

Town Of Nederland
NEDERLAND DOWNTOWN DEVELOPMENT
AUTHORITY

NEDERLAND COMMUNITY CENTER 750 Hwy 72 Nederland, CO 80466

Multi-Purpose Room

September 17, 2014 @ 6:30

AGENDA

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT ON NON-AGENDA ITEMS (Speakers limited to 3 minutes)

D. CONSENT AGENDA

1. Approval of Meeting Minutes from the August 20, 2014 Meeting-Cindy Downing-Secretary
2. Approval of Warrants-Eva Forberger-Treasurer

E. INFORMATIONAL ITEMS

1. Treasurer's Report-Eva Forberger-Treasurer
2. Nederland Board of Trustees Report – Kevin Mueller
3. Update from Downtown Colorado, Inc. DCI Conference- Attendees

4. Update on the status of the new NDDA website-Alexander Armani-Munn

F. ACTION ITEMS

1. Consideration of a creation of a Downtown Entertainment District-Ron Mitchell
2. Consideration of approval of back-in parking –Ron Mitchell
3. Review and Approval of the DRCOG TIPS Grant application-Katrina Harms

G. DISCUSSION ITEMS

1. Review of the Community Center Site Plan-Dale Porter
2. Parking Plans/Recommendations-Alexander Armani-Munn
3. Communication and Outreach for the Master Plan Update-Alexander Armani-Munn

H. OTHER BUSINESS

I. ADJOURNMENT

NEXT REGULAR MEETING: October 15, 2014 @ 6:30

The NDDA Board encourages citizen participation. Public hearings and the "unscheduled citizens" agenda item allow an opportunity to address the Board. Discussion is limited to 3 minutes and please address your comments to the Board. Thank you for your cooperation.

The NDDA Board may take action on any item included on this agenda, regardless of the heading under which such item appears.

Discussion items may become action items if the Board determines that deferring final action on an item to a subsequent meeting is unnecessary or unwarranted and that taking immediate action does not compromise any third-party's rights.

The NDDA Board of Trustees meeting packets and agendas are prepared on Friday before the Wednesday meetings and are available on the NDDA website, www.neddda.org. Copies of the agendas and meeting packet are available at no cost via email from

patricia.everson@gmail.com. The information is reviewed and studied by the Board members, eliminating lengthy discussions to gain basic understanding. Short discussion on agenda items does not reflect lack of thought or analysis.

Town Of Nederland
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
NEDERLAND COMMUNITY CENTER 750 Hwy 72 Nederland, CO 80466
Multi-Purpose Room
August 20, 2014
DRAFT REGULAR MEETING MINUTES

A. CALL TO ORDER

Meeting Convened at 6.38 pm

B. ROLL CALL

Present: Katrina Harms, Amanda Kneer, Susan Schneider, Peter Marshall, Karina Luscher, and Jeffrey Green

Absent: Kevin Mueller

Also present: Town Treasurer Eva Forberger, Town Intern Alexander Armani-Munn, Town Administrator Alisha Reis

C. PUBLIC COMMENT ON NON-AGENDA ITEMS (Speakers limited to 3 minutes)

Ron Mitchell would like to request that the "Back In Parking" item he requested to be put on the 8/20/14 agenda at the DDA 7/16/14 meeting to be discussed tonight.

Katrina Harms pointed out that the DDA had a budget workshop prior to this this meeting, so the DDA is pressed for time, and also that the DDA will be discussing parking at the 9/17/14 meeting so that would be a more appropriate time to discuss this item.

The board agrees to discuss the item at the next agenda.

D. CONSENT AGENDA

1. Approval of Meeting Minutes from the July 17, 2014 Meeting-Cindy Downing-Secretary

Amanda Kneer pointed out in Informational Item E. 2. Treasurers Report, that the word "Seth" should be changed to "staff".

Motion to approve minutes from the July 17, 2014 with the correction made my Amanda Kneer, seconded by Susan Schneider. Motion passed unanimously.

2. Approval of Warrants-Eva Forberger-Treasurer

Motion to approve warrants made by Susan Schneider seconded by Amanda Kneer. Motion passed unanimously.

E. DIRECTOR/STAFF/COMMITTEE REPORTS

1. Treasurer's Report-Eva Forberger-Treasurer

A Treasurer's report was included in the packet. Eva Forberger included a sales tax update in the packet.

2. Town Administrator Report on items affecting NDDA- Alisha Reis- Town Administrator

A report was included in the packet. This will be Alisha's last report since Kevin Mueller is a Trustee Liaison who will provide a BOT report. There is a new mixed use building going in next to the Black Forest that is about 12,000 square feet. This space will be used for warehouse, assembly, office and retail. They will also offer dock space for shipping opportunities for other other people in the community to use. They are looking to start building in the next month.

The Master Infrastructure plan was approved at the Board of Trustees meeting. They made a few tweaks and cleanups at the meeting and finalized the plan, which will be posted on the Town website. There are about \$10,000,000 in short term improvements in the next 5 years, and \$17,000,000 in long term work. Eva Forberger will be working on a financial plan for implementing the Master Infrastructure Plan. In all likelihood they will need to explore revenue expansion in the next 3-4 years.

The proposed event, Buds, Burger and Beers did not pass at the BOT meeting so it will not be occurring in the next year.

The fireworks item passed and the BOT has pledged \$5,000 to the fireworks.

3. Nederland Board of Trustees Report - Kevin Mueller

Kevin Mueller was not present to provide a report.

4. NDDA Chair Report- Katrina Harms

A report was included in the packet. The Marketing and Tourism grant that the Town approved will be \$44,108 (per Alexander Armani-Munn) with the match from the Town and DDA. The BOT approved it with some stipulations so 20% will be in advertising and the other 80% for getting people to stop as they are driving through town.

F. INFORMATIONAL ITEMS

1. Presentation in regards to establishing an entertainment district in downtown Nederland-Ron Mitchell

Ron Mitchell informed the DDA that there was an Entertainment District Law passed in 2010 that allows for downtown districts to become entertainment districts. This allows for people to have entertainment in the streets and people can carry liquor in the designated areas. It is highly successful, and since the Town of Greeley has done this, their sales tax revenue has increased 25%. The entertainment area has to be at least 20,000 feet, have 5 businesses to participate, and they have to form a board. The Greeley DDA supports this, and Ron feels the NDDA should support an entertainment district as well. Mitchell said he hired a lawyer who drafted a sample ordinance for the entertainment district and gave it to the Town for the Town attorney to review and critique. Mitchell said he would encourage everyone to go to Greeley to see their entertainment district. He also said that the events are family friendly, and many towns in Colorado are moving in this direction. Ron suggests the DDA could take funds from contingency to fund the entertainment district.

Amanda Kneer would like to know what the size of Greeley's entertainment district is.

Ron Mitchell replied that it is 2 city blocks. Mitchell also says that the Entertainment District Board can decide what kind of area they would like and decide the parameters.

Ron Mitchell states that the DDA in Greeley provides umbrellas, tables and fencing for the district. He said their expenses have gone down and revenue has gone back up.

Jeffrey Green believes an entertainment district would have ongoing costs. He thinks it is a good idea but even if the DDA were to buy the tables, umbrellas and fencing, who would set up the tables, store them, and who would clean up? Green would like to know if this would be an ongoing cost to the DDA?

Amanda Kneer feels it is divergent to have a separate performance space at Guercio ball field and also one in the Downtown District.

Katrina Harms asks the board if they would like to pursue getting the information and to make this an action item. Harms would also like to see examples from other towns, and how much it would cost the DDA to support an Entertainment District?

Ron would like \$5,000-\$10,000 out of contingency funds. Mitchell also states that he has paid an attorney to look over a proposal for him, and he is also going to circulate a petition to local businesses to find out who would like to participate. He also feels like businesses will not want to do an Entertainment District without support from the DDA.

Jeffrey Green likes the concept but he would like to have all the details written down in an official proposal so the board can vote on it. Green would also like to know not only what businesses would like to participate, but also how much money they would like to pledge.

Susan Schneider feels that \$5,000-\$10,000 is a vague number and a large part of the budget. Schneider does not want to throw money at something that she is not sure businesses want. Schneider feels if local businesses do not want to do it, then it does not make sense if the DDA puts money into it.

Karina Luscher said it feels like Mitchell wants this to happen in a backward fashion. The DDA is being asked to support an idea when there is no real information on this. Luscher feels like Ron needs to go to businesses, and get a board together to form an official proposal.

Mitchell suggests he can get some people from Greeley to come and present to the board so they can understand how this works.

Peter Marshall would like to know, before money is thrown into developing an Entertainment District, if there is a difference between a special use permit and an Entertainment District? Is it possible to just get a couple of special event permits?

Alisha Reis is going to check on this because every business has a licensed premise that goes to a certain area. The common consumption districts expand that beyond all of the licenses to encompass a broader area.

Mitchell said his daughter Annette will be the person to contact in the future in regards to this.

Katrina Harms feels this is a great idea and she is on board as long as local businesses support this.

Public Comment: Cynthia Shaw who owns the Pioneer said her and Ron have been talking about this idea over the past year. She feels anything that brings people to this town is a good idea, and she supports it. She is willing to put her time, energy and money into supporting this idea.

Susan Schneider said if the local businesses want to do this then it is the DDA job to help them. Schneider would also like to know if this is an initial investment for the DDA or an ongoing investment.

Ron Mitchell replies that this would be an ongoing investment, but it produces substantial revenue for Greeley, and he feels it would for Nederland as well. Mitchell is going to try to get someone from Greeley to come and present to the next meeting.

Amanda Kneer thinks it would be good if a summary of Greeley's or Westcliffe's process on this could be provided at the next meeting.

G. ACTION ITEMS

1. DRCOG Scoring of NDDA projects – Kevin Mueller

Kevin Mueller was not present for this meeting so Katrina Harms provided a report. This scoring is due September 19 and needs to be approved by the BOT. This can be presented on September 2nd or September 16th.

