2027 Products:

1. Analysis of performance measure data and coordination with CDOT (*Annually*)
2. Transit Asset Management regional performance targets for transit providers (*Annually*)
3. Annual System Performance Report Updates (*4th Quarter 2027*)

II. Plan Development

2.1 Regional Transportation Plan (RTP) Management

Objective:

This Work Task allows for monitoring and revising the NFRMPO 2050 RTP and the development of the 2055 RTP. The 2055 RTP will incorporate updated performance measure targets as part of each component including the 2027 CMP, 2025 ATP, 2026 Public Involvement Plan (PIP), and project selection through the 2026 Call for Projects.

Method:

The NFRMPO Planning Council adopted the 2050 RTP in September 2023. This Work Task includes the necessary staff effort to complete administrative modifications and amendments to the RTP as necessary. Modifications are completed for minor corrections or clarifications, while Amendments are completed for major changes such as adding or deleting regionally significant projects or advancing or delaying project completion dates to a different conformity band. The 2055 RTP development includes goal setting, transportation system analysis, required fiscal constraint, public involvement, conformity determination, RSCs, project prioritization, and the incorporation of the 10 planning factors from federal regulation. The NFRMPO will incorporate a larger transit section into the RTP in lieu of a standalone RTE. The NFRMPO, Denver Regional Council of Governments (DRCOG), Grand Valley MPO (GVMPO), Pikes Peak Area Council of Governments (PPACG), and Pueblo Area Council of Governments (PACOG) regularly share best practices for planning and public involvement for the development of the RTPs. This Task also completes the Environmental Justice (EJ) and Environmental Mitigation (EM) analyses.

Overall Impact/Intent:

This Work Task monitors and revises the 2050 RTP as necessary and develops the 2055 RTP. It will monitor the implementation and completion of any Modifications or Amendments to the 2050 RTP. A long range, financially constrained, transportation plan allows projects to move into implementation in the TIP and sets the funding priorities for the region.

FY2026 Products:

1. 2050 RTP Modifications and Amendments (*As needed*)
2. Air Quality Conformity (*As needed*)
3. Revised Regionally Significant Corridors (RSCs, RATCs, and RTCs) (*1st Quarter 2026*)
4. 2026 Public Involvement Plan (PIP) (*3rd Quarter 2026*)
5. NFRMPO Updated Goals, Objectives, and Performance Measures (*4th Quarter 2026*)

FY2027 Products:

1. 2055 RTP Revenue Projections (*2nd Quarter 2027*)

2. Federally Required Target Setting (*2nd Quarter 2027*)
3. RTP Project Prioritization (*3rd Quarter 2027*)
4. Air Quality Conformity (*4th Quarter 2027*)
5. Adopted 2055 RTP (*4th Quarter 2027*)

2.2 Land Use Model Management

Objective:

This Work Task manages the 2024 Base Year (BY) Land Use Allocation Model (LUAM) for the NFRMPO region and the adjacent air quality area. The 2024 BY LUAM forecasts population and employment by Census Block out to 2055.

Method:

This Work Task maintains and updates the LUAM. The LUAM uses the control totals for households, population, and employment developed by the State Demography Office (SDO) combined with development, zoning constraint, future land use constraint, and adjustment data from local communities. The Census-block level model outputs are input into the Regional Travel Demand Model (RTDM) where they are aggregated into traffic analysis zones (TAZs) and inform forecasts of travel patterns. The 2024 BY LUAM will be developed in 2026 to inform the 2055 RTP.

NFRMPO staff gather the required input data, run the LUAM, review outputs for reasonableness, and adjust model inputs as needed. The NFRMPO will use consultant assistance from UrbanSim, as necessary.

Overall Impact/Intent:

Modeling capabilities are critical to the NFRMPO long range regional transportation planning efforts and transportation improvement implementation. These essential capabilities contribute to the success of the travel demand projections, future scenarios based on policy direction, conformity determinations, and support of near-term and long-range local planning efforts.

FY2026 Products

1. 2024 BY LUAM documentation (*4th Quarter 2026*)
2. Data sign off by communities (*4th Quarter 2026*)
3. Data Collection, Scenario Analysis, and LUAM updates (*As needed*)

FY2027 Products

1. Data Collection, Scenario Analysis, and LUAM updates (*As needed*)

2.3 Transportation Model Management

Objective:

This Work Task manages and updates the 2024 Base Year (BY) Regional Travel Demand Model (RTDM) for the NFRMPO region and the adjacent air quality nonattainment area.

Method:

This Work Task manages and updates the RTDM. The RTDM uses the Land Use Allocation Model (LUAM) output, network, and operational data to assign traffic to the roadway network. There is also a transit network for assigning trips to the transit systems. The models provide information used for the development of the RTP, CMP, GHG Transportation Report, and conformity determinations for the RTP and TIP. The NFRMPO makes the RTDM available to local member governments for their own use. The NFRMPO will contract for traffic counts as needed to provide accurate data and will enhance the model to improve the representation of induced demand, VMT mitigation strategies, and work from home.

NFRMPO staff provide data and analysis, such as network and traffic counts, and run the RTDM. Consultant assistance is used to build and/or update the RTDM and for support on an as needed basis following the building of the new RTDM.

Overall Impact/Intent:

Modeling capabilities are critical to the NFRMPO RTP efforts and the TIP. These essential capabilities contribute to the success of the travel demand projections, future scenarios based on policy direction, conformity determinations, and support of near-term and long-range local planning efforts.

