

Town Of Nederland
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
NEDERLAND COMMUNITY CENTER 750 Hwy 72 Nederland, CO 80466
Multi-Purpose Room
August 20, 2014
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 July 17, 2014 Meeting-Cindy Downing-Secretary
2. Approval of Warrants-Eva Forberger-Treasurer

E. DIRECTOR/STAFF/COMMITTEE REPORTS

1. Treasurer's Report-Eva Forberger-Treasurer
2. Town Administrator Report on items affecting NDDA- Alisha Reis- Town Administrator
3. Nederland Board of Trustees Report - Kevin Mueller
4. NDDA Chair - Katrina Harms

F. INFORMATIONAL ITEMS

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

G. ACTION ITEMS

1. DRCOG Scoring of NDDA projects – Kevin Mueller
2. Presentation of the NDDA website proposal – Alexander Armani-Munn
3. Presentation of the NDDA logo design – Alexander Armani-Munn

H. DISCUSSION ITEMS

1. Discussion and update of the vendor licensing issue
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
3. Consideration of a Public Outreach Plan-Alexander Armani-Munn

I. OTHER BUSINESS

J. ADJOURNMENT

NEXT REGULAR MEETING: September 17, 2014

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 cindydowning0@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

July 16, 2014 at 6:30 p.m.

DRAFT MEETING MINUTES

A. CALL TO ORDER

Meeting convened at 6:33 pm

B. ROLL CALL

Present: Katrina Harms, Amanda Kneer, Jeffrey Green, Susan Schneider, Peter Marshall, Kevin Mueller

Absent: Karina Luscher

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

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

No public comments

D. CONSENT AGENDA

1. Approval of Meeting Minutes from the June 18, 2014 Meeting-Cindy Downing-Secretary

Amanda Kneer would like error in wording from Kevin Mueller's comment on discussion item 1 to be changed from "DDA compliant" to "ADA compliant"

Kevin Mueller moves to approve minutes with recommended edit. Susan Schneider seconds and motion passes unanimously.

2. Approval of Warrants-Eva Forberger-Treasurer

Motion to approve warrants made by Amanda Kneer, Seconded by Susan Schneider. Motion passes unanimously.

E. INFORMATIONAL ITEMS

1. Treasurer's Report-Eva Forberger-Treasurer

Eva Forberger included a report in the packet.

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

Alisha Reis included a report in the packet. Reis points out there is a housing needs assessment currently underway and that there is a survey link on the front page of the Town of Nederland Website. The survey can be taken until July 31st. Some members of the DDA may have also been contacted to do an interview as a stakeholder. The survey and interview are separate, so all are welcome to participate in both. September will be the finalization of the data and what it means to the community.

3. Nedpeds Report-Conor Merigan-Project Manager

Conor Merigan's contract is up so Alisha provided the report. No bids were received for construction of NedPeds. The BOT discussed the issue at their meeting on June 17, and directed Seth to work to re-bid the project in the first two weeks of January and also to continue with the owner's representation RFQ that went out. Kevin Mueller and Alisha are on the selection committee and any other DDA members are welcome to participate. Alisha and Kevin will be working through each of the four proposals and requests for qualifications to see if it meets all of the needs of the project. It may need to be tweaked and re-issued in preparation for the bids in January. They also signed up on Rocky Mountain Bids, which is a purchasing program online that contractors and engineers are connected to. This will help to augment the outreach for the bidding process. CDOT is on board with this knowledge and the Town will submit a letter that indicates the plan. CDOT is holding the funding for construction.

4. Parking Committee meeting report-Jeffrey Green and Katrina Harms

Alexander Armani-Munn provided a verbal report and said the committee focused on the following points:

1. Parking management should be conducive to non-motorized/pedestrian traffic.
2. Ample parking currently exists in Town and should be used to its full potential prior to any additional development.
3. If additional parking is developed, the Town-owned lot east of Wild Mountain and the lot behind the Mining Museum offer potential locations for paid lots.
4. Timed parking on First Street and at the Visitor Center Lot would likely encourage the use of lots on the Town's exterior.
5. An improvement project at the Fisherman's Lot located next to Teens, Inc. could attract more parking, alleviating downtown traffic/parking conditions.
6. The BOT should consider the feasibility of "back-in" parking regulations in downtown.
7. The BOT should review 16-202 and 16-211 of the Nederland Municipal Code.

5. Update on the status of the Master Plan Update-Alexander Armani-Munn

Alexander included a report in the packet. There are no submissions on the logo contest yet. He will continue with the outreach to try to get applicants for the contest.

Alexander recently met with a local web developer and is meeting with another one tomorrow. He feels we may be able to use both people since one specializes in design and the other in development. He did email the proposed website architecture to the DDA last month but has not had much in response, so he is going to email it out to the DDA again this evening. He would like to get as much input as possible from the DDA. He feels we will be able to launch a new website in the next month or two.

Armani-Munn said it is a good time to revamp the DDA's social media efforts. He feels a good place to start is for every board member to submit a biography including a picture to put on Facebook.

Armani-Munn emailed a draft of a tentative Vision Statement to the DDA with information from the June meeting. He encourages everyone gets on board with a vision statement and has emailed the statement once again to board members. He would like input from all board members. Once there is a consensus on the vision statement, then public outreach efforts can start to happen.

Alexander would like to come up with a better way of communicating between meetings. He feels this will be the key process in moving forward, and is willing to meet with each DDA board member in person if that would make communication easier.

Armani-Munn also reported that the Town received word today that they will be receiving \$25,000 in grant funding for a tourism campaign. He feels we should focus efforts regionally to visitors who can visit more than once a year.

Alisha Reis adds that the funding is part of the Community Development Block Grant Disaster Recovery Funds. It is meant to bring communities back to economic strength. It is not meant to be a glittery campaign, it is meant to bring back community and local business.

Kevin Mueller points out that there is a criterion on how to spend the grant money so that needs to be decided.

Eva Forberger said they will be communicating with business and Boards on how the grant will be spent. This grant is to try to help businesses recover from the loss of tourism last fall due to the floods.

Alexander suggests forming a committee to decide how funding will be spent.

6. Board of Trustees Representative report-Kevin Mueller

No written report was provided so Mueller provided a verbal report.

Mueller said there will be more discussion about street vending, and it has been kicked back to review again by the DDA and other advisory committees.

Alisha Reis feels it might be a good idea to select a couple of people from each board to see how they feel about vending and then pass recommendations to the BOT. There should be a method to the process so the code can be reviewed and amended.

Kevin Mueller has researched the codes of other towns and has extracted some examples. He plans to sit down with Kimba Stefane of Blue Owl and Ross Alper of the Deli at 8236 about how they feel on the vending issue. He also plans to have some discussions with

Dennis Duckett who is in line with Sue Ayers position of the vending license. He recommends looking at our code and generating code language with what we want to see.

Susan Schneider thinks it would be a good idea to find out why other towns have restricted vending and also why they formed their codes the way they did.

Alisha Reis pointed out that food trucks and vending carts are regulated differently. The DDA may want to address both the trucks and the vendors since the vending code has not been reviewed since 1996. Currently, trucks get a Special Review Use Permit in order to operate.

Kevin Mueller reported he receive score cards the previous evening. There is a committee that is set up to finalize the score card and they will meet in July. They are looking at reducing vehicle miles, and getting people out of their cars. He was hoping to have ideas scored by now but he will have it done next month.

Public Comment:

Ron Mitchell would like to have a couple of items put on the agenda next month:

1. Discussion of establishing an entertainment district downtown.
2. Discussion of back in parking on 1st Street.

Jeffrey Green suggests Ron Mitchell work with the Parking Committee for the discussion of back in parking on 1st Street.

F. ACTION ITEMS

1. Consideration of nominations from the floor for election of Chairman and Vice Chairman.

Amanda Kneer nominates Katrina Harms for DDA Board Chair.

Jeffrey Green nominates himself.

Motion made to forward the nomination of Katrina as Chair for the DDA. Motion passes unanimously.

Susan Schneider nominates Jeffrey Green for DDA Vice Chairman.

Motion made by Jeffrey Green seconded by Amanda Kneer.
Motion passes unanimously.

2. Consideration of scholarship for a board member or board members to attend the DCI Conference in Ft. Collins, September 9 – 12.

Katrina attended this conference last year and feels it is informative and in a convenient location. The agenda is included in the AIM.

A motion made to provide scholarship money to any DDA members that wish to attend all or part of the conference made by Susan Schneider seconded by Jeffrey Green. Motion passes unanimously.

3. Consideration of a Special Event application on Town-owned property for Buds, Burgers & Beers Festival-Allan Wright, Zephyr Adventures

Alisha Reis informed the Board that the event planners have gone through the administrative special events process. Reis says there is a caveat in the code that allows the Town to move any issues of public policy to the Board when they are related to special events. In this case, there is a provision for on-site marijuana consumption if it is closed off to public view but still on Town owned property, which will be Guercio field. This was the motivating public policy issue to have it moved to be reviewed by BOT. This is also the reason the BOT has moved this to the MPP process to start having the conversation, especially since they are planning to move large events out of Chipeta Park and to the Guercio Field. It was Alisha's recommendation to the BOT that this event could serve as a model for how to accommodate use of marijuana at public events. Alisha believes more events like this will happen in the future. The event planners did meet the concerns and requirements of town staff, fire and police department. .