Alisha Reis informed the Board that she is attending the required TIF training workshop in Thornton, and she needs to know what the DDA priorities are. Reis said she will do the

basics but she will need this information, as she will be advocating on behalf of the DDA . After Reis attends the training on Tuesday, she will email everyone and let them know how the training went and how things are looking. After that, Kevin Mueller will bring this information to the board on September 2nd to get a preliminary idea and it has to have approval on the September 16th so they can submit on September 19th.

Katrina Harms said there are here are two projects that have been identified as important to the Town and one is within the DDA's POD, that may fit into the TIP. They are the intersection of Lakeview and Highway 119 and the emergency bridge across Middle Boulder Creek east of Highway 119. These projects are also in the draft of the Town's Master Infrastructure Plan (MIP) and have been reviewed with preliminary improvement/project scope and cost. She feels the Pedestrian and possibly the Lakeview Project would fit into Congestion or Roadway Operational Improvement. Harms also states that CDOT likes connectors and and we could redesign that whole area. By fixing how people cross. and add the pedestrian and bike path, this will make it a bigger project it will be more points.

Motion to move these two projects to DRCOG scoring made by Jeffrey Green seconded by Amanda Kneer. Motion passed unanimously.

Katrina Harms suggest we discuss item 2. Request for funding in the 2015 Budget in the amount of \$10, 000 for the 4th of July Fireworks-Peak to Peak Healthy Communities

Barbara Hardt said they are requesting money not just for fireworks, but also for a festival that will be held downtown. The event would go from 9am until the fireworks start. There will be several events at the festival. They are looking for money to put the entire event together, and they feel they will need \$25,000 for the event. Hardt also states that the BOT did allocate \$5,000 to the event.

Susan Schneider would like to know what other projects they have in mind for additional funding they will need.

Hart said they are going to try to get \$5,000 from additional area business, and that so far they have a pledge of \$3,000.

Jeffrey Green suggests that they can ask businesses for a donation and the DDA will do matching funds. He feels this will help to get businesses to participate if the the DDA is doing matching funds.

Amanda Kneer would like to know what percentage of the budget did the BOT donate.

Eva Forberger replied that it is less than a half of a percent of the BOT budget.

Barbara Hardt said that Boulder County Parks and Recreation is interested in this as a heritage event and may donate but this event has to be solidified first.

Peter Marshall would like to know if this money covers the fireworks

Barbara Hardt said the fireworks will be \$18,000 to \$20,000. They are going to request that the contracted company not use any of the large compression bombs and that they use smaller ones in hopes that they will extend the show. She thinks the show averages about \$500 a minute. Hart says she feels the fireworks will keep people in town and draw in additional money for local businesses.

Amanda Kneer would like to abstain from any decisions since she is the Treasurer for the Peak to Peak Foundation.

Susan Schneider would like to know how much wiggle room is in next years budget.

Eva Forberger said the budget is tight since it is only \$27,000.

Katrina Harms feels since there is another budget workshop coming up, they will look at a more finalized budget. She feels the DDA is in support but they need a more finalized budget first.

Deb DAndrea feels everyone in the DDA is supporting the festival, but she feels there is hesitancy in the amount they have asked for. She would like to know if the DDA can donate \$5,000 and then match any additional funds. For instance, if they raised an additional \$2,000 then they would give a total of \$7,000.

Amanda Kneer states that the DDA gets their money from property taxes in the district and the budget will not increase much on a yearly basis.

DAndrea asks if money has been set aside for marketing for the DDA so perhaps when she writes a proposal she ask for help with marketing.

Katrina Harms said the event could be marketed through the DDA as part of advertising through all of Town and she could speak to Alexander Armani-Munn in regards to this.

Alexander Armani-Munn said they will do publications throughout the next year and perhaps next May and June they can focus on the fireworks.

Katrina Harms asked Peak to Peak to give the DDA 30 days to finalize budget so they can see what is realistic to donate.

Katrina suggest we move up the 3. Presentation of the NDDA logo design – Alexander Armani-Munn

Two logos have been submitted by Jess Ansari. Armani-Munn would like approval of one of the two designs.

Motion to approve design #1 from Jess Ansari made by Amanda Kneer seconded by Karina Luscher. Motion passed unanimously

2. Presentation of the NDDA website proposal – Alexander Armani-Munn

Over the course of the last month Alexander has met with two local developers, Spafford Ackerly and Jennifer McLaughlin. Both designers seem capable but Spafford is more responsive and gave a very detailed proposal. Alexander would like approval to move forward with Spafford. He feels \$5,000 would cover the costs, and Spafford may likely come in under budget for that. If the DDA approves the website, it will most likely launch next month.

Armani-Munn said they are focusing on engagement and transparency. They would like to incorporate a directory of downtown businesses as well as a Google map. Business owners will be able to go on, register and provide information for their business. There will also be a blog a blog so people can comment on the site.

Armani-Munn said Spafford proposed Word Press sites which are user friendly. Spafford also offered to provide support at an hourly rate, and also to work with a member of the DDA to train them to use the site.

Motion to accept the NDDA website proposal from Spafford Ackerly and allocate \$5,000 from the budget made by Jeffrey Green, seconded by Susan Schneider. Motion passed unanimously

H. DISCUSSION ITEMS

1. Discussion and update of the vendor licensing issue

Alisha Reis said the majority of the BOT did not feel this is a pressing issue. Reis feels they need look at mobile selling of all kinds, and the BOT would like the DDA to look at the code first. Reis also noted that there was also an idea where they could get the Planning Commission and the DDA together

Jeffrey Green said he tried to get together with the Planning Commission but was not successful. Green also informed the board that he had been doing research on vending in other towns and found the codes included the following restrictions:

- Limit in proximity to other food sellers
- Background checks
- Must be 18 and over
- 50 feet from any residential zone
- Can not impede traffic

Alisha Reis feels the DDA should get together first and invite the SAB, and if they don't want to participate, then pass it to SAB before it goes to review for BOT.

Amanda Kneer would like local businesses to attend the workshop.

3, Consideration of a Public Outreach Plan-Alexander Armani-Munn

Alexander Armani-Munn feels like everyone is on the same page with what they would like to see in the Master plan. He feels the board needs to start moving to the phase of how

we present this to business owner and residents He would like the Board to start thinking about this and would like to know how the Board would like to start. Arman-Munn feels it be a good idea to approach business owners and let them know what the DDA's Master Plan and Vision Statement is, get business owners input and then bring that to the public. Alexander suggest perhaps a business event, or an ongoing survey online might be a good idea. He would like to know how the board wants to approach public outreach.

Jeffrey would like to have a NDDA night at the Very Nice Brewery, perhaps one Wednesday a month he could host an event.

Susan Schneider suggests rotating this event between other businesses.

Katrina Harms feels it s a good idea to understand what the DDA would like out of these events.

Alexander proposes convening a workshop to focus on this in September and put together an outline for these events. After the outline is completed, perhaps they could start the events in October.

Susan Schneider would like to know if there is any way they could consider this kind of an event space that Ron is providing as a town square. Because perhaps that would free up some funding?

Eva Forberger said if they used this as part of debt authorization and used TIF money they could do some things. It may not happen right away but it's part of the planning budget Eva said if you put it as part of the debt authorization and used TIF funding it would be possible.

I. OTHER BUSINESS

No other business.

J. ADJOURNMENT

Motion to adjourn made by Amanda Kneer, seconded by Susan Schneider. Motion passed unanimously.

Meeting adjourned at 8:43

NEXT REGULAR MEETING: September 17, 2014

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information is reviewed and studied by the Board members, eliminating lengthy discussions to gain basic understanding. Short discussion on agenda items does not reflect lack of thought or analysis.

Town of Nederland
Council Approval Report
(Council Approval Report)

Vendor		InvoiceNumber	Date	Description	Due Date	Invoice Amt	Approved Amt	Account Number	Account Description	Budgeted \$	YTD Balance
First Street Bar & Grill, 35 E 1st St, Nederland, CO, 80466		08.12.14	08/21/14	DDA Pizza and Salad	08/21/14	\$70.00	\$70.00	70-75-5830	Meals	\$1,000.00	\$729.90
							\$70.00				
Thai Restaurant, 155 Colorado 119, Nederland, CO, 80466		332650	08/21/14	NDDA Budget Work Session	08/21/14	\$110.00	\$110.00	70-75-5830	Meals	\$1,000.00	\$729.90
							\$110.00				
Total Bills To Pay:							\$180.00				



MEMORANDUM

To: Nederland DDA
From: Eva Forberger, Treasurer
Date: September 15, 2014
Re: Treasurer's Report

DDA Non TIF Funding

Year to date actual revenue is below budgeted revenue by \$520,292 primarily due to the timing of the NEDPEDS project which was pushed to next year (2015).

Year to date actual expenditures are below budgeted expenditures by \$491,892 primarily due to the timing of the NEDPEDS project and reduced costs for personnel.

DDA TIF Funding

Year to date actual revenue is on budget.

Year to date actual expenditures are below budgeted expenditures by \$77,637 primarily due to the timing of the NEDPEDS project.

