



Prepared by Chris J Johnson
Executive Director





Fort Collins School Rotation Schedule: SRTS Bike-Ped Safety Education

Rotation focuses on K-12 public schools in Fort Collins; assistance also provided (by request) to private K-12 schools and public/private preschools as well as youth organizations.

2015/2018/2021

PSD K-5 (11 schools, 4,800 students)

Irish
Laurel
Linton
O'Dea
Putnam
Tavelli
Werner

BAUDER, BEATTIE, OLANDER and TRAUT receive bike-ped ed every year presented by PE teacher. Fullana Learning Center (preschool) also leads its own Family Bike Rodeo every year, with assistance from SRTS. These schools included in student total.

PSD Middle (2 schools, 500 students)

Kinard
Leshar

PSD High School* (est. 500 students)

Centennial
Fossil Ridge
Liberty Common

Charter/Alternative School (600 students)

Liberty Common (K-6)

TOTAL: 6,400

2016/2019/2022

PSD/Thompson K-5 (11 schools, 4,500 students)

Cottonwood Plains (Thompson)
Coyote Ridge (Thompson)
Johnson
Lab
Lopez
McGraw
Zach

PSD Middle (two schools, 750 students)

Preston
Webber

MIDDLE SCHOOL PROGRAM for sixth grade only until additional funding becomes available.

PSD High School (est. 500 students)

Polaris
Poudre
Poudre Community Academy
Ridgeview Classical

Charter School (600 students)

Ridgeview Classical (K-8)

TOTAL: 6,400

2017/2020/2023

PSD K-5 (11 schools, 4,700 students)

Bacon
Bennett
Dunn
Harris
Kruse
Riffenburgh
Shepardson

PSD Middle (3 schools, 600 students)

Blevins
Boltz
Lincoln

PSD High School (est. 500 students)

RMHS
FCHS

Charter School (400 students)

Mountain Sage (K-5)
PSD Options (K-8)
PSD Global (K-12)

TOTAL: 6,200

NOTE: Goal is to hit every school category (K-5, middle, high) once every three years with in-depth SRTS bike-ped program. This gives K-5 students one to two year's exposure to in-depth program, plus Strap-n-Snap in third grade and SRTS bike-safety assembly in fifth grade. In middle school, the program focuses on sixth grade only.

Individual students may participate in many additional bike-ped activities, such as International Walk to School Day, National Bike to School Day, school walkathons/triathlons, biking/walking clubs, bike-ped assemblies, Family Bike Rodeos, biking/walking field trips, BASECamp bike-ped activities, and other SRTS-related

activities in the community. The newest charter school, Global Village Academy, to be added to rotation schedule after school is operational. Cache La Poudre Elementary and Middle School in Laporte may be added to this list in the future because a large percentage of those students reside in Fort Collins.

*High-school program takes the form of TS101, High School Bicycle Ambassadors, or other more advanced (adult-level) programming. Unlike at K-8 schools, these students would opt in to programming; therefore listed participation rate is estimate.