Allan Wright, the event planner, said he is meeting with several committees and getting input. He will then present his modified plan to the BOT on August 19. Allan said they would do their best to keep marijuana from public eye. The first thing they would do is to put opaque fencing around any area with marijuana, and addition, a tent that would be inside of the fencing. The consumption would happen in this tent, and this would prevent anyone on the outside from seeing the consumption. Nederland Police asked they put the event on the northeast corner so it is far away from the road. He would like this festival to be more than just about smoking marijuana. He feels this festival needs to be a win-win for the Town and for them. He would like ideas to make this festival better for downtown businesses. He feels the town will benefit from the festival in three ways:

1. They will try to hire local businesses
2. They will provide half price vendor booths for Nederland businesses
3. They will encourage Nederland to people to attend.

Susan Schneider would like to know if the Board thinks the local businesses in town will be negatively impacted by this and have lower sales. Schneider would like to know if the Town businesses suffer during Nedfest.

Katrina Harms feels since there are more people in town, the businesses do better.

Public comment:

Ron Mitchell said that any public event he has been to, there have been people smoking marijuana on the streets and the smell offends people. Mitchell feels it is great the marijuana will be in a confined area and not on the streets. He thinks the festival a great idea.

Jeffrey Green feels the festival should be allowed and putting it into a controlled area is a good thing.

Peter Marshall supports the event.

Susan Schneider wants to make sure businesses will benefit, and local business is what the DDA is all about. She would also like to know if people are concerned Nederland will be known for marijuana.

Jeffrey Green feels Nederland may already be labeled a marijuana town and he is in favor of having this controlled to an area instead of all over town.

Amanda Kneer feels festival is no different than any other festival. The part she would like to understand is how many festivals does Nederland want to have, and how does it fit into the sustainability of the town?

Kevin Mueller feels everyone should be in agreement and encourage sustainability with events in town. Mueller said using locally procured products would be a good idea.

Allan Wright said he would be fine with local businesses providing the hamburgers to the festival.

Kevin Is concerned that this festival is only 21 and over. He does not want to give the impression he wants to take his children to this particular festival, but he feels it would be better to promote family friendly festivals.

Allan Wright is on board with the festival being family friendly as long as their lawyer is in agreement.

Kevin Mueller thinks the music at the festival should be emphasized. He also feels we have to be careful as a community to not sell our space to the highest bidder. He feels it is important a festival does not have a negative effect.

Jeffrey Green feels hiring local bands, using local vendors, and leaving zero trace is important.

Katrina Harms points out that Allan Wright's company has been around for many years. One of the best Frozen Dead guy days was managed by someone who worked for the company.

Kevin Mueller asks Allan Wright if the event would be up for donating a certain amount of profits to the Town so they can use it to plant trees, etc

Allan responds that they do not have local a non- profit partner, but if they could switch to a local non- profit partner, they would. Wright also says he cannot guarantee this festival will make a profit. Until that is known, he cannot promise they could donate funds.

Katrina Harms suggest that the cap be flexible. The maximum capacity of Guercio field is not known, and since there is a cap, she is worried the festival will not make any money

Alisha Reis points out that there is no cap, they don't know the capacity of the areas yet, but they will recommend what the cap will be.

Jeffrey Green makes a motion that the DDA support the festival Buds, Burgers and beers to the Town Board of Trustees. Amanda Kneer Seconds. Motion passes unanimously.

G. DISCUSSION ITEMS

1. Discussion of the Master Plan Update-Alexander Armani-Munnis

This item was discussed in Informational Item 5. No need for further discussion.

H. OTHER BUSINESS

Eva Forberger announced that the budget is coming up, and would like to meet at 5:30 for the next meeting on August 20 and have a budget work session. Eva will email the budget schedule to the DDA. She usually does not do the budget until October, but would like a preliminary sit down in August to provide formal base for the budget.

I. ADJOURNMENT

Motion to adjourn made by Amanda Kneer, seconded by Jeffrey Green. Motion passes unanimously.

Meeting adjourned at 9:00

NEXT REGULAR MEETING: August 20, 2014 @ 6:30 p.m.

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.

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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	
213	Cindy Downing, PO Box 302, Nederland, CO, 80466									
2014-07	07/31/14	DDA Secretary	08/10/14	\$192.00	\$192.00	70-75-5115	Website	\$150.00	(\$314.00)	
2014-07	07/31/14	DDA Secretary	08/10/14	\$112.00	\$112.00	70-75-5129	DDA Secretary Services	\$13,000.00	\$11,184.00	
					\$304.00					
177	Huitt-Zollars, Inc., 1717 McKinney Avenue, Lock Box 15, Dallas, TX, 75202									
1603210113	07/21/14	NedPed Design	08/20/14	\$4,765.00	\$4,765.00	70-75-6500	Infrastructure	\$765,461.00	\$747,511.96	
					\$4,765.00					
Total Bills To Pay:					\$5,069.00					



MEMORANDUM

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

Attached is the July 2014 Financial report for the Nederland Downtown Development Authority. Please let me know if you have any questions.

Attachments:

DDA Financial Report
Monthly Sales Tax Breakdown by Category

Town of Nederland

Statement of Revenue and Expenditures

Revised Budget
For Downtown Development Fund (70)
For the Fiscal Period 2014-6 Ending June 30, 2014

Account Number	Current Budget	Current Actual	Annual Budget	YTD Actual	Remaining Budget %
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Revenues**Downtown Development Authority Revenues****Taxes and Fees Revenues**

70-75-4000 Property Taxes	\$ 2,057.75	\$ 7,040.52	\$ 24,693.00	\$ 15,415.52	37.57%
70-75-4002 Specific Ownership Taxes	125.00	108.79	1,500.00	654.56	56.36%
Total Taxes and Fees Revenues	2,182.75	7,149.31	26,193.00	16,070.08	38.65%

Misc Revenues

70-75-4900 Interest	41.67	26.34	500.00	124.91	75.02%
70-75-4910 Misc	41.67	0.00	500.00	0.00	100.00%
70-75-4915 Donations	83.33	0.00	1,000.00	0.00	100.00%
Total Misc Revenues	166.67	26.34	2,000.00	124.91	93.75%

Grant Activity Revenues

70-75-8402 TARP	0.00	3,000.00	0.00	3,000.00	0.00%
70-75-8405 CDOT	35,500.00	0.00	426,000.00	0.00	100.00%
Total Grant Activity Revenues	35,500.00	3,000.00	426,000.00	3,000.00	99.30%

Other Revenues

70-75-4990 Proceeds from Debt	29,708.33	0.00	356,500.00	0.00	100.00%
70-75-4998 Fund Reserve - Transfer In	0.00	0.00	29,728.00	0.00	100.00%
Total Other Revenues	29,708.33	0.00	386,228.00	0.00	100.00%

Total Downtown Development Authority Revenues**Total Downtown Development Fund Revenues**

67,557.75	10,175.65	840,421.00	19,194.99	97.72%
\$ 67,557.75	\$ 10,175.65	\$ 840,421.00	\$ 19,194.99	97.72%

Expenditures**Downtown Development Authority Expenditures****Professional Services Expenditures**

70-75-5100 Legal	\$ 62.50	\$ 0.00	\$ 750.00	\$ 0.00	100.00%
70-75-5115 Website	12.50	152.00	150.00	272.00	(81.33%)
70-75-5129 DDA Secretary Services	1,083.33	552.00	13,000.00	1,704.00	86.89%
Total Professional Services Expenditures	1,158.33	704.00	13,900.00	1,976.00	85.78%

Building Expenses Expenditures

70-75-5200 Rent	41.67	42.00	500.00	252.00	49.60%
Total Building Expenses Expenditures	41.67	42.00	500.00	252.00	49.60%

Department Specific Supplies Expenditures

70-75-5216 Trails/Sidewalks Maintenance	250.00	0.00	3,000.00	3,157.95	(5.27%)
70-75-5270 Downtown Area (DDA)	250.00	543.96	3,000.00	1,276.91	57.44%
Total Department Specific Supplies Expenditures	500.00	543.96	6,000.00	4,434.86	26.09%

Office Expenses Expenditures

70-75-5410 Office Supplies	41.67	0.00	500.00	0.00	100.00%
Total Office Expenses Expenditures	41.67	0.00	500.00	0.00	100.00%

Town of Nederland
Statement of Revenue and Expenditures

Revised Budget
For Downtown Development Fund (70)
For the Fiscal Period 2014-6 Ending June 30, 2014

Account Number	Current Budget	Current Actual	Annual Budget	YTD Actual	Remaining Budget %
Training, Travel, Meals Expenditures					
70-75-5810 Conference/Training	25.00	0.00	300.00	0.00	100.00%
70-75-5830 Meals	83.33	0.00	1,000.00	90.10	90.99%
Total Training, Travel, Meals Expenditures	108.33	0.00	1,300.00	90.10	93.07%
Other Expenses Expenditures					
70-75-5710 Postage/Shipping	8.33	0.00	100.00	0.00	100.00%
70-75-5735 Boulder County Tax Collection	25.83	106.12	310.00	231.44	25.34%
70-75-5740 Bank Fees	4.17	10.00	50.00	10.00	80.00%
70-75-5750 Advertising	41.67	0.00	500.00	9.75	98.05%
70-75-5770 Printing/Copying	25.00	61.00	300.00	61.00	79.67%
70-75-5790 MISC	0.00	564.93	43,000.00	564.93	98.69%
70-75-5999 Admin & Finance Allocation	541.67	1,625.00	6,500.00	3,250.00	50.00%
Total Other Expenses Expenditures	646.67	2,367.05	50,760.00	4,127.12	91.87%
Capital Expenditures					
70-75-6400 Equipment	0.00	0.00	2,000.00	0.00	100.00%
70-75-6500 Infrastructure	63,788.42	9,615.00	765,461.00	13,184.04	98.28%
Total Capital Expenditures	63,788.42	9,615.00	767,461.00	13,184.04	98.28%
Total Downtown Development Authority Expenditures	66,285.09	13,272.01	840,421.00	24,064.12	97.14%
Total Downtown Development Fund Expenditures	\$ 66,285.09	\$ 13,272.01	\$ 840,421.00	\$ 24,064.12	97.14%
Downtown Development Fund Excess of Revenues Over Ex	\$ 1,272.66	\$ (3,096.36)	\$ 0.00	\$ (4,869.13)	0.00%