TOWN OF NEDERLAND 2014 MONTHLY FINANCIAL REPORT

Aug-14	<u>2014 YEAR TO DATE (YTD)</u>		<u>Act vs. Bud</u>		<u>2014</u>
	ACTUALS	BUDGET	<u>var</u>	<u>%</u>	FULL YEAR BUDGET
<i>Preliminary and Unaudited</i>					
<u>DOWNTOWN DEVELOPMENT AUTHORITY</u>					
<u>NON TIF FUNDING</u>					
Taxes	16,989	17,462	(473)	-3%	26,193
Intergovernmental	-	284,000	(284,000)	-100%	426,000
Loan Proceeds	-	237,667	(237,667)	-100%	356,500
Miscellaneous	3,000	1,000	2,000	200%	1,500
Interest	183	333	(150)	-45%	500
TOTAL REVENUE	20,172	540,462	(520,290)		810,693
Personnel	1,816	8,667	(6,851)	-79%	13,000
Other Professional	584	600	(16)	-3%	900
Tax Collection	243	207	37	18%	310
Office	452	967	(514)	-53%	1,450
Communications and Outreach/Conference	905	1,200	(295)		1,800
Sidewalk Maintenance	3,169	2,000	1,169	58%	3,000
Downtown Beautification	1,537	2,000	(463)	-23%	3,000
Other	565	-	565		43,000
Administration Allocation	4,333	4,333	(0)	0%	6,500
Capital	26,784	512,307	(485,523)	-95%	767,461
TOTAL EXPENDITURES	40,389	532,281	(491,892)		840,421
CHANGE IN FUND BALANCE	(20,217)	8,181	(28,398)	-347%	(29,728)
FUND, BEGINNING BALANCE	52,702				52,702
FUND, ENDING BALANCE	32,485				22,974
RESEVERED					12,323
UNRESERVED					10,651
<u>TIF FUNDING</u>					
TIF REVENUE	137,542	137,000	542	0%	143,000
Tax Collection	2,063	1,127	937	83%	1,690
Debt Service	68,371	146,403	(78,032)	-53%	219,605
CHANGE IN FUND BALANCE	67,108	(10,530)	77,637	-737%	(78,295)
FUND, BEGINNING BALANCE	118,363				118,363
FUND, ENDING BALANCE	185,471				40,068

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE:

INITIATED BY: Alexander Armani-Munn

INFORMATION: ACTION: OR DISCUSSION:

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AGENDA ITEM:

Update on the status of the new NDDA website.

SUMMARY:

At their August meeting, the board approved a contract with local web developer Spafford Ackerly to design and launch a new NDDA website. Since, Spafford has been working to develop the new site in preparation for an October launch. I will be providing the board members with a brief verbal update of the website's status and be informing them on the timeline for completion. Spafford will be on hand to introduce himself to board members.

RECOMMENDATIONS:

It is recommended that board members present feedback and relevant questions following the verbal update. Spafford has indicated that he will be able to provide board members with a link to the new website in the near future. This will allow board members to visit and explore the new site prior to a formal launch next month. It is recommended that board members take this opportunity to familiarize themselves with the site and to provide final feedback prior to the October launch.

FINANCIAL CONSIDERATIONS:

The board allocated \$5,000 for the new website. Spafford will receive \$4,000 for his work, and graphic designer Jess Prince will receive \$1,000 for assistance with branding on the new site. Spafford will be paid in three installments with the first payment likely to be made this week.

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE: 8/20/2014

INITIATED BY: Ron Mitchell

INFORMATION: ACTION: X OR DISCUSSION:

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AGENDA ITEM: Consideration of a creation of a Downtown Entertainment District

SUMMARY:

On 8/20/14 Mr. Mitchell presented the idea of an entertainment district to the DDA board. There was discussion as to the cost but no clear idea of the legal fees involved in writing and advising the BOT on an ordinance.

There also was a discussion around the fact that state statute calls for buy-in and the creation of a board from a certain percentage of the businesses in the district and that the cost of the events; music, security, signage, tables, etc... would have to be shared by the businesses in the district.

The DDA Board, in general, liked the idea of the district but with only one business from the proposed district in attendance at the meeting it was hard to get a clear idea as to whether it was something the other businesses would participate and help fund.

The Board asked Mr. Mitchell to show us that the other businesses in the district were on board and would participate, and to produce an estimate on the cost to the DDA.

Later in the meeting it was brought up again that maybe we could use FDGD as a test for how an entertainment district may look. That would mean waiting until March to make a decision.

RECOMMENDATIONS:

- 1) Work with Mr. Mitchell to finalize the concept and present to BOT for the creating of an ordinance.
- 2) Wait for March and use Frozen Dead Guy Days as a test run. Could also then be included in the community outreach planned for winter/spring.

FINANCIAL CONSIDERATIONS:

There are no financial considerations unless the DDA decides to provide some financial support to the Entertainment District.

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE: 9/17/2014

INITIATED BY: Ron Mitchell

INFORMATION: ACTION: X OR DISCUSSION:

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AGENDA ITEM: Consideration of a test for back-in parking

SUMMARY:

Mr. Mitchell has requested that the DDA consider supporting and recommending a test for back-in parking.

No additional information was available from Mr. Mitchell prior to packet publication.

RECOMMENDATIONS:

FINANCIAL CONSIDERATIONS:

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE: 9/17/2014

INITIATED BY: Katrina Harms

INFORMATION: ACTION: X OR DISCUSSION:

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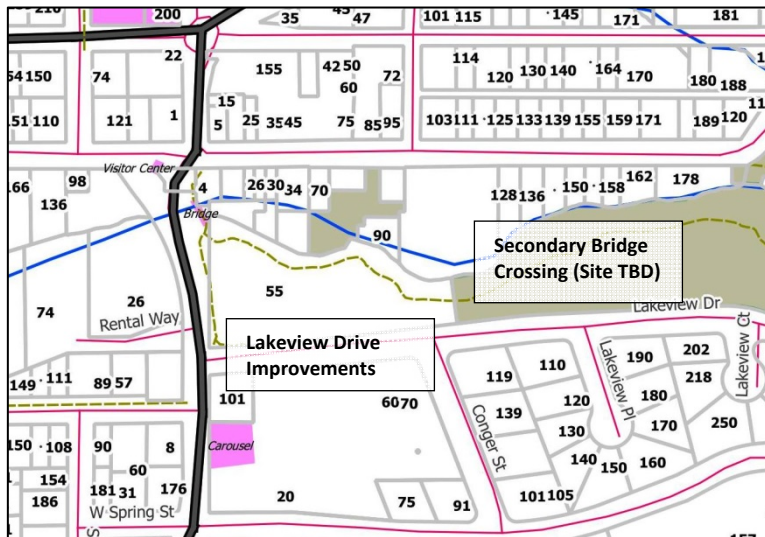
AGENDA ITEM:

Approval of the DRCOG TIP Grant application

SUMMARY:

Grant applications for the next funding cycle from DRCOG's Transportation Improvement Plan (TIP) are due September 19. The Board heard about this funding from Mayor Joe Gierlach in June during the DDA's joint session with the Trustees. DRCOG released a call for applications on July 28.

In the August 20th DDA meeting, the Board asked Town Administrator Alisha Reis to put together the TIP grant application for 2 projects -- the Lakeview/Highway 72



Intersection Improvement and the Pedestrian/Emergency Bridge projects – both highlighted in the Master Infrastructure Plan as important infrastructure projects for the Town and occurring in and important to, the DDA business district. Reis attended the mandatory training on the TIP scoring and process at the end of August and after discussions with CDOT and DRCOG representatives, determined it was worth it to score both projects for TIP grant money.

Both projects fit with CDOT's desire to get people off the highway in Nederland and provide multi-modal options from First Street to the Shopping Center, the two main "business districts" in town.

CDOT and DRCOG officials indicated that these projects would also make a good singular project, given that they leverage against each other to provide for better pedestrian, bicyclist and motorist safety and traffic flow in the downtown area. This may

mean a consolidated project would be more competitive in the grant process. Staff seeks direction from the DDA about whether to submit the projects as one or not.

The DDA/Town would know before the end of the year about receiving the grants and should we get the grant(s), project funding would start in July 2016, which would give us time to put the projects into the next debt authorization (April 2016).

The BOT will review the grant on September 16 to provide feedback and approve/not approve the grant application. If the BOT approves one or both the projects, then the DDA will provide any further feedback and approval.

The DRCOG TIP grant was also the funding source for the first phase of the sidewalks project, as well as the NedPeds project that will be built next summer. DRCOG officials said there is no prohibition against applying for further funds when another project is outstanding.

RECOMMENDATIONS:

Approve 1 or 2 projects, depending on BOT feedback, and authorize Ms. Reis to submit the TIP grant applications.

Staff recommends applying for the project as one, leveraging the improvements for better efficiencies in environmental study, design, construction and oversight. There is no right of way acquisition anticipated with this project.

FINANCIAL CONSIDERATIONS:

All numbers are estimated from preliminary engineering identified in the Master Infrastructure Plan. Final engineering would result in more exact figures.

- 1) The request to DRCOG for the Lakeview/Highway 72 Intersection project will be for \$276,000 with a local Nederland (DDA) match of \$69,000 for a total project cost of \$345,000. The match will be broken down between design in 2016 (\$9,000) and construction in 2018 (\$60,000).
- 2) The request to DRCOG for the Middle Boulder Creek Secondary Bridge project will be for \$345,600 with a local match (DDA) of \$86,400 for a total project cost of \$432,000. The match will be broken down between design in 2017 (\$14,400) and construction in 2018 or 2019 (\$72,000). Additional environmental study is also needed for this project, as it takes place within the Middle Boulder Creek riparian corridor and would contribute to the final location of the bridge. Those costs would be borne locally, as well, and would likely cost an estimated \$15,000 to \$25,000 in 2016 or 2017.
- 3) If the projects are combined, some efficiencies may result (e.g. streamlined engineering costs and mobilization costs for construction). However, the ballpark combined cost, based upon construction estimates given in the Master Infrastructure Plan, would be about \$785,000, including environmental study, design, and construction. The local match would total about \$175,000.