FY2026 Products:

1. Release of 2055 Model Update RFP and selection of a consultant (*1st Quarter 2026*)
2. Updated traffic counts (*3rd Quarter 2026*)

FY2027 Products

1. Executed contract with Consultant (*1st Quarter 2027*)
2. Bimonthly Coordination meetings with the model Consultant (*Monthly*)
3. Task specific memos from Consultant (*As Completed*)

2.4 Regional Active Transportation Plan (ATP) Management

Objective:

This Work Task implements the Regional Active Transportation Plan (ATP) and monitors progress.

Method:

NFRMPO staff will begin implementation of short-term recommendations from the ATP. As needed, the NFRMPO will coordinate and/or seek assistance from the appropriate local agencies and other planning partners.

Overall Impact/Intent:

This Work Task improves local and regional active transportation planning efforts through the implementation of recommendations and action steps identified in the ATP. The ATP updates and expands the 2013 Regional Bicycle Plan and 2016 Non-Motorized Plan.

FY2026 Products:

1. *ATP Steering Committee and outreach group meeting minutes (Quarterly throughout 2025)*
2. *Draft ATP (3rd Quarter 2024)*

FY2027 Products:

1. *Updated and completed ATP (4th Quarter 2026)*
2. *ATP document on NFRMPO website and updated ATP webpage (4th Quarter 2026)*
3. *ATP Public Brochure (4th Quarter 2026)*

2.5 Complete Streets

Objective:

This Work Task ensures the NFRMPO meets the new requirement in the Bipartisan Infrastructure Law (BIL) that requires each MPO to use at least 2.5 percent of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, also known as Complete Streets.

Method:

The NFRMPO staff will conduct activities that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

Overall Impact/Intent:

This Work Task ensures that the NFRMPO continues to conduct activities that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

FY2026 Products:

1. Incorporation of Complete Streets Policy into NFRMPO Planning Process, including, but not limited to the Active Transportation Plan, the Freight Northern Colorado Plan, CMP Periodic Report (*On-going*)
2. Outreach (*On-going*)

FY2027 Products:

1. Incorporation of Complete Streets Policy into NFRMPO Planning Process, including, but not limited to the Freight Northern Colorado Plan and 2055 RTP (*On-going*)
2. Outreach (*On-going*)

2.6 Planning Council and Technical Advisory Committee (TAC) Support

Objective:

This Work Task manages the NFRMPO Planning Council and TAC functions and meetings according to Planning Council and TAC policies.

Method:

The NFRMPO staff schedules and posts the required public notices for all Planning Council and TAC business meetings. NFRMPO staff also oversees, supports, and documents the elected official transportation funding decision making using Planning Council approved policies, Robert's Rules of Order, and Colorado Statutes for local governments. The NFRMPO also schedules and posts the meetings for Planning Council Subcommittees and the TAC.

Overall Impact/Intent:

This Work Task ensures that the Planning Council undertakes their activities according to Colorado law, the Articles of Association, and Planning Council policies. This Work Task ensures an open and transparent transportation planning process for the North Front Range communities and residents.

FY2026 and FY2027 Products:

1. Planning Council and TAC Agenda Packets and Meeting Minutes (*On-going*)
2. Planning Council Resolutions (*On-going*)
3. Planning Council Meeting Calendar (*1st Quarter 2026 and 2027*)
4. Planning Council and TAC Rosters (*On-going*)
5. Meeting announcements (*Monthly*)
6. Website postings (*On-going*)
7. Updated Articles of Association (*As needed*)
8. Relevant Legislative updates during State Session (*1st and 2nd Quarters 2026 and 2027*)
9. Miscellaneous NFRMPO correspondence (*As needed*)

2.7 Unified Planning Work Program (UPWP)

Objective:

This Work Task develops the NFRMPO's UPWP for FY2028 and FY2029, monitors and amends the FY2026 and FY2027 UPWP and budget, as necessary.

Method:

Meet with local, State, and Federal officials to review the status of the current UPWP and development of the future UPWP. Include special interest topics as identified by CDOT, EPA, FHWA, FTA, or HUD staff. Meet with local technical staff and committee members for input into the work program development. NFRMPO staff will complete the TMA certification process according to the schedule to be developed by FHWA and FTA.

Overall Impact/Intent:

The UPWP is the document which guides the work of NFRMPO staff and any consultants on work products and Tasks. The work program will address the local, State, and federal priorities for transportation planning.

FY2026 Products:

1. FY2025 Year-End Report (*1st Quarter 2026*)
2. FY2026 Mid-Year Review Report and Meeting (*2nd Quarter 2026*)
3. FY2026 UPWP Task and Budget Amendments (*As necessary*)
4. FY2026 Budget Amendments (*As necessary*)

FY2027 Products:

1. FY2026 Year-End Report (*1st Quarter 2027*)
2. FY2027 Mid-Year Review Report and Meeting (*2nd Quarter 2027*)
3. FY2027 UPWP Task and Budget Amendments (*As necessary*)
4. FY2028-FY2029 UPWP (*3rd Quarter 2027*)

Freight Plan

Objective

This Work Task allows for an update of the NFRMPO regional freight plan, Freight Northern Colorado (FNC). FNC will collect data on freight movements, freight modes, and freight commodities as available.