Town of Nederland
Statement of Revenue and Expenditures
Revised Budget
For DDA TIF Revenue Fund (80)
For the Fiscal Period 2014-6 Ending June 30, 2014

Account Number	Current Budget	Current Actual	Annual Budget	YTD Actual	Remaining Budget %
Revenues					
Downtown Development Authority Revenues					
Taxes and Fees Revenues					
80-75-4005 TIF Taxes	\$ 11,916.67	\$ 55,230.60	\$ 143,000.00	\$ 120,243.68	15.91%
Total Taxes and Fees Revenues	11,916.67	55,230.60	143,000.00	120,243.68	15.91%
Other Revenues					
80-75-4998 Fund Reserve - Transfer In	0.00	0.00	78,295.00	0.00	100.00%
Total Other Revenues	0.00	0.00	78,295.00	0.00	100.00%
Total Downtown Development Authority Revenues	11,916.67	55,230.60	221,295.00	120,243.68	45.66%
Total DDA TIF Revenue Fund Revenues	\$ 11,916.67	\$ 55,230.60	\$ 221,295.00	\$ 120,243.68	45.66%
Expenditures					
Downtown Development Authority Expenditures					
Other Expenses Expenditures					
80-75-5735 Boulder County Tax Collection	\$ 140.83	\$ 828.49	\$ 1,690.00	\$ 1,803.66	(6.73%)
Total Other Expenses Expenditures	140.83	828.49	1,690.00	1,803.66	(6.73%)
Debt Service Expenditures					
80-75-7100 Loan Principal	17,184.08	7,533.88	206,209.00	44,973.04	78.19%
80-75-7200 Loan Interest	708.33	604.38	8,500.00	3,856.53	54.63%
80-75-7400 Capital Lease Principal	408.00	408.12	4,896.00	2,448.72	49.99%
Total Debt Service Expenditures	18,300.41	8,546.38	219,605.00	51,278.29	76.65%
Total Downtown Development Authority Expenditures	18,441.24	9,374.87	221,295.00	53,081.95	76.01%
Total DDA TIF Revenue Fund Expenditures	\$ 18,441.24	\$ 9,374.87	\$ 221,295.00	\$ 53,081.95	76.01%
DDA TIF Revenue Fund Excess of Revenues Over Expendit	\$ (6,524.57)	\$ 45,855.73	\$ 0.00	\$ 67,161.73	0.00%

Town of Nederland
Statement of Revenue and Expenditures
Revised Budget

For the Fiscal Period 2014-6 Ending June 30, 2014

Account Number		Current Budget		Current Actual		Annual Budget		YTD Actual		Remaining Budget %
Total Revenues	\$	79,474.42	\$	65,406.25	\$	1,061,716.00	\$	139,438.67		86.87%
Total Expenditures	\$	84,726.33	\$	22,646.88	\$	1,061,716.00	\$	77,146.07		92.73%
Total Excess of Revenues Over Expenditures	\$	(5,251.91)	\$	42,759.37	\$	0.00	\$	62,292.60		0.00%

Nederland Sales Tax Years: 2014-2010

Type	Year	JAN	FEB	MAR	APR	MAY	JUN	YTD
Retail	2014	\$40,451	\$35,067	\$38,905	\$36,193	\$48,564	\$54,105	\$253,285
	2013	28,180	26,036	30,725	27,414	36,413	41,422	190,190
	2012	25,718	26,088	30,635	26,824	34,992	39,065	183,323
	2011	24,946	24,372	32,103	23,280	28,211	40,013	172,924
	2010	23,074	22,344	26,333	24,388	28,634	37,639	162,411
	% 2014 inc/-dec over 2013	44%	35%	27%	32%	33%	31%	33%
Restaurant	2014	13,668	13,949	19,722	11,150	20,693	20,512	99,695
	2013	18,238	12,597	16,183	11,991	16,909	21,745	97,663
	2012	12,207	18,163	14,087	20,975	16,177	22,831	104,441
	2011	15,064	12,514	13,541	12,202	10,634	19,790	83,744
	2010	11,531	11,781	14,014	12,155	14,297	16,598	80,376
	% 2014 inc/-dec over 2013	-25%	11%	22%	-7%	22%	-6%	2%
Other	2014	11,005	11,749	13,050	8,232	13,768	11,574	69,377
	2013	11,741	9,439	11,270	8,817	8,685	10,782	60,734
	2012	8,654	9,732	9,993	8,222	7,406	8,940	52,947
	2011	10,348	9,641	9,551	7,217	7,210	8,338	52,305
	2010	9,924	8,173	9,717	7,438	7,556	9,394	52,201
	% 2014 inc/-dec over 2013	-6%	24%	16%	-7%	59%	7%	14%
Marijuana	2014	2,783	2,647	2,585	4,025	5,693	8,285	26,017
	2013	2,741	2,352	2,565	5,514	3,579	4,740	21,491
	2012	5,689	3,795	3,920	2,714	2,926	2,435	21,478
	2011	1,921	1,845	6,258	1,656	1,628	4,770	18,078
	2010	2,879	2,396	11,132	2,330	2,434	17,331	38,501
	% 2014 inc/-dec over 2013	2%	13%	1%	-27%	59%	75%	21%
Telecom	2014	2,574	2,239	2,593	2,368	2,463	2,289	14,527
	2013	1,737	2,119	1,758	1,873	2,252	2,199	11,938
	2012	1,946	1,895	1,971	1,965	2,314	2,308	12,399
	2011	2,868	1,533	2,221	3,309	2,201	2,263	14,394
	2010	1,876	2,072	2,032	2,105	2,041	2,069	12,195
	% 2014 inc/-dec over 2013	48%	6%	48%	26%	9%	4%	22%
Event	2014			1,488	275		1,592	3,355
	2013					446	1,547	1,994
	2012	1,138		0	1,074		1,382	3,594
	2011			456		(8)	10	459
	2010			1,814			1,117	2,931
	% 2014 inc/-dec over 2013							68%
Leasing	2014	240	298	292	6,673	163	-6,155	1,511
	2013	188	230	196	216	211	244	1,285
	2012	375	448	229	376	418	307	2,153
	2011	1,632	126	154	840	(212)	425	2,965
	2010	169	211	255	189	637	231	1,692
	% 2014 inc/-dec over 2013	28%	29%	49%	2988%	-23%	-2621%	18%
Grand Total	2014	70,722	65,948	78,636	68,915	91,344	92,202	467,768
	2013	62,825	52,773	62,697	55,825	68,494	82,680	385,294
	2012	55,727	60,121	60,836	62,150	64,232	77,268	380,335
	2011	56,779	50,030	64,284	48,504	49,662	75,609	344,869
	2010	49,453	46,977	65,296	48,605	55,599	84,378	350,307
	% 2014 inc/-dec over 2013	13%	25%	25%	23%	33%	12%	21%



MEMORANDUM

To: DDA Board of Directors

From: Alisha Reis, Town Administrator

Date: August 14, 2014

Re: Administrator's Report to DDA

New Mixed-Use Business Building Approved at BOT

The Board of Trustees on Aug. 5 approved a project for a 12,000-square foot building next to the Black Forest Restaurant on Big Springs Drive. The building, to be built by longtime local resident Steve Karowe, will be home to Karowe's business in wholesale of free trade African baskets and drums, as well as the technology business of another longtime local resident Lester Karplus. The building is a mix of these two business areas (comprised of offices and warehouse space), as well as office space for lease and retail area. Construction is expected to begin in the next couple of weeks. This General Commercially (GC) zoned site is within the boundaries of the DDA district.

For more information on the project, visit: [BOT Packet 2014.08.05](#) at <http://nederlandco.org/meeting-agendas-packets/> on pages 45-78.

Master Infrastructure Plan Approved, to be Available Online Soon

Also on Aug. 5, the Board of Trustees adopted the updated Master Infrastructure Plan (MIP), a long-range planning document for assessing condition and the needs for roads, water and wastewater treatment. The document is being finalized for publication and should be available online at the Town's web site, www.nederlandco.org, by September.

The document outlines \$10 million in relatively short-term (next 5 years) and \$17 million in long-term needed work.

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

INITIATED BY: Ron Mitchell

INFORMATION: X ACTION: OR DISCUSSION:

=====

AGENDA ITEM: Presentation by Ron Mitchel on Entertainment Districts/Areas

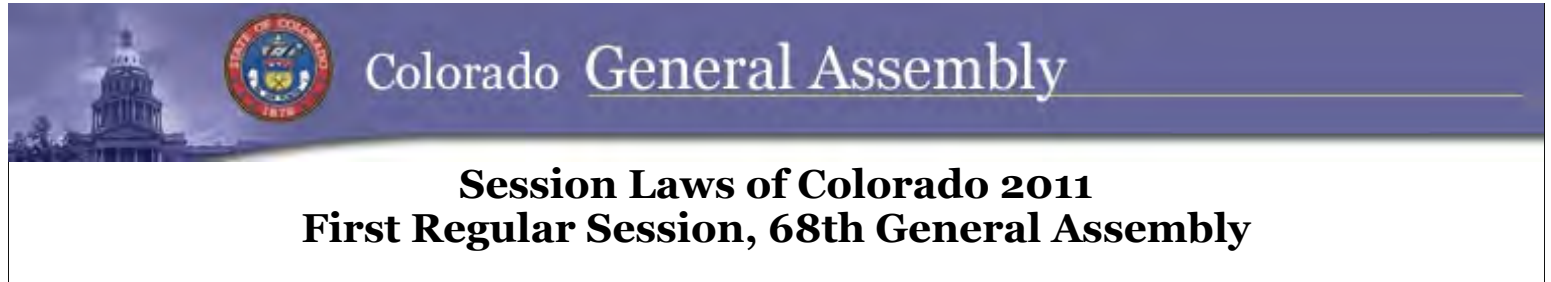
SUMMARY:

Should the NEDDDA pursue the establishment of an Entertainment District.