ATTACHMENTS:

- 1) Draft application for the Lakeview/Highway 72 Intersection Operations Improvement project
- 2) Draft application for the Middle Boulder Creek Pedestrian/Emergency Access Secondary Bridge project
- 3) DDA 2016 Projected Debt Authorization Analysis

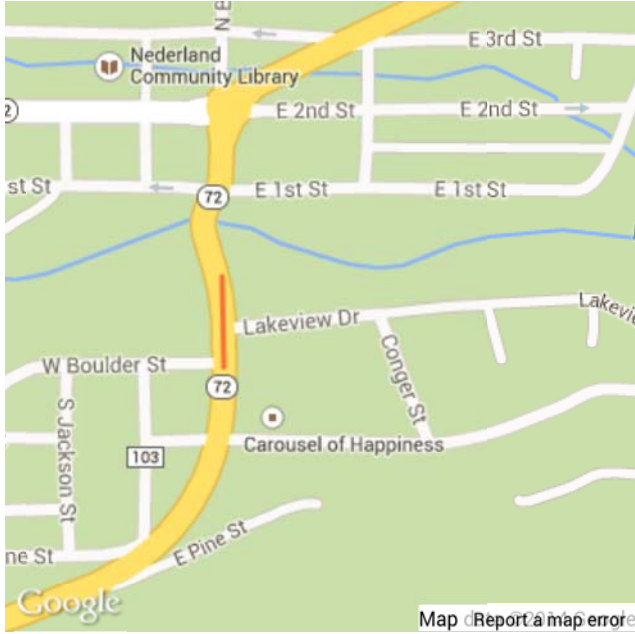
GENERAL INFORMATION

Total Submitted Score: 24.0

COG-ID	Nedl-2014-001
Sponsor	Town of Nederland
Project Name	Lakeview Drive Improvement Project : SH72 Between West Boulder Street and Rental Way
Project Type	Roadway Operational Improvements
Project Contact	Alisha Reis
Project Contact Email	alishar@nederlandco.org

LOCATION

Facility Name	Lakeview Drive Improvement Project
Limits	SH72 Between West Boulder Street and Rental Way



SCOPE

Improvement Scope	Project to improve the intersection operation at SH 72 and Lakeview Drive, between West Boulder Street and Rental Way, to allow for better vehicular access to portions of the Town's main business area (grocery store shopping center, banking center hardware store, etc.). A dedicated left turn lane is recommended in order to ease congestion, which backs up cars on SH 72, making for unsafe road operations and conditions for pedestrians and bicyclists. The project would also provide for improved movement and crossings for pedestrians and bicyclists.
Notes	Project is identified as a priority in the Nederland Downtown Development Authority's master plan and in the Town of Nederland's Master Infrastructure Plan (priority project No. 1 in roadway improvements).
End Construction	2019

FUNDING

Total project cost (in \$1,000's) **\$345000**

	2016	2017	2018	2019	Total
Federal	36000	0	240000	0	\$276000
State	0	0	0	0	\$0
Local	9000	0	60000	0	\$69000
Total	\$45000	\$0	\$300000	\$0	\$345000

Match Computations (2016-2019)

Local = **20.0%** of total
 State = **0.0%** of total
 State plus Local = **20.0%** of total (equals total match)
 Federal = **80.0%** of total

PROJECT PHASES

Year	Phase
2016	Initiate Design
2017	Initiate Environmental

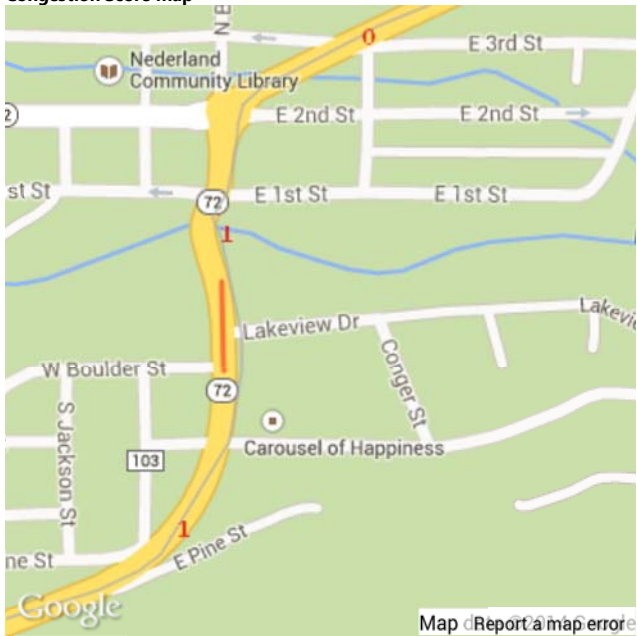
Roadway Operational Improvement Project Eligibility Criteria

Reminder: The key purpose of this project type is to address operational deficiencies at intersections.

- Projects shall be located on the [2040 Metro Vision Regional Roadway System](#).
 - Roadway operational projects may add through-lanes if:
 - Turn lane additions at appropriate intersections are also part of the project; and
 - The maximum length of any added through-lanes total less than one centerline mile.
 - Roadway operational projects at interchanges are allowed, with the exception of:
 - New travel movements (e.g., constructing a missing ramp)
 - New major flyover (or flyunder) ramps.
 - Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained or will be added as part of the project (minimum width of 5 feet). Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control.
 - Existing bicycle or transit infrastructure shall not be eliminated as a result of the proposed project.
-

Current Congestion

Congestion Score Map



Based on the degree of current (2011) congestion on the most congested approach or segment of the project:

12 points will be awarded to projects with a current congestion score of 16 or more; 0 points to projects with a current congestion score of 4 or less; with straight line interpolation in between.

Please reference the map above to find the congestion score for your roadway segments. If you find portions of the map not readable to receive your score, a pdf containing a list of the roads on the current congestion scores map can be found [here](#).

If your project spans more than one congestion score segment, please use the higher number for your calculations. If you are unable to locate or determine your correct score, please contact DRCOG staff.

Scoring Assumptions

For grade separations, the DRCOG congestion management program will use the following data as default:

- number of trains/day: from CDOT data (divide by 24 for hourly estimate);
- default average closure time is 3 minutes;
- default estimated recovery time multiplier = 1.5.

The sponsor may provide location-specific data to augment DRCOG data.

Enter the current congestion score from the information supplied by DRCOG:

1

Submitted Score: 0.0

Safety

Based on the project's estimated crash reduction and weighted crash rate in comparison to the statewide average, up to 7 points will be awarded. Appendix D of the Policy on TIP Preparation explains the point allocation found [here](#).

Is this operational improvement project at an intersection of two or more roadways or is this operational improvement project on a single roadway?

- Intersection operational improvement
- Single roadway operational improvement

Enter the average weekday travel (AWDT) for the affected section of the existing primary roadway(s):

Enter the length of the primary roadway segment, in roadway miles.

0.06 miles

Enter the following two items for **intersection operational improvement projects ONLY**. (suggested length is 1/10 mile for each approach)*

Enter the average weekday travel (AWDT) for the affected section of the existing secondary roadway(s)*:

Enter the length of the secondary roadway segment, in roadway miles*:

Enter the number of crashes by severity category over the **three most recent years** that data is available (sponsor supplied crash data is encouraged) at all appropriate

intersections, approaches, and road segments along the identified crash reduction computation area length. The crash data submitted should be for the distance identified. Please provide written documentation of all reported crashes, i.e. a collision diagram, print-out from your crash database or printout supplied to you by DRCOG, in your final submittal package.

of fatal crashes:

of injury crashes:

of property-damage-only crashes:

Estimate the potential reduction in the 3-year total number of relevant crashes from the project. Total crash reduction may not exceed 75 percent of the original three-year crash total. Refer to Table D-1 of Appendix D of the Policy on TIP Preparation for crash reduction factors found [here](#). Please provide written documentation of the methodology you use to compute crash reduction, in your final submittal package.

Number of crashes reduced:

Output: weighted annual crash range:

Output: computed crashes reduced per mile:

Sponsors were encouraged to use qualified traffic personnel for these computations. Please enter the name of the qualified traffic personnel you used:

Submitted Score: 0.0

Delay Reduction

Based on the project's current estimated person hours of travel (PHT) reduced during the AM peak hour plus the PM peak hour, 18 points will be awarded to projects reducing 198 PHT or more during the two peak hours; 0 points to projects reducing 10 PHT or less; with straight line interpolation between.

Scoring Assumptions

PHT Calculation:

1. Calculate vehicle hours of travel (VHT) using sponsor-supplied traffic data for both peak hours
 - a) For intersection projects, use intersection operations software (for multiple intersections, sum individual intersection improvements).
 - b) For grade separation projects, compute delay by [(average closure time) x (estimated recovery multiplier)] x [number of trains per hour] x [total volume in peak hour] / 60.
2. Calculate Average Vehicle Occupancy (AVO) = ((# of vehicles in both peak hours x 1.36) + total transit riders in the both peak hours) / (# of vehicles in both peak hours)
3. Calculate Person Hours Travel (PHT) = VHT x AVO

Source: sponsor computations based on sponsor-supplied traffic data. Use "[Max Load](#)" from RTD's Ridecheck data to calculate total transit riders in the peak hours (total all routes and runs that intersect project location within the AM and PM peak hours)

Only the columns needed for calculations in the Max Load spreadsheet are shown and highlighted in gray. Additional information is available by unhiding columns, but is not used for the TIP calculations.

AM peak hour VHT reduced:

PM peak hour VHT reduced:

Output: total delay reduction:

AM peak hour traffic volume:

PM peak hour traffic volume:

AM peak hour "Max Load" transit riders:

PM peak hour "Max Load" transit riders:

Output: calculated AVO:

Output: calculated PHT:

Submitted Score: 0.0

Funding-Effectiveness

Based on the project's requested federal funds per person hour of travel (PHT) reduced during the AM peak hour plus PM peak hour (entered previously). 12 points will be awarded to projects with a cost per PHT reduced of \$0; 0 points to projects with a cost per PHT reduced of \$240,000 or more; with straight line interpolation between. Score is automatically computed based on previously entered information.

Input: federal funding requested (in \$1000's):

\$276000

Output: federal funds requested per PHT reduced:

Submitted Score: 0.0

Transportation System Management

Up to 5 points will be awarded for the following features (of a possible 7) being added to or newly provided as part of the project.

Check all measures below that apply to this roadway project. Make sure you include a description of the project's TSM features in the project scope.