Method

NFRMPO staff will collect data on freight movements, freight corridors/truck routes, and movements on the freight railroads, as available. Staff will also identify freight stakeholders and coordinate with CDOT, DRCOG, the Pike Peak Area Council of Governments (PPACG), and Pueblo Area Council of Governments (PACOG) on Freight movements along the I-25 corridor.

Overall Impact/Intent

This Work Task develops FNC which may be used for future applications and requests for freight improvements by CDOT using allocated funding. It will identify potential freight projects to move into implementation in the TIP and sets the freight funding priorities for the region.

FY2026 Products

1. Draft Freight Northern Colorado (FNC) Plan (*3rd Quarter 2026*)
2. Public Comment (*3rd Quarter 2026*)
3. Final Freight Northern Colorado (FNC) Plan (*4th Quarter 2026*)
4. Post FNC on NFRMPO Website (*4th Quarter 2026*)

III. Planning Services

3.1 Special Participation

Objective:

This Work Task includes NFRMPO's participation in other federal, state, regional, or local transportation studies or activities not incorporated directly in the UPWP. This Work Task ensures transportation and regional perspectives are considered as part of these local studies.

Method:

Staff participates in committees, conferences, studies, and meetings relating to transportation and land use or sustainable development. These include: CDOT's Statewide MPO Committee, Statewide Transportation Advisory Committee (STAC), the Regional Air Quality Council (RAQC), Air Quality Control Commission (AQCC), North I-25 Coalition, US85 and US34 Coalitions, and others. Staff also informs member agencies of training available to their staff as well as the Committee Members.

NFRMPO staff also consults with member governments and responds to information requests from interested organizations, agencies, and individuals regarding transportation data and program needs. NFRMPO publishes and distributes technical data, maps, and brochures to member governments, non-profit agencies, and the public as requested and required.

Overall Impact/Intent:

This Work Task ensures transportation planning in the NFRMPO area is regional and coordinated. In addition to providing technical planning assistance, NFRMPO staff gain insight through participation in special studies, committees, conferences, board, and commission meetings.

FY2026 and FY2027 Products:

1. Monthly reports to the NFRMPO Planning Council and TAC (*Monthly*)
2. Quarterly lists of training, important legislation, and upcoming meetings for both Technical and Policy Committees included in *On the Move (Quarterly)*
3. Written comments on other studies (*As requested*)
4. Preparation and distribution of educational brochures, maps, program guidelines, and transportation materials (*As necessary*)
5. Presentations to the public and member agencies (*As requested*)
6. Attend local, state, and federal meetings (*As necessary*)

3.2 Outreach/Communications

Objective:

This Work Task provides information and public comment opportunities on NFRMPO transportation activities to interested citizens, elected officials, non-profits, other transportation planning agencies, and local agencies and communities.

Method:

This Work Task includes the publication of NFRMPO reports, including the quarterly newsletters, educational brochures, and the development and update of the NFRMPO website.

- The quarterly newsletter contains current information on transportation projects, studies, and NFRMPO, VanGo™, Mobility Coordination, and member agency activities.
- The website provides information about the NFRMPO, meeting information, transportation information as well as an information request function. NFRMPO staff provides summaries on social media and links to recently published articles.
- The VanGo™ Facebook page provides information on vacant seats and posts notices on upcoming events. NFRMPO and VanGo™ also Tweet about upcoming meetings and events.
- The ArcGIS online webpages provide interactive tools for the public to comment on the transportation system and to comment on upcoming plans.
- NFRMPO staff attend 10-15 community events to share information on the plan(s) under development, VanGo™ services, and the RAQC's Simple Steps, Better Air ozone campaign.

Overall Impact/Intent:

These publications and the website educate and improve communication and cooperation between local citizens, elected officials, and local agencies related to transportation issues.

FY2026 and FY2027 Products:

1. Updated NFRMPO Website (*As necessary*)
2. Four (4) newsletters (*Quarterly*)
3. Website, LinkedIn, Facebook, and Instagram updates (*As necessary*)
4. ArcGIS Online updates (*As necessary*)
5. Air Quality outreach, including marketing purchases (*2nd Quarter 2026 and 2027*)
6. Annual Outreach Evaluation (*1st Quarter 2026 and 2027*)
7. Bike to Work Week events (*3rd/4th Quarter 2026 and 2027*)

3.3 Air Quality Planning, Conformity, and GHG Emission Analysis

Objective:

This Work Task allows for collaborating with partner agencies on transportation-related air quality initiatives, programs, and requirements and the completion of transportation conformity determinations. Conformity is determined for the RTP and TIP as well as for portions of the Upper Front Range Transportation Plan and Statewide Transportation Improvement Program (STIP) within the Northern Subarea of the Ozone Nonattainment area. Conformity is redetermined for air quality significant Amendments to the RTP and/or TIP.

In December 2021, the Colorado Transportation Commission approved the Greenhouse Gas Planning Standard that set GHG reduction levels for the NFRMPO to achieve through its TIP and RTP.

Method:

NFRMPO staff complete this Work Task by engaging in stakeholder processes for transportation-related air quality initiatives, completing analysis and reporting to meet any state and federal requirements related to air quality, consulting with the Interagency Consultation Group (ICG), preparing model results for air quality analysis, contributing to the development of the State Implementation Plan (SIP), completing documentation of transportation conformity, and soliciting public feedback on conformity determinations and GHG Transportation Reports.