Jerome Lemahieu

Gib Charles

Laura Davis

Sandy Charles

Dot Dickerson

Rose Samaniego

Debbie Uphoff

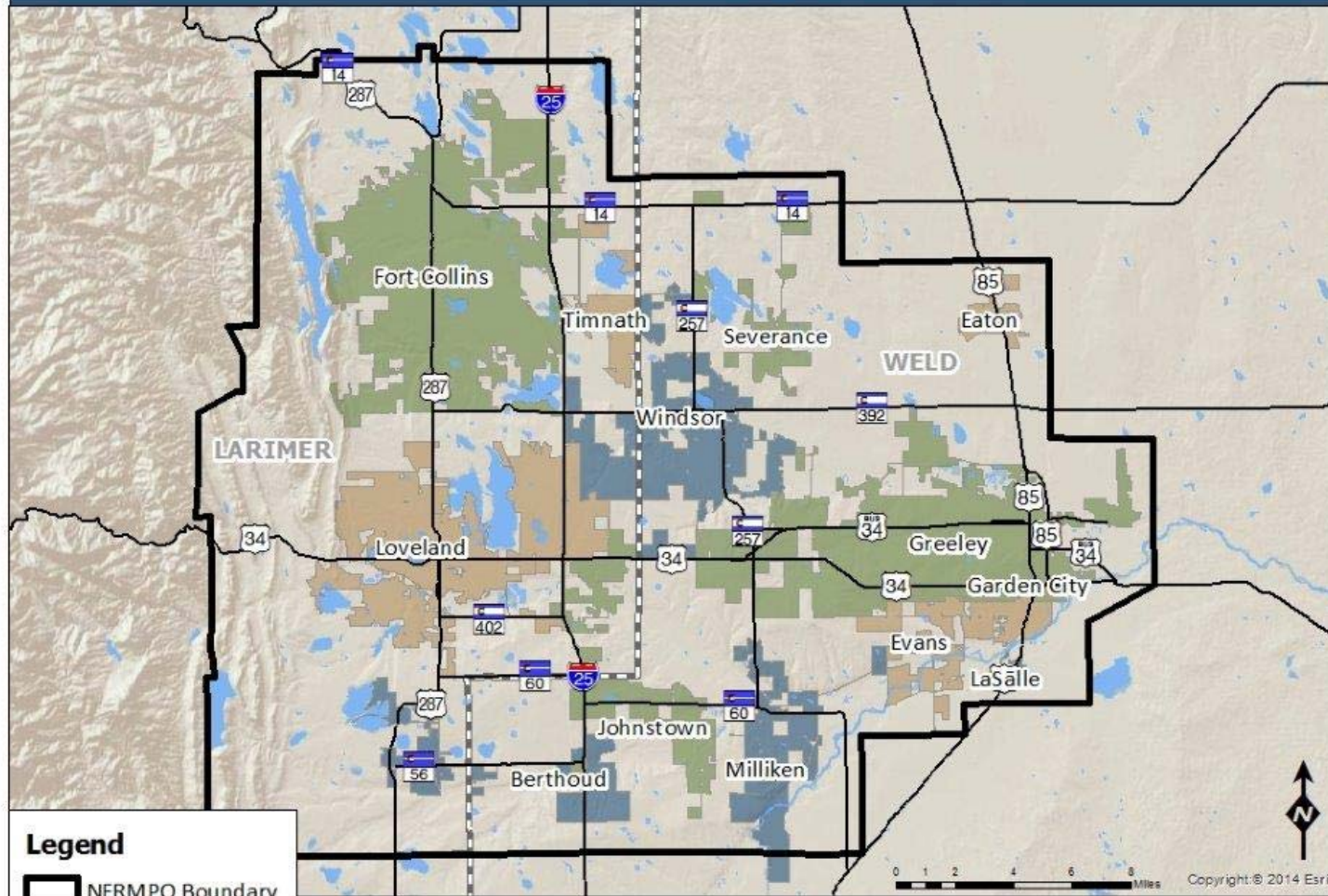
Karl Yost

Safe Routes to School Instructors



Teddy

Bike Fort Collins
more bikes • safe streets • one voice

NFRMPO Region



Legend

-  NFRMPO Boundary
-  County Boundary

Aug, 2016
Sources: CDOT, NFRMPO



Copyright: © 2014 Esri

2015 Transportation Profile

NFRMPO Planning Council



August 3, 2017

What is a Transportation Profile?