- provides raised, depressed or barrier medians for the entire length of the project (1 point)
- consolidates existing accesses (driveways, side streets) (1 point)
- provides left turn lanes at signalized intersections (1 point)
- provides new or improved signal interconnection (1 point)
- provides new or improved ITS infrastructure (1 point)
- provides infrastructure that implements an approved incident management plan (1 point)
- provides bicycle detection at signalized locations (i.e., in-pavement loops, video, microwave) (1 point)

Submitted Score: 1.0

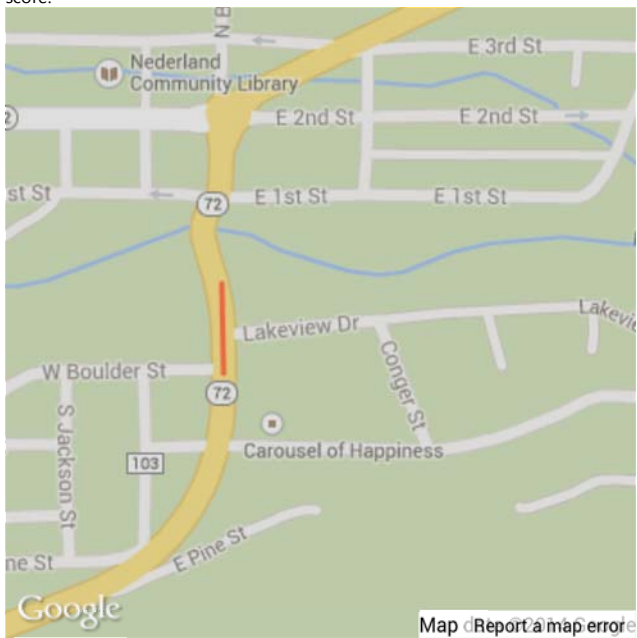
Multimodal Connectivity

Up to 18 points (of a possible 47) will be awarded for the following features existing and being retained, or being included in, and newly constructed by the project. The project scope must include a description of these measures.

- Providing a physically-protected facility (includes, but not limited to the use of bollards, landscaping, curb) for bicycle travel (8 points)
- Adding a new travel lane or redesigning an existing general purpose travel lane for transit/HOV use for a continuous distance longer than a transit/carpool queue jump lane (8 points)
- Including a major transit/HOV operational features - transit/carpool queue jump lanes (5 points)
- Including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) (2 points)
- New bicycle and/or pedestrian facility directly touches a school property (2 points)
- OR new bicycle and/or pedestrian facility is within 1/8 mile of a school property (1 point)
- Providing new bicycle and/or pedestrian facility directly touching passenger rail, BRT station, park-N-Ride lot, transit terminal (all currently open on or before 2025), or existing bus stops serving multiple routes or high frequency service (2 points)
- OR New bicycle and/or pedestrian facility is within 1/8 mile of passenger rail, BRT station, park-N-Ride lot, transit terminal (all currently open on or before 2025), or existing bus stops serving multiple routes or high frequency service (1 point)
- Widening sidewalks to a minimum width of 8 (2 points)
- Detaching sidewalks to a minimum buffer of 6 feet from the roadway (2 points)
- Incorporating transit priority at project traffic signals (2 points)
- Providing one or more protected roadway crossings for pedestrians (e.g., center refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.) (2 points)
- Building pedestrian linkages to other adjacent land uses (other than schools) (1 point)
- Including minor transit operational features - bus pads (1 point)
- Providing bike amenities (e.g., bike racks, bike lockers) (1 point)
- Installing bike counters at newly constructed facilities (1 point)
- Providing pedestrian-oriented street lighting for the entire length of the project (1 point)
- Providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project (1 point)
- Adding a new bike lane or shoulders as part of the project (4 points)

Environmental Justice

3 points will be awarded if 75% or more of the project length is located within and provides benefits to an RTP-defined environmental justice area. See the map below to score.



Is the estimated percentage of your project located within an RTP-defined environmental justice area greater than 75% (as shown in the dark shaded areas on the map)?

- Yes
- No

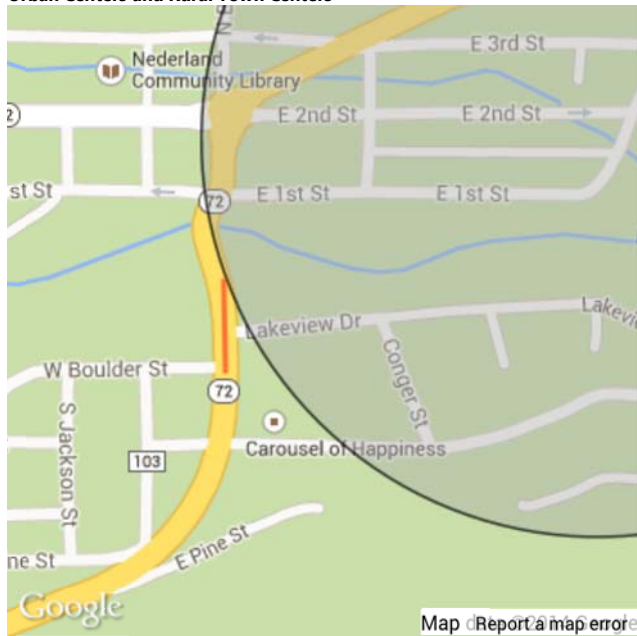
If you answered yes, you must identify the benefits and disadvantages of the project to the environmental justice community below:

The project will provide for all types of transportation to take place in a safer fashion for all people, regardless of income. This project advances connectivity to the Town's bike and pedestrian routes, as well as the regional N RTD route, which connect the Nederland community to the Front Range communities. This is further enhanced by the community-wide EcoPass, for which all residents and property owners are eligible. No disadvantages are anticipated.

Submitted Score: 3.0

Project Location-Related Metro Vision Implementation

Urban Centers and Rural Town Centers



Is the project within 1/4 mile of an urban center or rural town center identified in the adopted Metro Vision 2035 as shown on the map above or [here](#) (see dark gray shaded areas; you may need to zoom out)? (5 points)

- Yes
- No

If you clicked yes (project is within 1/4 mile of an urban center or rural town center), and the project exhibits at least three of the following characteristics, it will receive 5 points:

- Proposed project is located within an urban center or rural town center served by transit with 30 minute combined service headways or less in the peak periods
- Proposed project is located within an urban center or rural town center where the community has implemented zoning or development plans that allow a mix of uses
- Proposed project is within an urban center or rural town center where the community has adopted parking management strategies that minimize the potential negative effects of parking on urban center development and multimodal access
- Proposed project is located within an urban center with community commitment to preserve or develop affordable housing (rentals available to households earning 0-60% of Area Median Income and/or for-sale units for households earning 0-80% of AMI). Preservation means replacing existing affordable units on a 1-for-1 basis. Community commitment for new affordable units could include approved developments with an affordable component, inclusionary housing ordinances, housing trust fund, or other development incentives (e.g. permit streamlining, fee reductions, etc)
- Proposed project is identified in an adopted Urban Center Master Plan or Station Area Master Plan

"Modified" Urban Growth Boundary/Area (UGB/A)



Is the project within, or partially within, the modified Urban Growth Boundary/ Area (UGB/A) (as shown in the dark shaded areas on the map)?

- Project is entirely contained within the established UGB of a UGB community or the 'committed area' of a UGA community (4 points)
- Project is partially within the established UGB of a UGB community or the 'committed area' of a UGA community (1 point)
- Project is not within the established UGB of a UGB community or the 'committed area' of a UGA community (0 points)

Job Growth and Environmental Justice

***** PLEASE NOTE: Sponsors should request job growth data no later than 2 weeks before the application deadline *****

A request for DRCOG staff to provide project location-related job growth numbers needs to be made by emailing [here](#). Please provide the following: 1) Sponsor 2) COG-ID, project name and limits and 3) ESRI shapefile containing your project limits.

Scoring Assumptions: 2 points will be awarded to a project that added 1,000 or more additional jobs between 2005-2013 (or the most recent 2014 data) within a 1/2 mile radius; 1 point that added 500-999 additional jobs. ALSO, 1 point will be awarded if the project received both 'job growth' and environmental justice points.

- More than 1,000 jobs were added within the 1/2 mile project buffer per DRCOG calculations (2 points)
- Between 500 and 999 jobs were added within the 1/2 project buffer per DRCOG calculations (1 point)
- None of the above (0 points)

Output: Environmental Justice **AND** Jobs Points: (1 point)

0

Submitted Score: 14.0

Sponsor Related Metro Vision

Demonstrate jurisdiction's plans, programs, and policies to support healthy and successful aging. Please see the Boomer Bond Assessment Tool and Toolkit for example implementation strategies. (1 point)

- Yes
- No

Provide jurisdiction's adopted plan for either bicycle, pedestrian, transportation demand management, or transit forms of travel. Demonstrate implementation showing an example project in the jurisdiction's currently adopted capital improvement program, operating budget, or equivalent. (1 point)

- Yes
- No

Jurisdiction signed the Mile High Compact. (2 points)

- Yes
- No

Local jurisdiction has made a Particulate Matter (PM) conformity commitment (submitted to DRCOG before July 31, 2014) for the horizon year in the RTP (2040).

- Yes
- No

Specify the commitment (3 points)

Based on the survey of past performance conducted annual in June by the RAQC, if the sponsor or project's local jurisdiction has a current practice that exceeds the specified amount. (4 points)

- 30 percent or more

- 45 percent or more
- 55 percent or more

Is the sponsor or project's local jurisdiction meeting its 2015 conformity commitment in current practice? The most recent survey of past performance conducted by the RAQC will be compared to the conformity commitments assembled for the 2040 RTP conformity. (1 point)

- Yes
- No

Submitted Score: 3.0

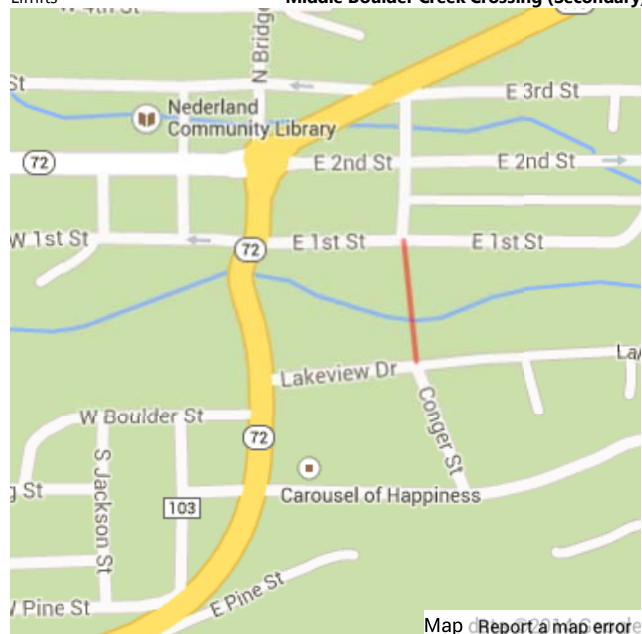
GENERAL INFORMATION

Total Submitted Score: 48.0

COG-ID	Nedl-2014-002
Sponsor	Town of Nederland
Project Name	Middle Boulder Creek Bridge Project : Middle Boulder Creek Crossing (Secondary)
Project Type	Bicycle and Pedestrian Projects (New)
Project Contact	Alisha Reis
Project Contact Email	alishar@nederlandco.org