Overall Impact/Intent:

The purpose of this task is to ensure the NFRMPO's plans and programs conform to the SIP and meet federal and state requirements related to air quality, including ozone and GHG.

FY2026 Products:

1. Participate in ICG (*Monthly*)
2. Participate in State Interagency Consultation Team and Modeling Work Group (*As determined*)
3. Participate in the development of the Severe Ozone SIP (*As needed*)
4. Monitor relevant federal and state legislation and regulations (*As needed*)
5. Conformity redeterminations (*As needed*)
6. GHG Transportation Reports (*As needed*)

FY2027 Products:

1. Participate in ICG (*Monthly*)
2. Participate in State Interagency Consultation Team and Modeling Work Group (*As determined*)
3. Monitor relevant federal and state legislation and regulations (*As needed*)
4. Conformity redeterminations (*As needed*)

5. GHG Transportation Reports (*As needed*)

3.4 Development of Regional Safe Routes to School Program

Objective:

This Work Task provides NFRMPO staff time to create a regional Safe Routes to School program for K-12 schools within the NFRMPO. The objective is to educate K-12 students on safe methods for traveling to and from school via active transportation.

Method:

NFRMPO staff will convene a Safe Routes to School committee to guide the regional program. The program will work with non-profits with established education programs to expand programming to other communities in the region.

Overall Impact/Intent:

This Work Task expands safety training to K-12 schools outside of Fort Collins/PSD.

FY2026 Products:

1. Participate in Regional Safe Routes to School Committee (*On-going*)
2. Grant Applications (*As needed*)
3. Assist in Safe Routes programming (*As needed*)
4. Documentation on number of schools and students impacted/educated (*On-going*)

FY2027 Products:

1. Participate in the Regional Safe Routes to School Committee (*On-going*)
2. Grant Applications (*As needed*)
3. Assist in Safe Routes programming (*As needed*)
4. Documentation on number of schools and students impacted/educated (*On-going*)

IV. Plan Implementation

4.1 Project Assistance

Objective:

This Work Task aids local agencies and units of government in completing planning studies and implementing transportation projects and programs in the NFRMPO region and/or the State. This assistance includes providing supporting data and analysis, serving on planning and project advisory committees, or managing contracts.

Method:

NFRMPO staff provides data, analysis, and staff resources to various planning studies and projects that include local governments and State level work. This includes, but is not limited to, serving on committees for plan or project development. Staff will continue to support local planning efforts underway. Some of these studies include but are not limited to, CDOT's statewide travel model, North I-25 Traffic Incident Management Plan (TIMP), and US85 TIMP.

Overall Impact/Intent:

Providing information and data allows for efficiencies in planning work across the NFRMPO region and State. Participation on committees provides direct input of data and information as well as representing the NFRMPO.

FY2026 and FY2027 Products:

1. Final documents include input and data from the NFRMPO participation (*As requested*)
2. Attendance at meetings (*As requested*)
3. Memos and other communications (*As necessary*)
4. Data and analysis provided (*As requested*)

4.2 Transportation Improvement Program (TIP)

Objective:

This Work Task prepares, amends, and documents a four-year TIP which conforms to the IIJA/BIL and the Clean Air Act Amendments (CAAA). The TIP documentation ensures compliance with federal, state, and regional requirements regarding financial feasibility, the planning process, and Title VI compliance and EJ Analysis.

Method:

In cooperation with CDOT and local implementing agencies, the NFRMPO develops a comprehensive TIP for the NFRMPO region that includes transportation projects for all modes. The NFRMPO processes any needed TIP Amendments every other month and Administrative Modifications to the adopted TIP monthly.

NFRMPO analyzes the TIP and any Amendments for compliance with Title VI and EJ requirements using GIS and the public involvement process. The NFRMPO processes TIP Amendments following the adopted policy procedures and posts them on the NFRMPO website and makes them available at the NFRMPO office during the 30-day review period. The NFRMPO posts notices of the development of the TIP on the NFRMPO website for the required 30-day public comment period. Each year, in compliance with IIJA/BIL, the NFRMPO produces and posts the Annual List of Obligated Projects (ALOP) for the recently completed Fiscal Year by December 31.

Overall Impact/Intent:

This Work Task provides for implementation and the use of federal and state funding in compliance with federal and state requirements. This Work Task also fulfills federal requirements for urbanized areas and TMAs.

FY2026 Products:

1. FY2026-2029 TIP Amendments (*Bi-Monthly*)
2. Public Involvement documentation (*Bi-Monthly*)
3. EJ Analysis and documentation (*As necessary*)
4. FY2025 Annual Listing of Federally Obligated Projects (ALOP) by December 31, 2025

FY2027 Products:

1. FY2025 – 2028 TIP Amendments (*Bi-Monthly*)
2. Public Involvement documentation (*Bi-Monthly*)
3. EJ Analysis and documentation (*As necessary*)
4. FY2026 Annual Listing of Federally Obligated Projects (ALOP) by December 31, 2026
5. Development of the FY2027-2030 (*2nd Quarter 2026*)

4.3 Federal and State Funds Management

Objective:

This Work Task develops and manages federal funds including the Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) funds, Carbon Reduction Program (CRP), and the Transportation Alternatives (TA) funds. And, to manage the MMOF State funds.