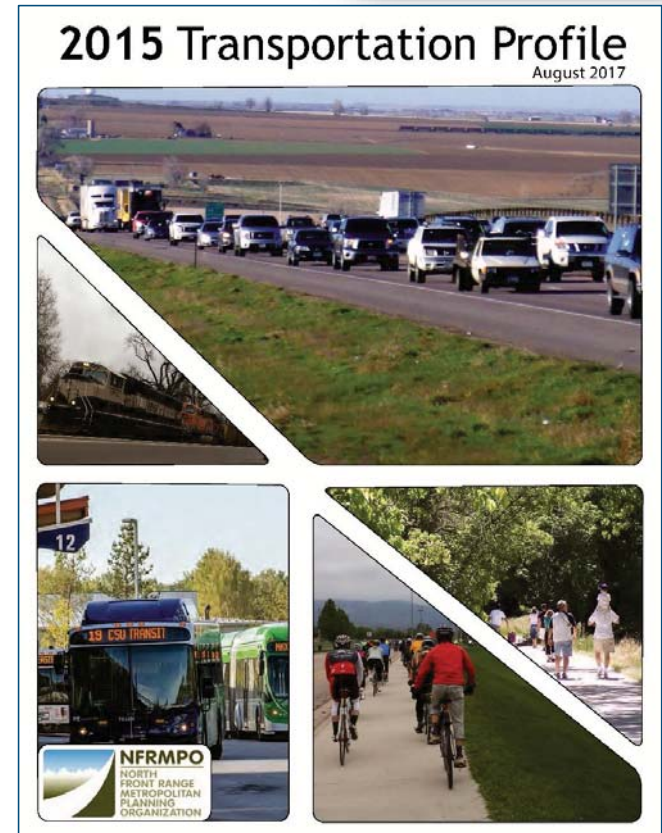


An inventory of the regional transportation network and its users at a point in time

- Snapshot of the NFRMPO region between RTP updates
- Tool for comparison over time and across communities

Other examples:

- 2000 USDOT Bureau of Transportation Statistics (BTS) State Profiles
- 2006 and 2009 Washtenaw Area Transportation Study (WATS) in Michigan
- 2006 City of Duluth, Minnesota



2015 Transportation Profile Outline



Executive Summary

- a) Introduction
- b) Demographics
- c) Employment and Industry
- d) Air Quality
- e) Transportation System
 - a) Roadways
 - b) Transit
 - c) Non-Motorized
 - d) Transportation Demand Management (TDM)
 - e) Intelligent Transportation System (ITS)
 - f) Freight
 - g) Aviation

Appendix – Community Profiles

Regional Overview

Community Specific

Project Timeline



- **February 15, 2017:** Outline and Draft City of Evans Community Profile presented at TAC meeting
- **May 2017:** Community Profiles sent to TAC members for review
- **June 21, 2017:** First Draft Transportation Profile presented at TAC meeting
- **July 19, 2017:** Second Draft Transportation Profile presented at TAC meeting
- **August 3, 2017:** Presentation to Planning Council

Major Data Sources



Bureau of Labor Statistics (BLS)

- Unemployment

Census Bureau

- Building Permits
- Commutes
- Environmental Justice
- Household Characteristics
- Jobs by NAICS Industry
- Land Area
- Worker Inflow/Outflow

Colorado Department of Local Affairs (DOLA)

- Population
- Household Size
- Median Age

Colorado Department of Transportation (CDOT)

- Bridges
- Crashes
- Functional Classification

- Highway Drivability Life
- Traffic Volumes

Community and County Staff

- Transit Services
- Non-Motorized Facilities

Federal Highway Administration (FHWA)

- National Bridge Inventory (NBI)

Federal Railroad Administration (FRA)