RECOMMENDATIONS:

FINANCIAL CONSIDERATIONS:

Unknown/TBD



CHAPTER 233

PROFESSIONS AND OCCUPATIONS

SENATE BILL 11-273 [\[Digest\]](#)

BY SENATOR(S) Steadman, Giron;
also REPRESENTATIVE(S) Massey, Fischer, Holbert, Kerr J., Murray, Pace, Schafer S., Todd, Wilson.

AN ACT

CONCERNING AUTHORIZATION TO CONSUME ALCOHOL BEVERAGES WITHIN A COMMON CONSUMPTION AREA.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. 12-47-103, Colorado Revised Statutes, is amended BY THE ADDITION OF THE FOLLOWING NEW SUBSECTIONS to read:

12-47-103. Definitions. As used in this article and article 46 of this title, unless the context otherwise requires:

(6.6) "COMMON CONSUMPTION AREA" MEANS AN AREA DESIGNED AS A COMMON AREA IN AN ENTERTAINMENT DISTRICT APPROVED BY THE LOCAL LICENSING AUTHORITY THAT USES PHYSICAL BARRIERS TO CLOSE THE AREA TO MOTOR VEHICLE TRAFFIC AND LIMIT PEDESTRIAN ACCESS.

(7.5) "ENTERTAINMENT DISTRICT" MEANS AN AREA LOCATED WITHIN A MUNICIPALITY THAT IS DESIGNATED AS ITS ENTERTAINMENT DISTRICT OF NO MORE THAN ONE HUNDRED ACRES CONTAINING AT LEAST TWENTY THOUSAND SQUARE FEET OF PREMISES LICENSED AS A TAVERN, HOTEL AND RESTAURANT, BREW PUB, RETAIL GAMING TAVERN, OR VINTNER'S RESTAURANT WHEN THE DISTRICT IS CREATED.

(24.5) "PROMOTIONAL ASSOCIATION" MEANS AN ASSOCIATION THAT IS INCORPORATED WITHIN COLORADO, ORGANIZES AND PROMOTES ENTERTAINMENT ACTIVITIES WITHIN A COMMON CONSUMPTION AREA, AND IS ORGANIZED OR AUTHORIZED BY TWO OR MORE PEOPLE WHO OWN OR LEASE PROPERTY WITHIN AN ENTERTAINMENT DISTRICT.

SECTION 2. 12-47-301, Colorado Revised Statutes, is amended BY THE ADDITION OF A NEW SUBSECTION to read:

12-47-301. Licensing in general. (11) (a) THIS SUBSECTION (11) APPLIES ONLY WITHIN AN ENTERTAINMENT DISTRICT THAT A GOVERNING BODY OF A LOCAL LICENSING AUTHORITY HAS CREATED BY ORDINANCE OR RESOLUTION. THIS SUBSECTION (11) DOES NOT APPLY TO A SPECIAL EVENT PERMIT ISSUED UNDER ARTICLE 48 OF THIS TITLE OR THE HOLDER THEREOF UNLESS THE PERMIT HOLDER DESIRES TO USE AN EXISTING COMMON CONSUMPTION AREA AND AGREES IN WRITING TO THE REQUIREMENTS OF THIS ARTICLE AND THE LOCAL LICENSING AUTHORITY CONCERNING THE COMMON CONSUMPTION AREA.

(b) A GOVERNING BODY OF A LOCAL LICENSING AUTHORITY MAY CREATE AN ENTERTAINMENT DISTRICT BY

ADOPTING AN ORDINANCE OR RESOLUTION. AN ENTERTAINMENT DISTRICT SHALL NOT EXCEED ONE HUNDRED ACRES. THE ORDINANCE OR RESOLUTION MAY IMPOSE STRICTER LIMITS THAN REQUIRED BY THIS SUBSECTION (11) ON THE SIZE, SECURITY, OR HOURS OF OPERATION OF ANY COMMON CONSUMPTION AREA CREATED WITHIN THE ENTERTAINMENT DISTRICT.

(c) (I) A CERTIFIED PROMOTIONAL ASSOCIATION MAY OPERATE A COMMON CONSUMPTION AREA WITHIN AN ENTERTAINMENT DISTRICT AND AUTHORIZE THE ATTACHMENT OF A LICENSED PREMISES TO THE COMMON CONSUMPTION AREA.

(II) AN ASSOCIATION OR TAVERN, HOTEL AND RESTAURANT, BREW PUB, RETAIL GAMING TAVERN, OR VINTNER'S RESTAURANT LICENSEE WHO WISHES TO CREATE A PROMOTIONAL ASSOCIATION MAY SUBMIT AN APPLICATION TO THE LOCAL LICENSING AUTHORITY. TO QUALIFY FOR CERTIFICATION, THE PROMOTIONAL ASSOCIATION MUST:

(A) HAVE A BOARD OF DIRECTORS;

(B) HAVE AT LEAST ONE DIRECTOR FROM EACH LICENSED PREMISES ATTACHED TO THE COMMON CONSUMPTION AREA ON THE BOARD OF DIRECTORS; AND

(C) AGREE TO SUBMIT ANNUAL REPORTS BY JANUARY 31 OF EACH YEAR TO THE LOCAL LICENSING AUTHORITY SHOWING A DETAILED MAP OF THE BOUNDARIES OF THE COMMON CONSUMPTION AREA, THE COMMON CONSUMPTION AREA'S HOURS OF OPERATION, A LIST OF ATTACHED LICENSED PREMISES, A LIST OF THE DIRECTORS AND OFFICERS OF THE PROMOTIONAL ASSOCIATION, SECURITY ARRANGEMENTS WITHIN THE COMMON CONSUMPTION AREA, AND ANY VIOLATION OF THIS ARTICLE COMMITTED BY AN ATTACHED LICENSED PREMISES.

(III) THE LOCAL LICENSING AUTHORITY MAY REFUSE TO CERTIFY OR MAY DECERTIFY A PROMOTIONAL ASSOCIATION OF A COMMON CONSUMPTION AREA IF THE PROMOTIONAL ASSOCIATION:

(A) FAILS TO SUBMIT THE REPORT REQUIRED BY SUB-SUBPARAGRAPH (C) OF SUBPARAGRAPH (II) OF THIS PARAGRAPH (c) BY JANUARY 31 OF EACH YEAR;

(B) FAILS TO ESTABLISH THAT THE LICENSED PREMISES AND COMMON CONSUMPTION AREA CAN BE OPERATED WITHOUT VIOLATING THIS ARTICLE OR CREATING A SAFETY RISK TO THE NEIGHBORHOOD;

(C) FAILS TO HAVE AT LEAST TWO LICENSED PREMISES ATTACHED TO THE COMMON CONSUMPTION AREA;

(D) FAILS TO OBTAIN OR MAINTAIN A PROPERLY ENDORSED GENERAL LIABILITY AND LIQUOR LIABILITY INSURANCE POLICY THAT IS REASONABLY ACCEPTABLE TO THE LOCAL LICENSING AUTHORITY AND NAMES THE LOCAL LICENSING AUTHORITY AS AN ADDITIONAL INSURED;

(E) THE USE IS NOT COMPATIBLE WITH THE REASONABLE REQUIREMENTS OF THE NEIGHBORHOOD OR THE DESIRES OF THE ADULT INHABITANTS; OR

(F) VIOLATES SECTION 12-47-909.

(d) A PERSON SHALL NOT ATTACH A PREMISES LICENSED UNDER THIS ARTICLE TO A COMMON CONSUMPTION AREA UNLESS AUTHORIZED BY THE LOCAL LICENSING AUTHORITY.

(e) (I) A TAVERN, HOTEL AND RESTAURANT, BREW PUB, RETAIL GAMING TAVERN, OR VINTNER'S RESTAURANT LICENSEE WHO WISHES TO ATTACH TO A COMMON CONSUMPTION AREA MAY SUBMIT AN APPLICATION TO THE LOCAL LICENSING AUTHORITY. TO QUALIFY, THE LICENSEE MUST INCLUDE A REQUEST FOR AUTHORITY TO ATTACH TO THE COMMON CONSUMPTION AREA FROM THE CERTIFIED PROMOTIONAL ASSOCIATION OF THE COMMON CONSUMPTION AREA UNLESS THE PROMOTIONAL ASSOCIATION DOES NOT EXIST WHEN THE APPLICATION IS SUBMITTED; IF SO, THE APPLICANT SHALL REQUEST THE AUTHORITY WHEN A PROMOTIONAL ASSOCIATION IS CERTIFIED AND SHALL DEMONSTRATE TO THE LOCAL LICENSING AUTHORITY THAT THE AUTHORITY HAS BEEN OBTAINED BY THE TIME THE APPLICANT'S LICENSE ISSUED UNDER THIS ARTICLE IS RENEWED.