Method:

The NFRMPO issues a Call for Projects under this Work Task. The Call for Projects process is developed with full input from the NFRMPO Planning Council and TAC and meets all federal requirements for use of the funds.

Once the process is developed and deployed, the NFRMPO Planning Council approves the selected projects, which are then incorporated into the TIP for programming. The NFRMPO maintains the federal list of projects and adjusts as funding becomes available or changes following the initial assignment of funds.

Overall Impact/Intent:

The intent of the Federal Funds Management Work Task is to facilitate a cooperative, coordinated, efficient, and timely use of the region's federal transportation resources.

FY2026 Products:

1. Annual review of projects (*4th Quarter 2026*)
2. Amend list of federally funded projects (*As needed*)
3. Updated funding allocations (*As needed*)

FY2027 Products:

1. FY2028-2029 Call for Projects (*1st Quarter 2027*)
2. Incorporation of FY2022 and 2028 projects into the TIP (*2nd Quarter 2027*)
3. Annual review of projects (*4th Quarter 2027*)
4. Amend list of federally funded projects (*As needed*)
5. Updated funding allocations (*As needed*)

V. Mobility

5.1 Mobility Management

Objective:

This Work Task ensures a consistent and integrated approach to regional mobility management programs, projects, and strategies outlined in the federally mandated NFRMPO Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan). This program will work in tandem with and support the One Call/One Click Center project.

Method:

Staff implements the approved Coordinated Plan's projects and programs through the Larimer County, Weld County, and the combined Northern Colorado Mobility Committees (LCMC, WCMC, and NCMC). The NFRMPO will seek opportunities for additional collaboration between the three committees to improve regional mobility. Staff will be developing the 2025 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) during 2025, with its adoption in December 2025. After the 2025 Coordinated Plan has been approved, Staff will implement it in Larimer and Weld County. Staff conduct outreach in each County through presentations and individual meetings with the goal of providing information regarding Coordinated Plan programs, RideNoCo, and public transit and other transportation services in Larimer and Weld counties, including the North Front Range area. This includes the implementation of RideNoCo in Larimer and Weld counties. Staff participate in committees, conferences, studies, and meetings related to mobility management or regional and/or state transit issues. Examples include the Colorado Mobility Action Coalition (CMAC), CASTA conferences, Partnership for Age-Friendly Communities, and others. Staff also support Mobility Committee member agencies through production and distribution of outreach materials and respond to requests from member governments, other agencies, and individuals regarding transit information.

Overall Impact/Intent:

The intent of the Mobility Management Program is the improvement of transportation services in the North Front Range region for medical, employment, and other destinations, particularly for older adults, people with disabilities, veterans, and low-income individuals. This task also helps to coordinate with and provide technical assistance to human service-related transportation programs and services to enhance service and maximize available resources.

FY2026 Products

1. Creation of the 2025 Coordinated Public Transit/Human Services Transportation Plan (*On-going*)
2. Larimer County, Weld County, and the combined Northern Colorado Mobility Committees (*Monthly*)

3. Quarterly and Annual Reports to CDOT (*Quarterly*)
4. Outreach materials, including Rider's Guides and other materials (*On-going*)
5. Quarterly Mobility Newsletter (*Quarterly*)
6. Public Outreach Events (*On-going*)
7. Passthrough purchased transit support to subrecipients (*On-going*)
8. Local and regional transit Travel Trainings (*On-going*)
9. Education and Information through RideNoCo social media accounts (*On-going*)
10. Subrecipient Van Administrative Support (*On-going*)
11. Travel Training Program with local agency partners (*On-going*)
12. Coordination and Partnership with the public, agencies, non-profits, service providers, and other regional stakeholders (Ongoing)

FY2027 Products:

1. Implementation of 2025 Coordinated Public Transit/Human Services Transportation Plan (*On-going*)
2. Larimer County, Weld County, and the combined Northern Colorado Mobility Committees (*Monthly*)
3. Quarterly and Annual Reports to CDOT (*Quarterly*)
4. Outreach materials, including Rider's Guides and other materials (*On-going*)
5. Quarterly Mobility Newsletter (*Quarterly*)
6. Public Outreach Events (*On-going*)
7. Passthrough purchased transit support to subrecipients (*On-going*)
8. Local and regional transit Travel Trainings (*On-going*)
9. Education and Information through RideNoCo social media accounts (*On-going*)
10. Subrecipient Van Administrative Support (*On-going*)
11. Travel Training Program with local agency partners (*On-going*)
12. Coordination and Partnership with the public, agencies, non-profits, service providers, and other regional stakeholders (Ongoing)

5.2 One Call/One Click Center (RideNoCo)

Objective:

This Work Task supports the implementation, management, optimization, and expansion of the One Call/One Click Center (RideNoCo) project and related Transportation Demand Management (TDM) activities. RideNoCo coordinates rides for human service, volunteer, and transit agencies in Larimer and Weld counties. This project was initially identified in the 2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) and is on-going.

Method:

The Mobility Director and staff implement the One Call/One Click Center (RideNoCo) project first identified in the 2017 Coordinated Plan through the management of a call center and website containing information on available transportation options in Larimer and Weld counties. The capabilities of the website and center will increase through the purchase of software and the hiring of staff to support the One Call/One Click Center (RideNoCo) and Mobility Program. The Mobility Director and other staff meet with stakeholders, including riders, providers, and local government officials; manage the purchase and implementation of new software; lead projects to market the program; and aid individuals in need of transportation. The NFRMPO will continue the implementation, optimization, and expansion of trip scheduling, coordination technologies, and staff training programs to use these new technologies. The MPO's TDM Program builds upon the work of RideNoCo by adding a business/employee component to the project.