- Railroads
- At-Grade Crashes

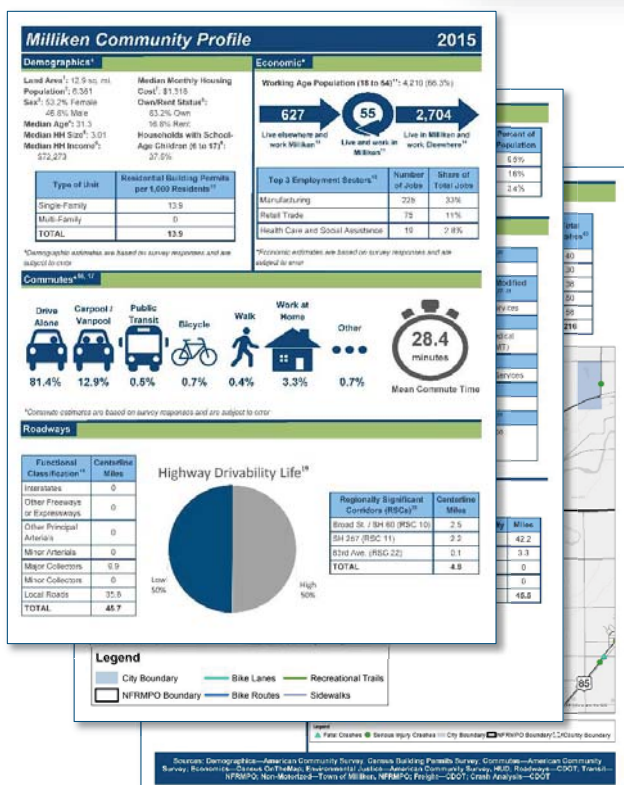
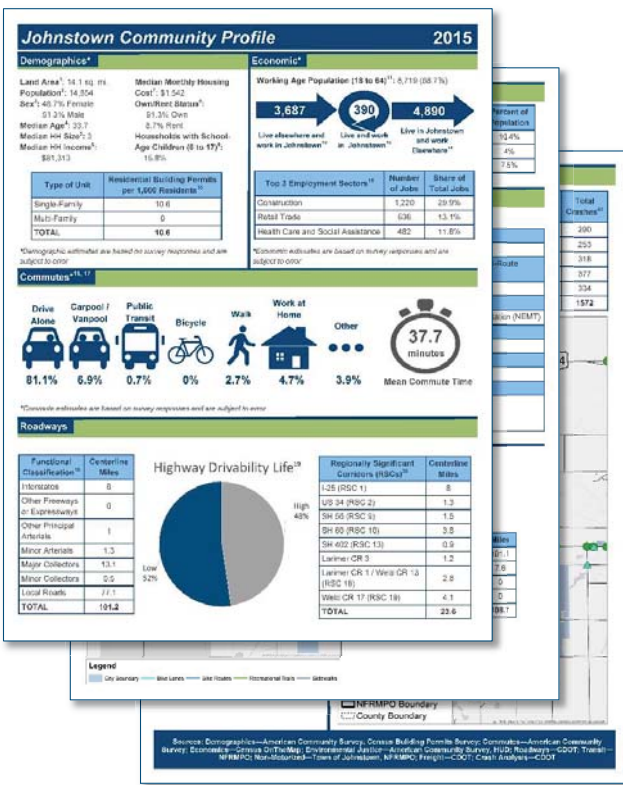
NFRMPO Staff

- Non-Motorized Facilities

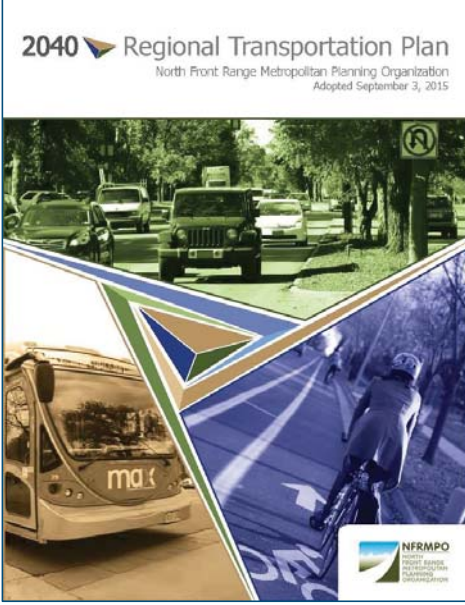
Transit Providers

- Routes and Stops
- Service Characteristics

Comparing Communities

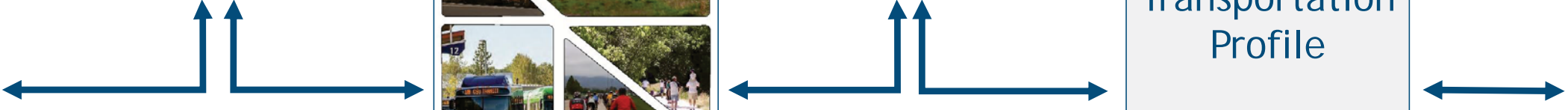


Comparing Over Time



2045 Regional Transportation Plan

2019 Transportation Profile



For More Information...



On our website:

<http://nfrmpo.org/regional-profile/>

Contact me:

Ryan Dusil

Transportation Planner

rdusil@nfrmpo.org

970-224-6191



North Front Range MPO Area - Project Status Updates (3 Aug 2017)