LOCATION

Facility Name **Middle Boulder Creek Bridge Project**
 Limits **Middle Boulder Creek Crossing (Secondary)**



SCOPE

Improvement Scope	The project would provide for a pedestrian and bicyclist crossing of Middle Boulder Creek, which runs through the west to east through the heart of the community and our downtown. The project would provide for a secondary bridge crossing, which also would accommodate emergency vehicles, as needed. The project would divert pedestrians away from the primary highway bridge crossing at SH 72 and connect two pre-existing roadways.
Notes	Project has long been identified as a need in order to provide a secondary crossing of the creek, which bisects the community. The plan is identified in the Nederland Downtown Development Authority's master plan (partner) and the Town of Nederland Master Infrastructure Plan.
End Construction	2018

FUNDING

Total project cost (in \$1,000's) **\$432000**

	2016	2017	2018	2019	Total
Federal	0	57600	288000	0	\$345600
State	0	0	0	0	\$0
Local	0	14400	72000	0	\$86400
Total	\$0	\$72000	\$360000	\$0	\$432000

Match Computations (2016-2019)

Local = **20.0%** of total
 State = **0.0%** of total
 State plus Local = **20.0%** of total (equals total match)
 Federal = **80.0%** of total

PROJECT PHASES

Year	Phase
2017	Initiate Design
2017	Initiate Environmental

Bicycle/Pedestrian Project Eligibility Criteria

- New construction projects will result in a paved facility (hard, all-weather surface comprised of new/recycled asphalt and/or concrete) where pedestrian and/or bicycle infrastructure does not currently exist.
- Upgrade construction projects provide safety/operational improvements to an existing facility that is not currently designed appropriately to accommodate its current use (ADA and AASHTO design standards are still applicable).
- Reconstruction projects must reconstruct the total pavement of a facility due to pavement deterioration. To be eligible, the Pavement Condition Index, computed according to the methods in [Appendix G](#), must have a PCI score of 25 or less for asphalt surfaces and 35 or less for concrete surfaces.
- Projects must be on facilities contained in an adopted local plan.
- Any new pavement must be designed and constructed to withstand occasional vehicle travel (emergency vehicles).
- If project consists of multiple, non-contiguous elements, all elements must either be a) on the same facility (primary corridor) OR b) within .25 miles of the largest element of the project.
- All projects intended for multiple user types (bicycle and pedestrian) are required to be constructed to a minimum width of 8 feet for the entire length of the project.
- All projects must score a minimum of 1 point in the connectivity evaluation criterion to be eligible.

RTP Priority Corridors

If the project consists of multiple elements not all on the same corridor, scoring in this category will be based on the largest contiguous element. Score 5 points maximum.

Please select the characteristic that best describes your pedestrian/bicycle project (select only one, up to 5 points possible):

- Bicycle or bicycle/pedestrian project** is on or within 1/4 mile of a [Regional Bicycle Corridor](#) represented in the Metro Vision RTP AND fulfills the function of the Regional Bicycle Corridor facility (5 points)
- Bicycle or bicycle/pedestrian project** is on or within 1/4 of a Community Bicycle Corridor represented in the RTP AND fulfills the function of the Community Bicycle Corridor (3 points)
- All other **bicycle or bicycle/pedestrian projects** (1 point)
-

Pedestrian ONLY project along or within 1/8 mile of a [Metro Vision RTP major regional arterial and above](#) or rapid transit AND fulfills the function of that facility (5 points)

- Pedestrian ONLY** project along or within 1/8 mile of a Metro Vision RTP principal arterial AND fulfills the function of pedestrian movement for that facility (3 points)
- All other **pedestrian ONLY** projects (1 point)

Submitted Score: 1.0

Safety

Project will be evaluated on the anticipated improvement of existing safety problems. Four measures will be evaluated.

Relevant Documented Crash History

- involving non-motorized traffic,
- in the area affected by the facility; and
- occurring over the last 3-year period for which data are available

1 point will be awarded for each applicable injury and fatal crash, up to a maximum of 5 points.

Enter the total number of documented crashes in which a pedestrian or bicyclist was killed or injured:

Speed Limit

If the existing facility is a roadway that allows interaction between motorized and non-motorized traffic, and if the project will build a new facility for the non-motorized traffic that eliminates or reduces the conflict factor, the project will earn safety points. Based on the speed limit of the existing facility, up to 4 points will be awarded.

What is the speed limit of the roadway that interacts with the project being constructed or upgraded?

- Existing speed limit is 40 mph or more (4 points)
- Existing speed limit is either 30 or 35 MPH (2 points)
- Existing speed limit is less than 30 MPH or the project is not near and doesn't interact with a roadway (1 point)

Facility Lighting

1 point will be awarded to projects that will provide new or upgraded ADA/AASHTO compliant lighting to facilitate non-motorized travel on the proposed facility.

Will new or upgraded ADA/AASHTO compliant lighting be installed as part of the project?

- Yes (1 point)
- No (0 points)

Protected or Grade Separated Facilities

2 points will be awarded for constructing a new at-grade physically-protected bicycle facility (includes, but is not limited to, use of bollards, landscaping, curb) or a new grade-separated facility.

Will the project provide a new at-grade physically-protected or grade-separated bicycle facility?

- Yes (2 points)
- No (0 points)

Submitted Score: 4.0

Connectivity

Up to 25 points will be awarded for specific project attributes that address existing local or regional connectivity of non-motorized travel. Please select the following characteristics that apply to the funding request being scored.

Gap Closure (select only one of the following)

- Construct a facility that completely closes a gap between two existing similar bicycle facility/sidewalk sections (trail to trail, sidewalk to sidewalk, path to path, bike lane to bike lane) (7 points)
- Construct a new facility that completely closes a gap between an existing pedestrian/bike facility and an RTP roadway (arterial and above) that currently serves pedestrian/bicyclists (5 points)
- None of the above (0 points)

Access (select only one of the following)

- Facility directly touches a school property (4 points)
- Facility directly touches an employment center with greater than 2,000 jobs (3 points)
- Facility directly serves such destinations as employment, shopping, dining, or government buildings, or recreational destinations such as parks or recreational facilities (2 points)
- None of the above (0 points)

Barrier Elimination (select only one of the following)

- Entirely eliminate a barrier (railway, highway, waterway) for pedestrians or cyclists by constructing a new grade separation (bridge or underpass) or upgrading an existing one which provides a continuity of motion (i.e., no bike dismount or use of elevator) (6 points)
- Entirely eliminate a barrier (railway, highway, waterway) for pedestrians or cyclists by constructing a new grade separation or upgrading an existing one which DOES NOT provide a continuity of motion (i.e., bike dismount or use of elevator required) (4 points)
- Eliminate a barrier (railway, highway) for pedestrians or cyclists by providing a new controlled crossing where one does not currently exist (demonstrate achievement of signal warrant if signal proposed) or by upgrading an existing one to meet ADA and/or AASHTO standards (3 points)
- Construct or upgrade at least one phase of a multi-phase improvement (as identified in an approved plan) towards eliminating a barrier (railway, highway, waterway) (1 point)
- None of the above (0 points)

Transit (select only one of the following)

'Transit' in this section is defined as rail or BRT stations, park-N-Ride lots, transit terminals (all currently open or before 2025), and existing bus stops serving multiple routes or high frequency service (15 minute headways or less).

- Provide direct access to transit. Direct means physically touching the transit site or stop (6 points)
- Provide indirect access (extends the service of an existing linkage) to transit within 1 mile for bike projects and within 0.25 miles for pedestrian projects. Distance measured from the closest point of the project to the specific transit platform or stop (3 points)
- None of the above (0 points)

Location (select only one of the following)

- Project touches more than one local government entity (2 points)
- Project connects 2 or more existing neighborhoods (1 point)
- None of the above (0 points)

Submitted Score: 19.0

Multiple Enhancements

Up to 5 points (out of a possible 7) will be awarded for multiple enhancements (check all that apply):

- Provides a multi-use bi-directional facility (new or upgraded to) for use by both bicycle and pedestrians to a minimum width of 10 feet for 90% or greater of the length of the project (2 points)
- Includes signage/wayfinding with destinations and distances (2 points)
- Provides 20 or more bicycle spaces within 1/2 mile of the project and fulfills the function of that facility (1 point)
- Provides at least 10 spaces that are covered and/or considered long-term parking spaces that are secure (1 point)
- Connects or is adjacent to a bikeshare station (1 point)

Please enter the total number of bicycle spaces provided:

0

Please enter the number of spaces that are covered and/or considered long-term parking that are secure:

0

Submitted Score: 4.0

Use and Benefits/Existing Users

Indicator units will be computed by DRCOG staff using the DRCOG model and census information within a 1.5 mile radius of the project area. Indicator units are calculated in the following [way](#). Indicator units will be calculated by DRCOG staff when an email is sent for the job growth points in the Project Location-Related Metro Vision Implementation question. Please visit that criteria to submit for the indicator unit calculations.

For projects with non-contiguous elements, indicator units will be computed for each project segment. The overall indicator units for the project are the weighted average based on the percent of the project length in each element compared to the overall length.

Up to 15 points will be awarded based on calculated 'indicator units' for project benefits.

Results greater than 120,000 will receive 15 points; results less than 1,000 receive 1 point; with straight line interpolation between.

Submitted Score: 0.0

Funding Effectiveness

Funding effectiveness is determined by the federal funds requested divided by the indicator units. Projects with a funding effectiveness of \$1 or less will receive 10 points; projects with a funding effectiveness above \$60 will receive 0 points; with straight line interpolation between.