(II) THE LOCAL LICENSING AUTHORITY MAY DEAUTHORIZE OR REFUSE TO AUTHORIZE OR REAUTHORIZE A LICENSEE'S ATTACHMENT TO A COMMON CONSUMPTION AREA IF THE LICENSED PREMISES IS NOT WITHIN OR ON THE PERIMETER OF THE COMMON CONSUMPTION AREA AND IF THE LICENSEE:

(A) FAILS TO OBTAIN OR RETAIN AUTHORITY TO ATTACH TO THE COMMON CONSUMPTION AREA FROM THE CERTIFIED PROMOTIONAL ASSOCIATION;

(B) FAILS TO ESTABLISH THAT THE LICENSED PREMISES AND COMMON CONSUMPTION AREA CAN BE OPERATED WITHOUT VIOLATING THIS ARTICLE OR CREATING A SAFETY RISK TO THE NEIGHBORHOOD; OR

(C) VIOLATES SECTION 12-47-909.

(f) A LOCAL LICENSING AUTHORITY MAY ESTABLISH APPLICATION PROCEDURES AND A FEE FOR CERTIFYING A PROMOTIONAL AUTHORITY OR AUTHORIZING ATTACHMENT TO A COMMON CONSUMPTION AREA. THE AUTHORITY SHALL ESTABLISH THE FEE IN AN AMOUNT DESIGNED TO REASONABLY OFFSET THE COST OF IMPLEMENTING THIS SUBSECTION (11). NOTWITHSTANDING ANY OTHER PROVISION OF THIS ARTICLE, A LOCAL AUTHORITY MAY SET THE HOURS DURING WHICH A COMMON CONSUMPTION AREA AND ATTACHED LICENSED PREMISES MAY SERVE ALCOHOL AND THE CUSTOMERS MAY CONSUME ALCOHOL. BEFORE CERTIFYING A PROMOTIONAL ASSOCIATION, THE LOCAL LICENSING AUTHORITY SHALL CONSIDER THE REASONABLE REQUIREMENTS OF THE NEIGHBORHOOD, THE DESIRES OF THE ADULT INHABITANTS AS EVIDENCED BY PETITIONS, REMONSTRANCES, OR OTHERWISE, AND ALL OTHER REASONABLE RESTRICTIONS THAT ARE OR MAY BE PLACED UPON THE NEIGHBORHOOD BY THE LOCAL LICENSING AUTHORITY.

SECTION 3. 12-47-901 (1) (h), Colorado Revised Statutes, is amended BY THE ADDITION OF A NEW SUBPARAGRAPH to read:

12-47-901. Unlawful acts - exceptions. (1) Except as provided in section 18-13-122, C.R.S., it is unlawful for any person:

(h) (VI) NOTWITHSTANDING SUBPARAGRAPH (I) OF THIS PARAGRAPH (h), IT IS NOT UNLAWFUL FOR ADULT PATRONS OF A LICENSED PREMISES THAT IS ATTACHED TO A COMMON CONSUMPTION AREA TO CONSUME ALCOHOL BEVERAGES UPON UNLICENSED AREAS WITHIN A COMMON CONSUMPTION AREA, BUT THIS SUBPARAGRAPH (VI) DOES NOT AUTHORIZE A PATRON TO REMOVE AN ALCOHOL BEVERAGE FROM THE COMMON CONSUMPTION AREA.

SECTION 4. 12-47-908, Colorado Revised Statutes, is amended to read:

12-47-908. Colorado state fair or common consumption area - consumption on premises. Notwithstanding any other provision of this article, a person who purchases an alcohol beverage for consumption from a vendor licensed pursuant to UNDER this article at THAT IS EITHER ATTACHED TO A COMMON CONSUMPTION AREA OR LICENSED FOR the fairgrounds of the Colorado state fair authority may leave the licensed premises with the beverage and possess and consume the beverage at any place within the COMMON CONSUMPTION AREA OR fairgrounds if the person does not remove the beverage from the COMMON CONSUMPTION AREA OR fairgrounds. This section does not authorize a person to bring into the COMMON CONSUMPTION AREA OR fairgrounds an alcohol beverage purchased outside of the COMMON CONSUMPTION AREA OR fairgrounds.

SECTION 5. Part 9 of article 47 of title 12, Colorado Revised Statutes, is amended BY THE ADDITION OF A NEW SECTION to read:

12-47-909. Common consumption areas. (1) A PROMOTIONAL ASSOCIATION OR ATTACHED LICENSED PREMISES SHALL NOT:

(a) EMPLOY A PERSON TO SERVE ALCOHOL BEVERAGES OR PROVIDE SECURITY WITHIN THE COMMON CONSUMPTION AREA UNLESS THE SERVER HAS COMPLETED THE SERVER AND SELLER TRAINING PROGRAM ESTABLISHED BY THE DIRECTOR OF THE LIQUOR ENFORCEMENT DIVISION OF THE DEPARTMENT OF REVENUE;

(b) SELL OR PROVIDE AN ALCOHOL BEVERAGE TO A CUSTOMER FOR CONSUMPTION WITHIN THE COMMON CONSUMPTION AREA BUT NOT WITHIN THE LICENSED PREMISES IN A CONTAINER THAT IS LARGER THAN SIXTEEN OUNCES;

(c) SELL OR PROVIDE AN ALCOHOL BEVERAGE TO A CUSTOMER FOR CONSUMPTION WITHIN THE COMMON CONSUMPTION AREA BUT NOT WITHIN THE LICENSED PREMISES UNLESS THE CONTAINER IS DISPOSABLE AND CONTAINS THE NAME OF THE VENDOR IN AT LEAST TWENTY-FOUR-POINT FONT;

(d) PERMIT CUSTOMERS TO LEAVE THE LICENSED PREMISES WITH AN ALCOHOL BEVERAGE UNLESS THE BEVERAGE CONTAINER COMPLIES WITH PARAGRAPHS (b) AND (c) OF THIS SUBSECTION (1);

(e) OPERATE THE COMMON CONSUMPTION AREA DURING HOURS THE LICENSED PREMISES CANNOT SELL ALCOHOL UNDER THIS ARTICLE OR THE LIMITATIONS IMPOSED BY THE LOCAL LICENSING AUTHORITY;

(f) OPERATE THE COMMON CONSUMPTION AREA IN AN AREA THAT EXCEEDS THE MAXIMUM AUTHORIZED BY THIS ARTICLE OR BY THE LOCAL LICENSING AUTHORITY;

(g) SELL, SERVE, DISPOSE OF, EXCHANGE, OR DELIVER, OR PERMIT THE SALE, SERVING, GIVING, OR PROCURING OF, AN ALCOHOL BEVERAGE TO A VISIBLY INTOXICATED PERSON OR TO A KNOWN HABITUAL DRUNKARD;

(h) SELL, SERVE, DISPOSE OF, EXCHANGE, OR DELIVER OR PERMIT THE SALE, SERVING, OR GIVING OF AN ALCOHOL BEVERAGE TO A PERSON UNDER TWENTY-ONE YEARS OF AGE; OR

(i) PERMIT A VISIBLY INTOXICATED PERSON TO LOITER WITHIN THE COMMON CONSUMPTION AREA.

(2) THE PROMOTIONAL ASSOCIATION SHALL PROMPTLY REMOVE ALL ALCOHOL BEVERAGES FROM THE COMMON CONSUMPTION AREA AT THE END OF THE HOURS OF OPERATION.

(3) A PERSON SHALL NOT CONSUME ALCOHOL WITHIN THE COMMON CONSUMPTION AREA UNLESS IT WAS PURCHASED FROM AN ATTACHED, LICENSED PREMISES.

(4) THIS SECTION DOES NOT APPLY TO A SPECIAL EVENT PERMIT ISSUED UNDER ARTICLE 48 OF THIS TITLE OR THE HOLDER THEREOF UNLESS THE PERMIT HOLDER DESIRES TO USE AN EXISTING COMMON CONSUMPTION AREA AND AGREES IN WRITING TO THE REQUIREMENTS OF THIS ARTICLE AND THE LOCAL LICENSING AUTHORITY CONCERNING THE COMMON CONSUMPTION AREA.

SECTION 6. Act subject to petition - effective date - applicability. (1) This act shall take effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly (August 10, 2011, if adjournment sine die is on May 11, 2011); except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or part shall not take effect unless approved by the people at the general election to be held in November 2012 and shall take effect on the date of the official declaration of the vote thereon by the governor.

(2) The provisions of this act shall apply to acts committed on or after the applicable effective date of this act.

Approved: May 27, 2011

Capital letters indicate new material added to existing statutes; dashes through words indicate deletions from existing statutes and such material not part of act.

Session Laws of Colorado	Digest of Bills	General Assembly	State of Colorado
Office of Legislative Legal Services, State Capitol Building, Room 091, Denver, Colorado 80203-1782 Telephone: 303-866-2045 Facsimile: 303-866-4157 Send comments about this web page to: olls.ga@state.co.us			

The information on this page is presented as an informational service only and should not be relied upon as an official record of action or legal position of the State of Colorado, the Colorado General Assembly, or the Office of Legislative Legal Services.

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

INITIATED BY: Kevin Mueller

INFORMATION: ACTION: X OR DISCUSSION:

=====

AGENDA ITEM: DRCOG Scoring of NDDA Projects to see if they qualify for the TIP funding, and move those projects that do qualify, forward in the process.

SUMMARY:

Every 6 years CDOT and RTD fund Transportation projects through the Transportation Improvement Program (TIP). Projects are submitted to and the program is administrated by Denver Regional Council of Governments (DRCOG). If a project is approved for funding the money would be available in 2016 which coincides with our next debt authorization request.

There are 2 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.

<http://nederlandco.org/2014/05/draft-master-infrastructure-plan/> (summary included in this packet).