<u>Roadway / Segment</u>	<u>Status</u>
SH14	
US287 PR at Ted's Place	<i>Construction begins Aug 2017</i>
US287 to I-25 Surface Treatment	<i>In Design</i>
I-25	
Crossroads Blvd Interchange / Bridges	<i>Construction is underway</i>
Truck Climbing Lane	<i>Construction is wrapping up</i>
Design /Build	<i>RFP closed last week in July.</i>
Fort Collins North Cable Rail	<i>In Design</i>
Ramp Metering- Harmony Rd SB SH392 NB/SB	<i>Metering is active</i>
US34	
Big Thompson Canyon Flood Repair	<i>Road open for summer. Fall closure scheduled</i>
US34 Business in Greeley Surface Treatment	<i>In Design</i>
PEL Study	<i>Progressing</i>
SH60	
US287 to Milliken Resurfacing	<i>Construction is underway</i>
WCR 40 Intersection Improvements	<i>In Design</i>
SH257 PR (Milliken) – Little Thompson Structures	<i>Construction is underway</i>
US85	
Eaton to Ault- ADA ramps & Resurfacing	<i>Construction is underway</i>
US85 PEL Study	<i>Final signatures obtained</i>
US287	
SH1 to LaPorte Bypass	<i>Construction is underway</i>
Road damage near Larimer CR 17	<i>Construction is complete</i>
SH392	
US85 Intersection	<i>Construction is underway</i>
SH402	
Larimer CR 9E	<i>Construction is complete</i>



STAC Summary – July 28th, 2017

- 1) **Introductions & June Minutes** – *Vince Rogalski (STAC Chair)*
 - a) June 2017 STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
 - a) Transportation Commission (TC)
 - i) CDOT has received a number of recent awards: David Spector of HPTE named “Entrepreneur of the Year” while I-70 Mountain Express Lanes, SH 9 Wildlife Mitigation, and US 36 Express Lanes also recognized.
 - ii) The Central 70 project faces a new lawsuit from the Sierra Club and is also establishing a workforce development program in partnership with Gary Community Investments to train 350 residents of the surrounding neighborhood for construction and transportation careers.
 - iii) CDOT is exploring the potential to absorb existing EagleNet fiber infrastructure, including any liabilities and maintenance costs that may be involved.
- 3) **TPR Reports** – STAC Representatives
- 4) **Chief Engineer Report** – *Joshua Laipply (CDOT Chief Engineer)*
 - a) CDOT is continuing negotiations with the Union Pacific to lease a section of US 85 right-of-way in Weld County, addressing problem crossings and related issues of safety and mobility.
 - b) A series of “de-federalized” pilot projects are moving forward, include one by the Town of Mancos that is applying cost-based selection criteria. ACEC has expressed objections to this approach and CDOT is waiting to see the results of the project to weight the pros and cons of using only state funds in other local agency projects.
 - c) STAC Discussion: Representatives inquired about the liability issues involved in de-federalized projects and the potential cost savings that may be possible.
- 5) **Federal and State Legislative Report** – *Herman Stockinger, Andy Karsian, & Ron Papsdorf (CDOT Office of Policy & Government Relations)*
 - a) State
 - i) CDOT staff participated in the recent TLRC visit to Southwest Colorado and feel that the representatives gained a good understanding of challenges involved in maintaining and improving the statewide transportation system. CDOT and local stakeholders emphasized the close collaboration between regional partners to maximize funding and mitigate project impacts.
 - b) Federal
 - i) The House Appropriations Committee passed a FY18 appropriations bill largely in-line with the FAST Act but eliminating TIGER funding and with an \$800 million contract authority rescission.
 - ii) The Senate Appropriations Committee also passed a bill that is similar but funds TIGER and doesn’t include a new rescission.
 - iii) No further action is expected until the fall and may take the form of a Continuing Resolution.
- 6) **Colorado Transit Network** – *David Krutsinger (CDOT Division of Transit & Rail)*
 - a) The statewide transit system includes local services, regional providers, interregional systems (like Bustang), and interstate routes (like Greyhound).
 - i) Many passengers don’t need to connect to Denver, but rather to regional centers like Trinidad, Grand Junction, Durango, and Pueblo.
 - b) The CDOT DTR budget is approximately \$32.5 million
 - i) \$17 million for capital improvements
 - ii) \$13 million for operating support