Output: federal funding requested per calculated indicator unit:

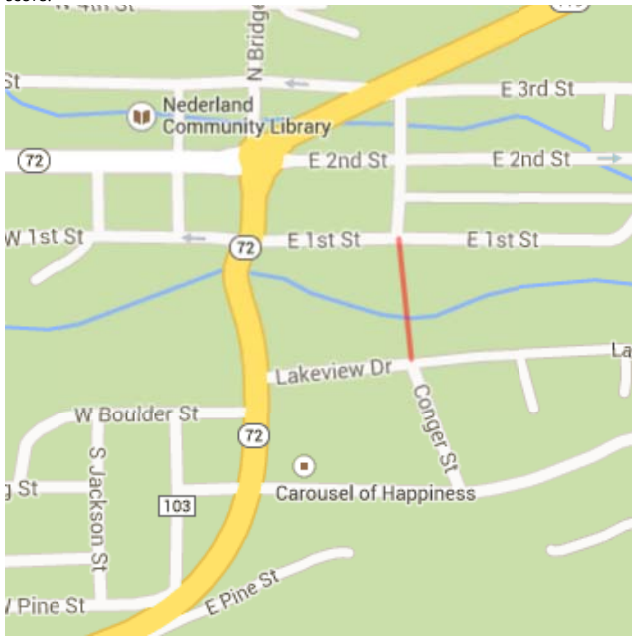
Input: federal funding requested (in \$1000's):

\$345600

Submitted Score: 0.0

Environmental Justice

3 points will be awarded if 75% or more of the project length is located within and provides benefits to an RTP-defined environmental justice area. See the map below to score.



Is the estimated percentage of your project located within an RTP-defined environmental justice area greater than 75% (as shown in the dark shaded areas on the map)?

- Yes
- No

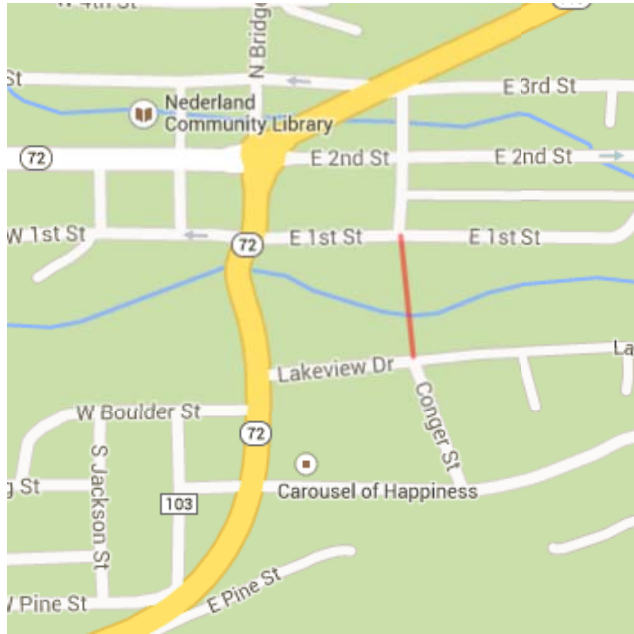
If you answered yes, you must identify the benefits and disadvantages of the project to the environmental justice community below:

The project will close a significant gap in mobility for pedestrians and bicyclists, as well as facilitate connections to regional transit service (free to all residents via the local, tax-supported community-wide EcoPass) via bus stops on both sides of Middle Boulder Creek. This project advances transportation opportunities for all people, regardless of income, within the Nederland community. No disadvantages are anticipated.

Submitted Score: 3.0

Project Location-Related Metro Vision Implementation

Urban Centers and Rural Town Centers

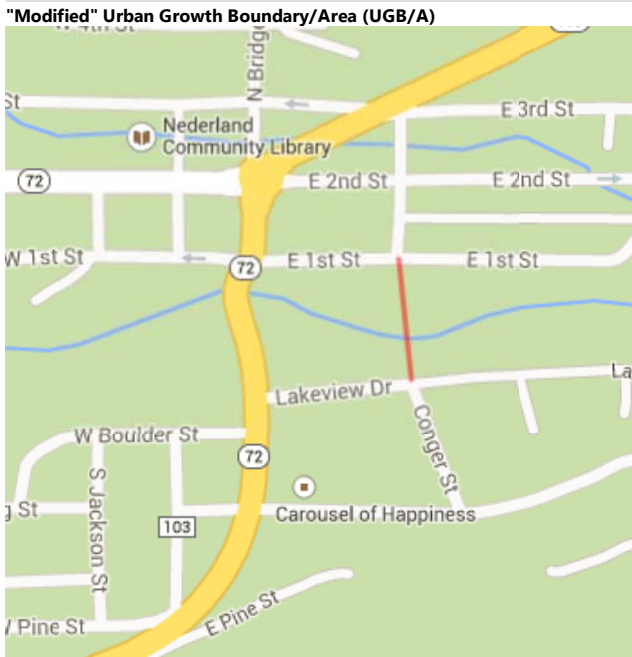


Is the project within 1/4 mile of an urban center or rural town center identified in the adopted Metro Vision 2035 as show on the map above or [here](#) (see dark gray shaded areas; you may need to zoom out)? (5 points)

- Yes
- No

If you clicked yes (project is within 1/4 mile of an urban center or rural town center), and the project exhibits at least three of the following characteristics, it will receive 5 points:

- Proposed project is located within an urban center or rural town center served by transit with 30 minute combined service headways or less in the peak periods
- Proposed project is located within an urban center or rural town center where the community has implemented zoning or development plans that allow a mix of uses
- Proposed project is within an urban center or rural town center where the community has adopted parking management strategies that minimize the potential negative effects of parking on urban center development and multimodal access
- Proposed project is located within an urban center with community commitment to preserve or develop affordable housing (rentals available to households earning 0-60% of Area Median Income and/or for-sale units for households earning 0-80% of AMI). Preservation means replacing existing affordable units on a 1-for-1 basis. Community commitment for new affordable units could include approved developments with an affordable component, inclusionary housing ordinances, housing trust fund, or other development incentives (e.g. permit streamlining, fee reductions, etc)
- Proposed project is identified in an adopted Urban Center Master Plan or Station Area Master Plan



Is the project within, or partially within, the modified Urban Growth Boundary/ Area (UGB/A) (as shown in the dark shaded areas on the map)?

- Project is entirely contained within the established UGB of a UGB community or the 'committed area' of a UGA community (4 points)
- Project is partially within the established UGB of a UGB community or the 'committed area' of a UGA community (1 point)
- Project is not within the established UGB of a UGB community or the 'committed area' of a UGA community (0 points)

Job Growth and Environmental Justice

***** PLEASE NOTE: Sponsors should request project indicator units and job growth data no later than 2 weeks before the application deadline *****

A request for DRCOG staff to provide project location-related job growth numbers and indicator units needs to be made by emailing [here](#). Please provide the following: 1) Sponsor 2) COG-ID, project name and limits and 3) ESRI shapefile containing your project limits.

Scoring Assumptions: 2 points will be awarded to a project that added 1,000 or more additional jobs between 2005-2013 (or the most recent 2014 data) within a 1/2 mile radius; 1 point that added 500-999 additional jobs. ALSO, 1 point will be awarded if the project received both 'job growth' and environmental justice points.

- More than 1,000 jobs were added within the 1/2 mile project buffer per DRCOG calculations (2 points)
- Between 500 and 999 jobs were added within the 1/2 project buffer per DRCOG calculations (1 point)
- None of the above (0 points)

Output: Environmental Justice **AND** Jobs Points: (1 point)

0

Submitted Score: 14.0

Sponsor Related Metro Vision

Demonstrate jurisdiction's plans, programs, and policies to support healthy and successful aging. Please see the Boomer Bond Assessment Tool and Toolkit for example implementation strategies. (1 point)

- Yes
- No

Provide jurisdiction's adopted plan for either bicycle, pedestrian, transportation demand management, or transit forms of travel. Demonstrate implementation showing an example project in the jurisdiction's currently adopted capital improvement program, operating budget, or equivalent. (1 point)

- Yes
- No

Jurisdiction signed the Mile High Compact. (2 points)

- Yes
- No

Local jurisdiction has made a Particulate Matter (PM) conformity commitment (submitted to DRCOG before July 31, 2014) for the horizon year in the RTP (2040).

- Yes
- No

Specify the commitment (3 points)

Based on the survey of past performance conducted annual in June by the RAQC, if the sponsor or project's local jurisdiction has a current practice that exceeds the specified amount. (4 points)

- 30 percent or more

- 45 percent or more
- 55 percent or more

Is the sponsor or project's local jurisdiction meeting its 2015 conformity commitment in current practice? The most recent survey of past performance conducted by the RAQC will be compared to the conformity commitments assembled for the 2040 RTP conformity. (1 point)

- Yes
- No

Submitted Score: 3.0

**NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
TIF ANALYSIS**

LIFE OF DISTRICT IN YEARS (TOTAL 30 YEARS)	1-13	14-30
YEARS	2006-2018	2019-2035

TIF Receipts (Projected*)	1,278,420	3,453,980
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** Projections are estimated based on future business activity*

	Loan Disbursements	Loan Payments w/Interest	Loan Payments w/Interest
Debt Authorization 2012	913,589		
Mutual of Omaha Loan	51,500	105,331	
Tractor	19,589	19,590	
Loan 1 - Town	248,500	265,596	
Sidewalk Phase 1	80,000	80,224	
NEdPeds	37,000	37,309	
NEdPeds	117,000	125,040	
Best and Brightest**	7,000	7,050	
NEdPeds**	310,000	320,000	
Other **	43,000	43,500	
Future Debt Authorizations	2,550,000		
Debt Authorization 2016	2,250,000		3,280,000
Other Projects	300,000		308,195
Total Debt Authorization	3,463,589	1,003,640	3,588,195

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE: 9/17/2014

INITIATED BY: Community Center Foundation Board

INFORMATION: ACTION: OR DISCUSSION: X

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AGENDA ITEM: Review of the Community Center Site Plan

SUMMARY:

The Community Center Foundation Board, appointed by the Board of Trustees in February 2013, worked for a year to look at not just the Community Center building but the whole Community Center “property” to come up with a plan for improving the area including drainage, parking, trails, buildings and access, and to take into consideration aspects of Envision 2020, the Comprehensive Plan and the Master Infrastructure Plan. The result is the Community Center Site Plan.