Overall Impact/Intent:

The intent of the One Call/One Click (RideNoCo) Program is to coordinate transportation services within the North Front Range planning area and the entirety of Larimer and Weld counties for medical, employment, and other destinations particularly for older adults, people with disabilities, veterans, and low-income individuals in addition to the general population. This service will connect individuals in need of a ride with the most appropriate and affordable options to meet their unique needs.

FY2026 Products:

1. Update or Expand Trip Coordination and Discovery Software (*On-going as needed*)
2. Maintenance of Trip Coordination and Discovery Software (*On-going*)
3. Finance Committee Reports (*Quarterly*)
4. Maintenance and Expansion of RideNoCo website containing transportation resources (*As necessary*)
5. Public Outreach and Marketing of RideNoCo (Ongoing)

FY2027 Products:

1. Update or Expand Trip Coordination and Discovery Software (*On-going as needed*)

2. Maintenance of Trip Coordination and Discovery Software (*On-going*)
3. Finance Committee Reports (*Quarterly*)
4. Maintenance and Expansion of RideNoCo website containing transportation resources (*As necessary*)
5. Public Outreach and Marketing of RideNoCo (Ongoing)

5.3 Transportation Demand Management (TDM)

Objective:

This Work Task supports the development, implementation, and support of a Transportation Demand Management (TDM) program in the MPO region. The 2022 TDM Action Plan will be implemented by working with stakeholders identified in the Plan. The TDM Program will develop and expand regional resources, strategies, and partnerships to reduce single-occupancy vehicle trips and address air quality issues, greenhouse gas emissions, and ozone emissions reductions.

Method:

The NFRMPO developed a TDM Action Plan through the work of the TDM Work Group in FY2022 and FY2023, which identifies goals and vision to develop the regional TDM Program. The Work Group will continue to guide the implementation of the program. The NFRMPO's TDM Program builds upon the work of RideNoCo by adding a business/employee component to the project and acts as an educational resource for businesses. In addition, the NFRMPO will support the development of a Transportation Management Association/Organization (TMA/O) through staff support, salary for a TDM Manager position housed within the TMO, and indirect/program costs.

Overall Impact/Intent:

The intent of the TDM Program is to develop strategies to reduce single-occupancy vehicle trips, address air quality issues through greenhouse gas emissions and ozone emission reductions and provide additional transportation opportunities for residents and visitors in the region. This program will be a partnership between the NFRMPO and other regional stakeholders.

FY2026 Products:

1. Implement TDM Action Plan (*On-going*)
2. TDM Work Group meetings (*On-going*)
3. Develop TDM content for RideNoCo and NFRMPO websites (*On-going*)
4. Staff support for TMOs (*On-going*)
5. Community outreach (*On-going*)

FY2027 Products:

1. Implement TDM Action Plan (On-going)
2. TDM Work Group meetings (On-going)
3. Develop TDM content for RideNoCo and NFRMPO websites (On-going)
4. Staff support for TMOs (Ongoing)
5. Community Outreach (On-going)

VI. Administration

6.1 Program Management

Objective:

This Work Task conducts those activities necessary for the efficient operation of NFRMPO and its Committees. This Task provides the financial management and oversight of the NFRMPO expenditures and revenues as required by the Council and federal and state regulations. This Task also documents work accomplished and funds expended to ensure such expenditures conform to the appropriate regulations.

Method:

The NFRMPO conducts this Work Task in accordance with the adopted Articles of Association, its Project Agreements with CDOT and with the Memorandum of Understanding Responsibilities between NFRMPO and CDOT; a Letter of Agreement between NFRMPO and the City of Fort Collins; grant agreement awards between NFRMPO and CDOT and FTA.

NFRMPO carries out financial transactions in accordance with Planning Council adopted procedures and approved accounting standards. NFRMPO prepares quarterly financial statements for Finance Committee recommendation for Planning Council approval. NFRMPO prepares and files quarterly and annual tax filings and reviews unemployment reports as required.

NFRMPO carries out grant and contracts management including policies, procedures, compliance and data and records management through the grant close-out process. NFRMPO ensures compliance with the general and special grant provisions and all applicable federal statutes, regulations and guidelines. NFRMPO develops and maintains proposals, invoices, expenditure approvals, and other documents related to grant and contract expenditures. NFRMPO prepares reimbursement requests and progress reports for appropriate agencies. Federal and state requirements followed include grant specific requirements, relevant federal regulations and Title 2, U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance.)

NFRMPO prepares and submits billings to CDOT and Local Agencies. NFRMPO contracts with auditors to conduct annual audits to determine the fiscal integrity of financial transactions and compliance with laws, regulations, and administrative requirements. Staff provides copies of the audits to the Colorado State Auditor's Office, CDOT, Colorado Department of Local Affairs (DOLA) - Division of Local Governments, and Federal Agency Data Collection.

Overall Impact/Intent:

This Work Task ensures the transportation planning process for the NFRMPO is comprehensive, coordinated, and continuing meeting all state and federal requirements. It also accounts for all activities and expenditures.