Projects are scored and submitted by municipalities in predetermined categories and the NDDA will need to look at the categories, choose the best one for each project and score them and if a sufficient score is obtained continue the TIP process.

The instructions, categories and scoring charts are included in the **Adopted 2016-2021 TIP Policy - Final_4** included in this packet.

The introduction to the TIPS Policy Document:

The 2016-2021 Transportation Improvement Program (TIP) will specifically program the federally-funded transportation improvements and management actions to be completed by the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other project sponsors over a six- year period.

The Metro Vision 2035 Plan serves as a comprehensive guide for future development of the

region with respect to growth and development, transportation, and the environment. One component of the Metro Vision 2035 Plan, is the 2035 Metro Vision Regional Transportation Plan (2035 Metro Vision RTP). It presents the vision for a multimodal transportation system that is needed to respond to future growth, as well as to influence how the growth occurs. It specifies strategies, policies, and major capital improvements that advance the objectives of the Metro Vision 2035 Plan. The fiscally constrained 2035 Metro Vision RTP defines the specific transportation elements and services that can be provided to year 2035 based on reasonably expected revenues. The 2035 Metro Vision RTP is available on the DRCOG website at: <https://drcog.org/programs/transportation-planning/regional-transportation-plan>

The Metro Vision 2035 Regional Transportation Plan (2035 Metro Vision RTP) is currently being revised to 2040 and is anticipated to be adopted in December 2014. The networks and regionally significant projects that will comprise the fiscally constrained 2040 Metro Vision RTP will be adopted by the DRCOG Board for testing by July 2014. The 2016-2021 TIP will specifically identify and program projects for federal funding based on the Metro Vision RTP.

As required by federal law, the TIP must be fiscally constrained to funds expected to be available. All projects selected to receive federal surface transportation funds, and all regionally significant projects regardless of funding type, must be identified in the TIP.

The TIP is prepared and adopted by the Denver Regional Council of Governments (DRCOG), the region's Metropolitan Planning Organization (MPO), in cooperation with CDOT and RTD. This document establishes policies for developing the TIP and selecting projects to be included.

RECOMMENDATIONS:

The NDDA needs to review the projects, score them using DRCOG definitions in the TIP policy document and if either or both score high enough move forward with the TIP process.

FINANCIAL CONSIDERATIONS:

The MIP gives the Lakeview intersection a very rough and preliminary cost of \$220K. This does not include improvements and better connections for pedestrian and bike paths or a rotary.

The Bridge is mapped but not estimated.

POLICY ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PREPARATION

Procedures for preparing the 2016-2021 TIP

Adopted July 16, 2014



POLICY ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PREPARATION

Procedures for preparing the 2016-2021 TIP

Adopted July 16, 2014

**Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, Colorado 80203
www.drcog.org**

Preparation of this report has been financed in part through grants from the Federal Transit Administration and the Federal Highway Administration of the U. S. Department of Transportation

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I. INTRODUCTION

The *2016-2021 Transportation Improvement Program* (TIP) will specifically program the federally-funded transportation improvements and management actions to be completed by the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other project sponsors over a six-year period.

The *Metro Vision 2035 Plan* serves as a comprehensive guide for future development of the region with respect to growth and development, transportation, and the environment. One component of the *Metro Vision 2035 Plan*, is the *2035 Metro Vision Regional Transportation Plan* (2035 Metro Vision RTP). It presents the vision for a multimodal transportation system that is needed to respond to future growth, as well as to influence how the growth occurs. It specifies strategies, policies, and major capital improvements that advance the objectives of the *Metro Vision 2035 Plan*. The fiscally constrained 2035 Metro Vision RTP defines the specific transportation elements and services that can be provided to year 2035 based on reasonably expected revenues. The 2035 Metro Vision RTP is available on the DRCOG website at: <https://drcog.org/programs/transportation-planning/regional-transportation-plan>

The *Metro Vision 2035 Regional Transportation Plan* (2035 Metro Vision RTP) is currently being revised to 2040 and is anticipated to be adopted in December 2014. The networks and regionally significant projects that will comprise the fiscally constrained 2040 Metro Vision RTP will be adopted by the DRCOG Board for testing by July 2014. The 2016-2021 TIP will specifically identify and program projects for federal funding based on the Metro Vision RTP.

As required by federal law, the TIP must be fiscally constrained to funds expected to be available. All projects selected to receive federal surface transportation funds, and all regionally significant projects regardless of funding type, must be identified in the TIP.

The TIP is prepared and adopted by the Denver Regional Council of Governments (DRCOG), the region's Metropolitan Planning Organization (MPO), in cooperation with CDOT and RTD. This document establishes policies for developing the TIP and selecting projects to be included.

A. Authority of the MPO

Federal law charges MPOs with the responsibility for developing and approving the TIP. DRCOG directly selects projects funded with Surface Transportation Program (STP) - Metro, Transportation Alternatives Program (TAP), and Congestion Mitigation/Air Quality (CMAQ) funds. DRCOG reviews CDOT and RTD submitted projects for consistency with regional plans.

B. Geographic Area of the TIP

The TIP is prepared for the area shown in Figure 1.

C. Time Period of the TIP

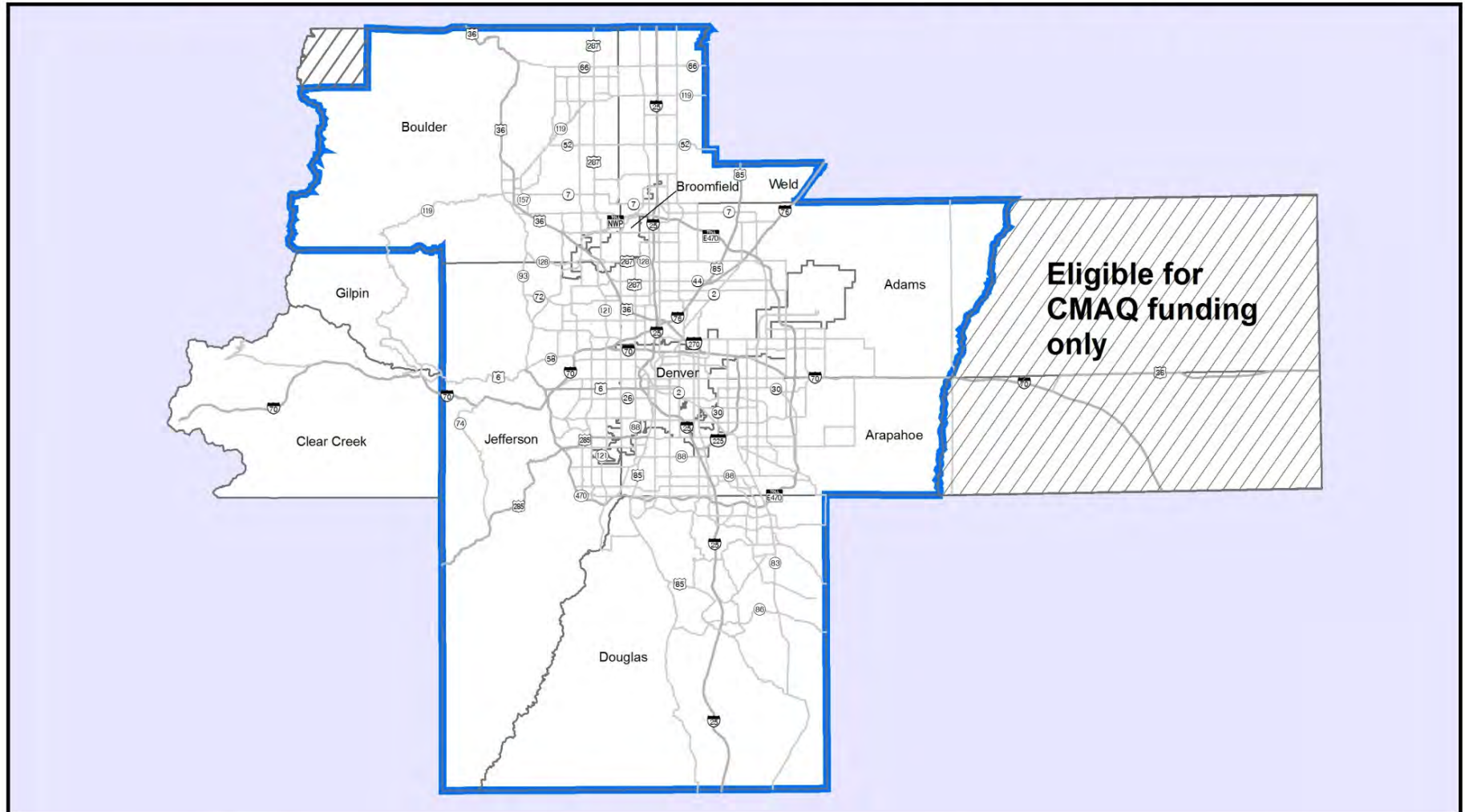
The first four years of the 2016-2021 TIP contain committed, programmed projects. The last two years of the TIP are typically limited to non-DRCOG projects to align with other CDOT and RTD planning products.

D. TIP Development Schedule




Table 1 shows the process and tentative schedule for developing the 2016-2021 TIP. A more detailed schedule, along with DRCOG funding request application forms and instructions, will be distributed with the solicitation for funding requests and posted on the DRCOG website.