- iii) \$2.5 million for administration, planning, and training
 - c) The Bustang Outrider network will be funded by 5311(f) dollars and CDOT prefers for local governments and agencies to deliver this service wherever possible, but will take over routes if no other provider is available.
 - d) CDOT will continue working to develop the state's transit network in the future, particularly through the next update of the Statewide Transit Plan starting in the spring/summer of 2018.
 - e) STAC Discussion: Representatives inquired about options for rail-based transit and CDOT staff confirmed that they will be supporting the work of the Southwest Chief Commission in assessing the potential for developing a Front Range rail network.
- 7) **INFRA Grant Program** – *Herman Stockinger (CDOT Office of Policy & Government Relations)*
- a) INFRA is a new form of the federal freight funding program previously known as FASTLANE.
 - i) USDOT will not be awarding pending FASTLANE applications in the large project category but will still select grantees in the small project category (results pending).
 - b) Applications for INFRA funding are due November 2nd, 2017.
 - i) Projects will still be divided into large (\geq \$100 million) and small ($<$ \$100 million) categories.
 - ii) At least 25% of funding will go to rural areas.
 - iii) There is an increased emphasis on leveraging federal funding, encouraging innovation, and project readiness.
 - c) CDOT staff are working to refine Development Program projects and assess them for potential INFRA eligibility. Our goal is to discuss with the Transportation Commission in August with the goal of receiving approval in October.
 - d) STAC Discussion: Representatives discussed the strategy behind submitting large vs. small projects, geographic equity, and how CDOT could provide match funds in the case of an award.
- 8) **SB 17-267** – *Herman Stockinger (CDOT Office of Policy & Government Relations)*
- a) SB 267 allows the state to complete lease agreements on state building to help generate \$1.88 billion in COPs dedicated to transportation funding.
 - b) Based on discussions, the Transportation Commission has identified guiding principles for the use of SB 267 funds:
 - i) Manage expectations on what the funds can do – SB 267 is essentially a loan, not new revenue, and it doesn't solve the larger funding problem.
 - ii) Evaluation projects on a statewide basis, not in separate urban vs. regional pots, while maintaining the *minimum* 25% rural investment.
 - iii) Identify projects in cycles rather than all at once.
 - c) TC members are concerned about CDOT's \$50 million annual contribution the repayment of the funds, which could potentially grow in future years. They discussed potential funding sources to draw from and expressed a priority to avoid cutting into CDOT's base program if at all possible. Toll projects may also present an opportunity to generate revenue for COP repayment.
 - d) Suggested project selection criteria include:
 - i) CDOT goal areas of safety, mobility, maintaining the system, and economic vitality.
 - ii) Leveraging outside funding sources.
 - iii) Meeting strategic statewide needs.
 - iv) Accounting for stakeholder input.
 - v) Prioritizing projects with high levels of readiness.
 - vi) Not requiring local match.
 - e) The State Treasurer's Office will work to assess which state properties are eligible for COPs and determine the timeline for distributing any funds generated in the fall of 2017.



- f) STAC Discussion: Representatives discussed potential approaches to funding the repayment obligation, the timeline for developing a project list, and whether some portion of the SB 267 funds should be used as match on INFRA applications. CDOT staff pledged to continue working with the STAC and TC to develop an approach to SB 267 in the months ahead.
- 9) **Revenue Projections** – *Louie Barela (CDOT Division of Accounting & Finance)*
 - a) The long-range planning process starts with Revenue Projections that are coupled with CDOT’s performance objections to determine the appropriate distribution of funds to different CDOT programs. These in turn feed into the Statewide Transportation Plan, Development Program, and eventually the STIP. Hence Revenue Projections are a key starting point for everything CDOT does.
 - b) Staff from the Division of Accounting and Finance (DAF) have developed 5 scenarios for potential future FY 2044/2045 revenue levels: baseline, low, high (sales tax), high (gas tax), and high (federal).
 - i) Each scenario makes different assumptions about changes to potential funding streams but does not account for inflation, construction costs, or changes in state population. New funding sources included in scenarios must be considered plausible given current financial and political realities.
 - c) STAC Discussion: Representatives discussed factors that might impact future revenue scenarios, including alternative fuel vehicle adoption rates, federal appropriations, VMT growth, and more. CDOT staff and STAC representatives agreed that even under the most positive revenue scenario, inflation and other trends will continue to put pressure on the state’s ability to maintain and improve the transportation system.
- 10) **Other Business** – *Vince Rogalski (STAC Chair)*
 - a) CDOT has purchased Strava bicycle and pedestrian data and will share this resource with local planning partners. Bicycle Colorado will host two upcoming training sessions on August 2nd in Denver and August 4th in Carbondale.
 - b) The next STAC Meeting will be held on August 25th at CDOT Headquarters in Denver.
- 11) **STAC Adjourns**