FY2026 and FY2027 Products:

1. Monthly financial records and quarterly and year-end financial statements
2. Annual audit and quarterly and annual tax filings (*Audit 1st and 2nd Quarters 2026 and 2027*)
3. Quarterly and annual petty cash oversight
4. CIRSA annual application, CIRSA insurance reporting (*1st Quarter 2026 and 2027*)
5. Required oversight of employee payroll and pension benefits (*On-going*)
6. Required oversight and review of accounts payable and expenses (*On-going*)
7. Quarterly investment and cash management reports
8. Contracts, vouchers, and procurement agreements, and requests for proposals (*As needed*)
9. Annual indirect cost allocation plan (*3rd Quarter 2026 and 2027*)

This Work Task and its Products are funded through Indirect Costs.

6.2 Grant Reporting and Management

Objective:

This Task completes the mid-year review financial and budget report. It also completes all the necessary scope updates and final submissions of grants prior to receiving funding for grants as well as the follow up paperwork necessary prior to receiving the payment.

Method:

NFRMPO carries out grant and contracts management including policies, procedures, compliance, and data and records management through the grant close-out process. NFRMPO ensures compliance with the general and special grant provisions and all applicable federal statutes, regulations, and guidelines. NFRMPO develops and maintains proposals, invoices, expenditure approvals, and other documents related to grant and contract expenditures. NFRMPO prepares progress reports for appropriate agencies. Follows federal and state requirements including grant specific requirements, relevant federal regulations and Title 2, U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance.); applicable statutory and administrative provisions.

Following CDOT, FTA and FHWA policies, the NFRMPO will submit the necessary reports and documents.

Overall Impact/Intent:

This Work Task completes all the grant reporting and grant management tasks required to remain compliant for CDOT, FHWA, and FTA.

FY2026 and FY2027 Products:

1. Mid-year Review Report and Budget update (*2nd Quarter 2026 and 2027*)
2. Year-End Budget Report (*1st Quarter 2026 and 2027*)
3. Grant Review including monthly billing (*Monthly*)
4. Title VI Reporting (*As required*)

This Work Task and its Products are funded through Indirect Costs.

6.3 Human Resources/IT

Objective:

This Task manages the NFRMPO human resources functions and implements employment policies for the NFRMPO staff. This includes the recruitment of the Executive Director position. This Task also provides for the creation, management, and confidentiality of the NFRMPO human resource records. This Work Task also oversees the IT consultant and completes IT inventory and replacement.

Method:

Using established and newly created policies and forms, the NFRMPO completes all federal, state, local and insurance forms required to hire, process, provide benefits including unemployment, or terminate an employee. The NFRMPO also completes the annual CIRSA audit to maintain the agency's eligibility for insurance coverage for all activities of the NFRMPO. This Task also identifies and monitors necessary staff training.

NFRMPO staff completes research and equipment orders. Provides one source of contact with IT consultant to minimize the agency downtime.

Overall Impact/Intent:

This Work Task provides for the essential human resources functions for the NFRMPO staff according to federal and Colorado state laws. Maintained IT equipment is readily available and in good working order for staff use.

FY2026 and FY2027 Products:

1. Job Postings (*As needed*)
2. New hire paperwork (*As needed*)
3. Separation paperwork (*As needed*)
4. Benefits education and management (*On-going*)
5. CIRSA Training and Audit paperwork (*Quarterly*)
6. Miscellaneous NFRMPO correspondence (*As needed*)
7. IT inventory and equipment replacements (*As needed*)

This Work Task and its Products are funded through Indirect Costs

Appendix A: VanGo™ Work Tasks

1) Vanpool Services

The VanGo™ program operates a fleet of 7-8 passenger minivans that connect Northern Colorado residents to jobs throughout the region and the Denver Metropolitan area. The NFRMPO maintains contractual relationships with the City of Fort Collins, the City of Greeley, and various fleet-related businesses (auto dealers, car washes, and gas stations, auto-body shops) to provide a safe, cost-effective ridesharing option.

The passengers of the program pay a monthly fare based on their pick-up and drop-off locations. The fare is derived based on zones to cover the operating expenses of the program (fuel, insurance, maintenance). All volunteer drivers in the program are required to pass an online driver safety test and maintain a clean driving record; staff monitors records through periodic motor vehicle background checks. Each van has a coordinator that records the mileage and passengers and reports back to the NFRMPO monthly for NTD reporting.

The program currently serves commuters to the Denver Metropolitan area, Boulder, and Estes Park. The VanGo™ program is funded through monthly fares and federal-funding exchanged with the City of Fort Collins directly related to the number of miles saved (passenger miles) through this ridesharing program.

2) VanGo™ Billing/Grant Reporting

The NFRMPO staff bill customers monthly for either a full or part time fare on the 20th of each month – due on the 1st. Any invoice not paid by the 5th is charged a late fee. The NFRMPO discounts the fare for vanpool coordinators. The NFRMPO also manages subsidies provided by the City of Boulder, Boulder County, University of Colorado, and City of Fort Collins.

VanGo™ mileage log and ridership activity data is collected and analyzed to provide monthly reports to NTD. Each report consists of Vehicle Miles Traveled (VMT), Passenger Miles Traveled (PMT), Unlinked Passenger Trips (UPT) and Revenue Vehicle Hours (RVH). A separate monthly safety report is also submitted.