Table 1. Transportation Improvement Program Development Schedule

TIP Process Element	Nominal Schedule
TIP Policy, Process, and Criteria Revision	October 2013—July 2014
Solicitation for DRCOG Funding Requests	July-August 2014
Evaluation of DRCOG Requests and 1 st /2 nd Phase Selection	September 2014—January 2015
Draft TIP Document Preparation	January 2015
Public Hearing on Draft TIP	February 2015
Committee Review of Draft TIP	February—March 2015
Board Action	March 2015



LEGEND

-  Transportation Management Area MPO (TIP Area)
-  DRCOG County Boundaries
-  Eligible for CMAQ Funding Only



This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantees, representations or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.
Source: DRCOG
Projection: Colorado State Plane, NAD 83
PJ 5/2/2014

II. AGENCY ROLES AND REQUIREMENTS

This chapter identifies the funding programmed by DRCOG, CDOT, and RTD, the steps that will be taken to integrate the three processes, and common requirements for all TIP projects.

A. Agency Roles

Each of the three primary regional transportation planning partners—**DRCOG, CDOT, and RTD**—selects projects for the federal funds over which it has authority. These three selection processes are conducted separately until they are integrated into a draft TIP by DRCOG staff. Please see Section IV.A.4 for additional details.

DRCOG selects projects to receive Federal Highway Administration (FHWA) funds from the following three programs. Please see Appendix B for examples of projects by funding source.

- Surface Transportation Program (STP)-Metro;
- Transportation Alternatives Program (TAP); and
- Congestion Mitigation/Air Quality (CMAQ).

CDOT selects TIP projects using a variety of federal, state, and local revenues. These are listed in the TIP under the following categories:

- 7th Pot (statewide strategic projects);
- Regional Priorities Program (RPP) (strategic regional CDOT priorities);
- Congestion Relief Program (regional CDOT priorities to improve congestion on the state highway system);
- Surface Treatment (repaving projects);
- Bridge (On-system, Off-system, Discretionary);
- Safety Projects;
- FASTER Projects: Bridge, Safety, and Transit (state revenues for eligible projects);
- Intelligent Transportation Systems;
- Safe Routes to School;
- Transportation, Community and System Preservation (TCSP);
- RAMP (Responsible Acceleration of Maintenance and Partnerships); and
- Other projects using federal discretionary funds.

RTD selects projects using a variety of federal funds and RTD revenues to fund regional transit system construction, operations, and maintenance. Its projects follow their Strategic Business Plan (SBP) and are listed in the TIP under the following categories:

- FTA Section 5307 (transit capital, operations, capital maintenance, studies);
- FTA Section 5339 (capital improvements);
- FTA Section 5310 (transit capital for elderly & disabled services);
- FasTracks; and
- Other projects using federal discretionary funds.

All project sponsors are strongly encouraged to meet with relevant agencies before their funding requests are submitted to discuss their potential projects (for example: CDOT with affected local agencies; local agencies with CDOT on projects that affect state highways even if the project itself does not touch the state highway; local agencies requesting funds for station area planning with RTD; DRCOG for project eligibility).

B. Eligibility Requirements and Commitments for All TIP Projects

1. Eligible Applicants

Eligible applicants for DRCOG-selected projects are listed in Section III.A.4. CDOT and RTD establish applicant eligibility for the programs in which they select projects.

2. Project Eligibility

All projects to be granted federal funds through the TIP must implement the improvements and/or policies in the Metro Vision RTP and abide by federal and state laws. The types of projects eligible for specific federal funding sources have been established in MAP-21.

3. Air Quality Commitments

The TIP must implement any submitted State Implementation Plan (SIP) Transportation Control Measures (TCMs), which are detailed in the air quality conformity finding. No TCMs remain from the current 2035 Metro Vision RTP conformity; none are anticipated for the 2040 Metro Vision RTP.

4. Eligibility of Roadway Capacity Projects

For the 2016-2021 TIP, only roadway capacity projects (i.e., highway widening, new roadways, new interchanges, interchange capacity, and HOT/BRT/HOV), approved for the fiscally constrained 2040 Metro Vision RTP (Appendix C) will be considered eligible for TIP funding.

5. Freight

In the DRCOG selection process, freight facility and freight-related pollutant reduction projects are eligible to be submitted within the air quality improvements set-aside. Further, other DRCOG project types (such as roadway capacity, roadway operational, roadway reconstruction, and studies) may benefit freight movement or freight facilities. For example, the roadway capacity projects selected for the fiscally constrained 2040 Metro Vision Regional Transportation Plan were evaluated based on several criteria including proximity to intermodal facilities and severity of traffic congestion, each of which is important to freight movement. Also, traffic congestion is explicitly considered in the specific TIP evaluation criteria for several project types. Projects benefiting freight movement will be discussed in the interagency review of projects (Section IV.A.3).

6. Commitment to Implement Project

Since the TIP is dependent on a satisfactory air quality conformity finding, inclusion of a project in the TIP shall constitute a commitment to complete the project in a timely manner.

Any funding necessary to complete the project *beyond* the federal share allocated in the TIP must be borne by the project sponsor. If project costs increase on CDOT- and RTD-selected projects, they may provide additional federal, state, or local funds equal to the increase. If project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls with non-federal funds.

All project components (within each funded TIP phase) contained within Environmental Impact Statements (EISs)/Records of Decision (RODs), Environmental Assessments (EAs)/Findings of No Significant Impact (FONSIs), or other National Environmental Policy Act (NEPA) decision documents must be funded as part of the project.

7. Public Involvement

Public involvement is appropriate at all stages of project development and the responsibility for seeking it lies with the project sponsor. For projects seeking DRCOG-selected funding, early public input is most appropriate as the sponsoring agency is preparing its funding request submittal. The DRCOG committee review process (TAC, MVIC, and RTC) and a public hearing at the regional level provide opportunities for public comment prior to Board action on adoption of the TIP amendments. The TIP public involvement process also serves as the public involvement process for RTD's Program of Projects using FTA Section 5307 funding, and the public hearing is noticed accordingly.

8. Advance Construction

For projects selected for TIP funding, a sponsor wishing to accelerate the completion of a project with non-federal funds may do so through a procedure allowed by the FHWA and referred to as Advance Construction. If any sponsor wishes to advance construct a project in the TIP, it must seek CDOT and FHWA permission to do so.

Through Advance Construction, a project sponsor can independently raise up-front capital for a project and preserve eligibility for future federal funding for that project. At a later point, federal funds can be obligated for reimbursement of the federal share to the sponsor. This technique allows projects to be implemented that are eligible for federal aid when the need arises, rather than when obligation authority for the federal share has been identified. The project sponsor may access capital from a variety of sources, including its own funds and private capital in the form of anticipation notes, commercial paper, and bank loans.

III. DRCOG SELECTION PROCESS

A. Eligibility Requirements and Commitments for DRCOG-Selected TIP Projects

1. Eligibility by Project Type

For the purpose of selecting projects for federal funding, DRCOG has established specific project types. These project types are consistent with the Metro Vision RTP and are listed in Table 2. Funding requests submitted as candidates for DRCOG selection must identify the specific project type and must satisfy the eligibility requirements of that project type. Funding requests must also adhere to appropriate requirements below and to the eligibility requirements and commitments listed in the previous chapter.

2. Projects Requiring Concurrence by CDOT or RTD

Funding requests for any projects on State Highways must be submitted by, or with the concurrence of, CDOT. Funding requests in need of RTD involvement (operations or access to property) must request concurrence with RTD in advance of the funding request deadline.

3. Projects Requiring a Contract with CDOT

For any projects requiring the sponsor to contract with CDOT to receive federal funds, completion and submittal of the funding request application is an agreement by the sponsor to use the CDOT contract, available from CDOT region offices, without revision of any of the standard language.

4. Eligible Applicants and Number of Submittals

Eligible applicants for projects to be selected by DRCOG as part of the overall TIP call for funding requests are:

- County and municipal governments;
- Regional agencies (specifically RTD, the Regional Air Quality Council (RAQC), and DRCOG); and
- the State of Colorado.

Each municipality and county in the TIP area may submit up to the following number of funding requests based on DRCOG's latest estimate of population or employment (2012). Table 3 lists the number of new funding request submittals allowed by jurisdiction:

- Five (5) requests for jurisdictions with population or employment up to 10,000;
- Eight (8) requests for jurisdictions with population or employment between 10,001 and 100,000;
- Ten (10) requests for jurisdictions with population or employment between 100,001 and 600,000; and
- Fifteen (15) requests for jurisdictions with a population or employment of 600,000 or more.

Other eligible applicants may submit up to the following number of funding requests:

- Six (6) requests for regional and state agencies, other than CDOT;
- Eight (8) requests for CDOT (total all regions).