You can see the Plan at

<https://www.google.com/url?q=https%3A%2F%2Fwww.dropbox.com%2Fs%2Fvqbcn9q6tzzav7h%2FNed%2520other%2520board%2520presentation%2520-%252020140709.pdf%3Fd%3D0&sa=D&sntz=1&usq=AFQjCNEcuMV9a0nqsbI0Ez9xyTMO2Wp0LQ>

The CC Site Plan is subject to the Nederland Public Process and the CCFB is seeking the DDA’s feedback, comments and concerns. Dale Porter, CCFB Chair, or Alisha Reis, Site Plan committee members, will be on hand to answer questions.

The Community Center, even though it is not a part of the DDA district, is an important part of the Business Community through commercial kitchen rentals to several local food businesses that sell to downtown businesses.

The CC Site Plan primarily impacts the DDA in two ways: it plans for diversion and reduction of drainage water coming down the hillside so that less of it spill into the ravines carrying water down into the DDA district for you to deal with (as in 2nd st.). Second, the Site Plan envisions a multi-use Community Center with civic, recreational, cultural and social activities that forms the hub of community activity. Included in that may be increased use of the facility by out of town organizations that would also patronize town businesses.

RECOMMENDATIONS:

Feedback from DDA board members will be submitted to the CCFB and BOT to take into consideration before final approval.

FINANCIAL CONSIDERATIONS:

No direct, immediate financial benefit – the CCFB is outside the DDA district.

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE:

INITIATED BY: Alexander Armani-Munn

INFORMATION: ACTION: OR **DISCUSSION:**

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AGENDA ITEM:

A brief discussion on parking.

SUMMARY:

In previous meetings, the board has been informed of ongoing discussions in the community regarding improvements to parking management and regulation. To date, these discussions have been organized and lead by Town Intern Alexander Armani-Munn. I would like to see the NDDA begin facilitating these discussions and leading the development of recommendations for the Board of Trustees. I will debrief the board members on the progress and prevalent themes of the discussion up to this point.

RECOMMENDATIONS:

I recommend that the general theme of parking and the public outreach that has occurred so far in regards to this topic be incorporated into the NDDA's upcoming MPU public outreach process.

FINANCIAL CONSIDERATIONS:

None at this time.



MEMORANDUM

To: Town of Nederland Board of Trustees

From: Alexander Armani-Munn, Administrative Intern

Date:

Re: Recommendations for parking policy and management

On May 19 and June 30 of this year local business owners, commercial property owners, and event coordinators from the Nederland community gathered to discuss the issue of parking, both in the downtown area and at large-scale community events.

The goal of the meetings was to identify parking issues in the community and to determine plausible, consensus solutions. The outcome of these discussions is manifest in the following recommendations, which I present for your consideration.

The overall sentiment arrived at by the signatories of this document is that parking in the Town of Nederland should be regulated in such a way that is orderly, conducive to pedestrian traffic, and that minimizes the impact of out of town visitor traffic while allowing for easy access to Nederland businesses and attractions. The signatories of this document encourage the full use of existing parking venues, especially those located outside of the immediate downtown area. Such areas include the Fisherman's Lot, the Barker Reservoir Lot, the Presbyterian Lot, and the Community Center Parking Lot.

First, the signatories of this document recommend that the Board of Trustees consider a policy that would implement timed parking on First Street and in the Visitor Center parking lot. The implementation of timed parking in these locations would likely contribute to a greater customer turnover at downtown businesses and encourage the use of multi-modal transportation locally. Timed parking may also encourage out-of-town visitors to park in unregulated lots in the Town's periphery (i.e.-the Fisherman's Lot, the Presbyterian Church Lot, and the Barker Reservoir Lot) while spending the day in Nederland. Such circumstances would alleviate traffic through the downtown area and further contribute to the use of multi-modal and alternative transportation in the community. The signatories also urge the Board of Trustees to consider policy that would limit the size of vehicles that could park on First Street.

Limiting First Street parking to compact vehicles would likely contribute to public safety and parking capacity on First Street-this idea is endorsed by the Public Works Department.

Second, while the signatories of this document prefer that existing parking venues in Nederland be used to their full potential prior to any development of additional parking, it is recommended that the Board of Trustees consider the lots east of Wild Mountain Brewery and west of the Nederland Mining Museum in the event of future development. If these lots are to be developed for future public parking, the signatories of this document recommend that paid parking be implemented in those locations. While this additional space may not be necessary on a day to day basis, it could provide much needed parking and traffic relief during times of increased visitor and pedestrian traffic-for example, during one of our many festivals. Visitor parking in these lots may enhance public safety and improve traffic conditions by cutting down on unregulated parking on street corners, in unmarked spaces, and on right-of-way shoulders. Again, the signatories of this document **do not** recommend the development of additional parking areas, unless extreme or unforeseen circumstances require it. If such circumstances do arise, the signatories urge the Board of Trustees to consider the two aforementioned lots. The lot east of Wild Mountain is currently owned by the Town and tentative plans do exist for the development of parking in that location. The lot located behind the Mining Museum would require purchase by the Town.

Next, the signatories of this document recommend that the Board of Trustees consider an improvement project at the Fisherman's Lot located south/southwest of Teens, Inc. It is the opinion of the signatories that this parking lot provides quality parking in a favorable location near downtown businesses but is currently underutilized. Improving the capacity, aesthetic quality, and visibility of this parking lot may likely attract additional use, specifically by out-of-town visitors. The signatories of this document recommend that parking in this lot remain free and that strategic way-finding signage be used to guide visitors from the lot to Nederland's downtown businesses and attractions. The Fisherman's Lot could serve as a free parking alternative to timed and/or paid lots closer to the center of Town. This complimentary arrangement would create a circumstance where out-of-town visitors would likely be compelled to park their vehicles outside of the main business district in free parking lots rather than in paid or timed lots. Again, this would cut down on motorized vehicle traffic in Town and promote a downtown environment that is safer and more conducive to multi-modal and pedestrian traffic. Essentially, this could significantly enhance the quality of our downtown.

The signatories of this document request that the Board of Trustees review and consider revisions to the parking requirements contained in Chapter 16, Section 202 of the Nederland Municipal Code. It is the opinion of the signatories that these requirements may contribute to an oversaturation of parking and hinders full use of existing parking. Furthermore, the signatories of this document ask that the Board of Trustees review and consider revisions to Chapter 16, Section 211 of the Nederland Municipal Code. This portion of the code requires new businesses that fail to meet parking requirements to pay into a "Commercial Parking Fund." It has come to the attention of the signatories that this fund has not been paid into or maintained for some time, and as such, is largely ineffectual.

Finally, the signatories of this document recommend that the Board of Trustees consider administering a feasibility study of "back-in parking" in the area of downtown. As an alternative to traditional front-in parking, back-in parking has the potential to be safer and to increase parking capacity

in certain areas. It is not the opinion of the signatories that the Board of Trustees should implement a back-in parking policy but rather, for the time being, explore it as a possibility.

Signatories

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE:

INITIATED BY: Alexander Armani-Munn

INFORMATION: ACTION: OR DISCUSSION:

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AGENDA ITEM:

Discussion on the MPU public outreach process.

SUMMARY:

The board should take into consideration the recommendations included with this AIM and proceed with a definitive discussion on the public outreach process.

RECOMMENDATIONS:

Based on the input of each member, the board should determine the schedule and structure of the public outreach process.

FINANCIAL CONSIDERATIONS:

Some small costs may need to be considered for hosting events and administering surveys.

NDDA Public Outreach Recommendations

Prepared by Alexander Armani-Munn

The following set of recommendations is meant to guide planning for the Master Plan Update (MPU) public outreach process. The Nederland Downtown Development Authority (NDDA) should employ a comprehensive approach to public outreach that comprises a diverse set of strategies and methods for engagement. Public outreach should be commenced no later than October and be completed by year's end. Considering this timeline, the NDDA board should tailor the recommendations contained herein to formulate a plan that allows for optimal engagement with Nederland residents, business owners, and other stakeholders.

Methods for communications:

- Survey Monkey
 - Survey monkey can be used to administer online surveys on an ongoing basis. The board should discuss if, and how, it would like to use public surveys. The board may choose to administer a single long term survey with general questions relating to the four tenants of the Plan of Development. Otherwise, the board may choose to administer a series of survey, each pertaining to a specific tenant within the Plan of Development. It is highly recommended that the board use resident surveys to maintain a constant source for local input during the public outreach process. Physical surveys should also be placed at locations throughout Town.
- Mailing list
 - The board may choose to administer an NDDA mailing list to keep residents and business leaders up to date on the Master Plan Update. This will require maintenance and could be complimented with an electronic newsletter.
- NDDA Email
 - In addition to a mailing list, the board may also want to consider a general inquiry email address for the NDDA. This email address could be used to field inquiries from residents.
- NDDA website (blog)
 - The new NDDA website will launch in October. The site should be used to promote the NDDA and the MPU process. This can be done through blog posts that focus on the tenants of the Plan of Development. Residents should have the opportunity to comment on these blog posts.

Public Events:

- Business forums
 - As discussed in the August meeting, the board should consider hosting social events at downtown businesses that provide a forum for discussing downtown commerce and infrastructure. These could take the form of monthly events.
- Public meetings/focus groups
 - The board may also consider hosting public meetings or focus groups. While social events may be preferable, and more likely to attract local participation, public meetings may be a useful tool for having in-depth conversations on specific topics.
- Community events
 - The board should also consider opportunities to participate in civic and cultural events in Nederland during the public outreach process. Such events are an easy

way to capture the attention of residents and to easily spread information on the NDDA and the MPU process.

Strategic Partnerships:

- The board should consider supplementing the public outreach process with strategic partnerships. This will not only enable the board to reach a broader audience but will also help to build relationships with businesses and other civic organizations.