The annual NTD report consists of the same data as noted above, and includes vehicle inventory, financial data, and energy (fuel) consumption, number of employees, maintenance performance, and Federal Funding Allocation demographic data.

3) Outreach

The NFRMPO region is dedicated to improving transportation system efficiency while minimizing transportation-related fuel consumption and air pollution. For workers who are unable to drive, VanGo™ provides the essential commute trip in a safe, reliable, and economical manner.

4) Vehicle Acquisition and Management

The NFRMPO develops a procurement spreadsheet that details the specifications for the vanpool vehicles and distributes it to eligible bidders as part of the request for bids. The NFRMPO receives the bids and then analyzes the safety ratings, fuel efficiency and lifetime operating costs to select the most cost-efficient passenger vehicle that can carry a minimum of seven passengers.

Appendix B: Local Agency Work Tasks

Transfort Passenger Intercept and Mail Surveys

Objective:

Conduct system-wide onboard fixed route and Dial-a-Ride surveys for Transfort to collect passenger data. Design and format survey instructions; translate to Spanish language; train and oversee surveyors; develop quality control measures; promote and conduct survey in-person and by mail for paratransit; collect statistically significant sampling; review and enter completed forms; provide a draft and final report.

Method:

Hire qualified consultants to complete study utilizing previously completed studies as well as extensive public outreach and engagement to design a statistically sound method of obtaining passenger data counts for Transfort transit ridership.

Overall Impact/Intent:

Better understand how to optimize Transfort's services to the community based on changes in ridership, recovery from the Covid-19 pandemic, passenger/customer perceptions of transit service, and other relevant factors in the absence of fare collection data while Transfort is fare-free.

Appendix C: CDOT Work Tasks

Division of Transportation Development (DTD) and Division of Transit and Rail (DTR)

FY2026 Work Program Highlights

DTD: MULTIMODAL PLANNING BRANCH

Statewide and Regional Planning

2050 Long-Range Plan

- Start work on the program distribution component of the long-range plan process in summer 2023. This will allow CDOT to start work on the next long-range plan and 10-Year Plan update in 2024. The next long-range plan and transit plan will be completed in tandem with each other, consistent with CDOT's approach for the 2045 long-range plan. Per federal regulations, the state has until August 2025 to adopt the 2050 long-range plan.

MPO and Regional Planning

Safe Routes to School Strategic Plan

- Implement a new five-year Safe Routes to School Strategic Plan. The purpose of this strategic plan is to guide CDOT's efforts in increasing the number of children walking and bicycling to and from school safely.

Statewide Bicycle and Pedestrian Plan

- Update CDOT's Statewide Bicycle and Pedestrian Plan and integrate the plan with CDOT's 10-Year Plan. Related to this effort, CDOT will be looking at ways to increase the state's non-motorized monitoring program capacity.

Mountain Rules Truck Safety Video Series

- Continue this video series, which represents an effort to reduce incidents and improve commercial motor vehicle safety in Colorado. In addition to getting safety messages out in-state, these videos also allow us to get the safety messages out beyond our borders. This is extremely important because 90% of runaway truck incidents in Colorado occur with out-of-state CDL drivers with limited or no mountain driving experience.

DIVISION OF TRANSIT & RAIL UPDATES:

Interregional Bus Services:

- <https://www.codot.gov/projects/intercityregionalbusnetworkstudy/busstudyoverview.html>
- Continued participation in the FLEX services between/among Fort Collins, Loveland, Longmont, and Boulder. Continued delivery of Bustang between/among Fort Collins, Loveland, and Denver. Consideration of expanded or new Bustang service locations, including Kendall Parkway location

as a replacement for the current US34 / I-25 park-and-ride, and including consideration of a stop near SH 119.

- Continued participation in the Poudre Express bus service between Greeley, Windsor, and Fort Collins.
- Expansion of Rural Regional bus services between Sterling, Fort Morgan, and Greeley.
- Expansion of Interregional Bus services between Greeley and Denver.
- Consideration of other expanded seasonal Interregional and Rural Regional bus services.

Transit Development Program:

- Development of a comprehensive inventory and priority program of transit and rail investment needs across the state, including capital and operational projects, based upon agency and stakeholder input through transportation planning processes.

Transit Asset Management - Performance Based Planning:

- <https://www.transit.dot.gov/TAM>
- Development and collection of a comprehensive statewide transit asset inventory and development of asset condition and planning analysis tools to support smart CDOT funding decisions and to assist transit agencies develop and implement sound asset management principles.

Front Range Passenger Rail:

- <https://www.frontrangepassengerrail.com/>
- <https://www.codot.gov/about/southwest-chief-commission-front-range-passenger-rail>
- Efforts of the Southwest Chief and Front Range Passenger Rail Commission—which is separate from but supported by CDOT—continue, and have direct impact to Northern Colorado.

Appendix D: Budget Amendments

Table 3: FY2026 Budget Amendments

Funding Source	As Adopted	Amendment 1	Amendment 2	Amendment 3	Cumulative
CPG					
STP					
SPR					
FTA 5310					
CDPHE					
FC MM					
MMOF					
Local					
MPO Total					

Funding Source	As Adopted	Amendment 1	Amendment 2	Amendment 3	Cumulative
MMOF					
Local					
Transit Total					

Budget amendments are made as needed. The NFRMPO does not anticipate more than three amendments during FY2026.

Appendix E: USDOT Approval

Appendix F: NFRMPO Resolutions and Certifications