Table 2. Project Types for DRCOG-Selected Projects

Project Type	Eligibility Requirements and Evaluation Criteria
Roadway Capacity Projects , which include: <ul style="list-style-type: none"> • Roadway widening • New road • New interchange • Interchange capacity • HOT/BRT/HOV 	See Table 4
Roadway Operational Improvements Projects	See Table 5
Roadway Reconstruction Projects	See Table 6
Transit Passenger Facilities Projects	See Table 7
Transit Service Projects <ul style="list-style-type: none"> • New, Expanded, or Rapid Transit 	See Table 8
Bicycle/Pedestrian Projects <ul style="list-style-type: none"> • New, Upgrade, or Reconstruction 	See Table 9
Other Enhancement Projects	See Table 10
Studies (transportation-related)	See Table 11
<p>The following project types will only be considered as part of the 2nd phase selection process and not scored:</p> <ul style="list-style-type: none"> • Other Enhancement Projects • Studies (roadway, transit, other) 	
<p>The following set-asides and programs are funded through the TIP with project selection made through a future separate process for each. Contact DRCOG staff for further information.</p> <ul style="list-style-type: none"> • Regional TDM Set-Aside (includes regional partnerships, marketing, and infrastructure) • DRCOG Way-To-Go Program • Regional Transportation Operations Set-Aside (includes traffic signals and ITS) • Station Area Master Plans/Urban Center Planning Studies Set-Aside • Air Quality Set-Aside (includes RAQC fleet and outreach projects, and local project selections) 	

Table 3: Population and Employment Estimates and Maximum TIP Project Submittals

Place	2012 Population	2012 Employment	Max # of Submittals
Adams County	459,600	214,200	10
Arapahoe County	594,700	294,200	10
Arvada	109,200	55,300	10
Aurora	339,300	159,900	10
Bennett	2,400	1,000	5
Boulder	100,800	53,600	10
Boulder County	305,300	158,600	10
Bow Mar	900	400	5
Brighton	34,800	15,300	8
Broomfield (City & County)	58,300	30,000	8
Castle Pines	10,700	5,000	8
Castle Rock	50,800	25,000	8
Centennial	103,400	53,300	10
Cherry Hills Village	6,200	2,600	5
Columbine Valley	1,300	600	5
Commerce City	48,000	21,300	8
Dacono	4,300	2,100	5
Deer Trail *	600	200	5
Denver (City & County)	634,600	316,700	15
Douglas County	298,200	150,000	10
Edgewater	5,300	2,800	5
Englewood	31,100	16,600	8
Erie	19,600	9,900	8
Federal Heights	11,900	5,600	8
Firestone	10,900	4,900	8
Fort Lupton	7,600	4,600	5
Foxfield	700	400	5
Frederick	9,500	4,300	5
Glendale	4,300	3,100	5
Golden	19,300	9,500	8
Greenwood Village	14,400	7,400	8
Hudson	2,600	1,200	5
Jamestown	300	-	5
Jefferson County	546,700	282,100	10
Lafayette	26,000	13,500	8
Lakeside	-	1,000	5
Lakewood	146,000	73,000	10
Larkspur	200	100	5
Littleton	43,100	21,100	8
Lochbuie	5,200	300	5
Lone Tree	11,500	5,900	8
Longmont	88,900	43,300	8
Louisville	19,000	10,500	8
Lyons	2,100	1,100	5
Mead	3,700	1,800	5
Morrison	400	200	5
Mountain View	500	100	5
Nederland	1,500	800	5
Northglenn	37,000	18,100	8
Parker	47,000	24,100	8
Sheridan	6,500	2,500	5
Superior	12,800	7,100	8
Thornton	124,100	60,800	10
Ward	200	-	5
Weld County (DRCOG Only)	75,000	9,000	8
Westminster	109,500	57,100	10
Wheat Ridge	30,800	15,100	8
~ = less than 100 * = eligible for CMAQ only	Source: U.S. Census Bureau.	Source: U.S. Census Bureau. ACS, 5-Year Estimates, 2008-2012	

5. Financial Requirements

Sponsors must commit 20% match from local/state financial resources for each funding request submitted for consideration. Sponsors must request **a minimum of \$100,000 in federal funds** for any request submitted to be a candidate for DRCOG selection.

6. Commitment to Implement a Project

Inclusion of a project in the TIP shall constitute a commitment by the sponsor to complete their project in a timely manner. A sponsor's submittal of a funding request for DRCOG selection shall constitute a commitment to complete each project phase as described in the application form and committed by the sponsor's signature, if the project is selected for funding. Any part of the project scope credited in awarding evaluation points becomes a permanent part of the project scope and must be implemented.

Sponsors with funding requests selected for inclusion in the TIP shall work with CDOT or RTD to ensure that all federal requirements are followed, and that the project follows the project phases programmed in the TIP.

7. Project Delays

Implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only one year by the project sponsor.

A delay occurs when a project phase, as identified during project submittal and contained within the TIP project descriptions, has not been initiated in the identified year. A project that has only one year of federal funding receives a delay if the project did not go to ad (construction projects), did not hold its kick-off meeting (studies), or didn't conduct similar project initiation activities (other types of projects) by the end of the federal fiscal year for which it was programmed. For projects that have more than one year of federal funding, each phase (year) will be reviewed to see if the objectives defined for that phase have been initiated.

DRCOG defines the initiation of a project phase in the following manner as of September 30 for the year with federal funding in the TIP that is being analyzed:

- Design: IGA executed with CDOT AND if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with CDOT project staff
- Environmental: IGA executed with CDOT AND if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with CDOT project staff
- ROW: IGA executed with CDOT AND completion of ROW plans
- Construction: project advertised
- Study: IGA executed (with CDOT or RTD) AND kick-off meeting has been held
- Bus Service: IGA executed with RTD AND service has begun

- Equipment Purchase: IGA executed AND RFP/RFQ/RFB (bids) issued
- Other: IGA executed AND at least one invoice submitted to CDOT/RTD for work completed

When a project phase encounters a delay (project phase being analyzed has not been initiated by September 30), DRCOG will list the reasons why the phase has not been initiated within its annual report. Sponsors must be available to appear before the Transportation Advisory Committee, Metro Vision Issues Committee, Regional Transportation Committee, and DRCOG Board to explain the reasons for the delay(s) and receive DRCOG Board approval to continue. Any conditions established by the Board in approving the delay become policy.

After a delay is encountered, DRCOG, along with the sponsor and CDOT or RTD, will discuss the project and the reasons for its delay. The end result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all of its federally-funded projects.

If, in the following year, the sponsor fails to achieve initiation of the delayed phase, OR has breached the Board conditions placed upon that delay, the project will be automatically deleted from the TIP and the sponsor is required to reimburse all federal funds expended on the project. This action cannot be appealed to the DRCOG Board. In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a “termination for performance” clause.

B. Funding Request Application

1. Form

DRCOG staff shall provide TIP application materials and instructions. For the 2016-2021 TIP, a web-based application will be used.

2. Required Training

At the initiation of the TIP Call for Projects, DRCOG staff shall conduct mandatory training workshops to cover and explain the submittal process, eligibility and evaluation, construction and development requirements for construction projects, and sponsor responsibilities. The training will also allow CDOT and RTD staff to cover basic requirements for implementing federal projects.

During the training, CDOT, RTD, and DRCOG staff will be available to assist jurisdictions in preparing funding request applications, as needed. As an outcome of this required training, those in attendance will become “certified” to prepare TIP applications. Only those applications prepared by eligible sponsors in attendance at this mandatory training will be considered as “eligible” submittals.

3. Submittals

Any agency contemplating submitting an application with questions regarding the data required to complete its application must contact DRCOG staff **at least two weeks prior to the application deadline**. The information that is required by the sponsors to complete applications is either noted within the project type tables and/or embedded within the website application.

Funding request applications, with formal project commitment forms, will be due approximately eight weeks after the date of the announcement of the solicitation for funding requests. All applicants must also submit CDOT's design data form 463 and checklist with the application. Applicants will also be required to submit a project implementation schedule with their funding requests, which will be available on the website application. All funding request application forms must be complete when submitted to DRCOG as candidates for selection. Incomplete applications will NOT be evaluated.

Applications from eligible sponsors must be prepared by those that have been certified as attending required training (see Section III.B.2). The application must be signed by either the applicant's City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.

C. Special Requirements for Multi-Phase Projects

Most of the regionally significant roadway and transit projects in the fiscally constrained 2040 Metro Vision RTP are quite costly. To allow for more flexibility in funding consideration in the TIP process, applicants are allowed to submit implementation funding requests for only the "next meaningful phase" of such projects. The "next meaningful phase" should be jointly established by the sponsor, CDOT or RTD, and DRCOG staff in advance of the submittal. The functional implication of a "meaningful phase" is that a completed phase creates something usable. Projects that receive TIP funding for an implementation phase also receive a TIP commitment to expeditiously continue funding future phases of such projects as long as the phases are meaningful and the sponsor continues to provide match. At the time of project selection, DRCOG will determine its TIP funding commitment to future phases of either the overall project or the overall NEPA approved alternative. Sections III.F and III.G identify how such projects will be considered during project selection.

For projects that require an Environmental Assessment (EA) or an Environmental Impact Statement (EIS), the EA or Draft EIS Disclosure Document must be signed, or be reasonably expected to be signed by the relevant federal agency within FY2016-2019. TIP funding for a NEPA study (in this TIP cycle), does not constitute a commitment to expedite funding for implementation in a coming TIP cycle. Funding for implementation will be based on relevant evaluation criteria in that (future) TIP process.

D. Evaluation and Ranking for Project Funding Requests

Newly submitted funding requests are considered as follows:

1. Eligibility and completeness review

The applications received by DRCOG staff are reviewed for completeness and to determine if submitted requests meet the eligibility requirements listed within each of the project type evaluation tables. Applications not meeting the requirements are rejected and not evaluated further.

2. Scoring review

The submitted scoring for each eligible funding request is reviewed for accuracy by DRCOG staff. Each application form requires the sponsor to identify a project type and provide project and sponsor information relevant to the identified evaluation criteria to compute a score. **The evaluation criteria for each project type are shown in tables 4 through 11.** Scoring inaccuracies will be corrected by DRCOG staff during the review period and reviewed by a peer panel to assist in scoring validation, as necessary. With the concurrence of the applicant, DRCOG staff may reassign the funding request to another project type other than the one selected by the project sponsor, if the project type was inappropriate or it will improve either the project's scoring and its chances for selection.

3. Ranking

A list rank-ordered by validated score is created of eligible funding requests for each project type.

E. Funding Assessment and Initial Programming

DRCOG staff will estimate how much funding will be available, by funding source, for fiscal years 2016, 2017, 2018 and 2019 in consideration of control totals provided by CDOT and other sources. The total four-year program funding must fund the federal share of all carryover projects, "off-the-top" commitments, and new funding requests.

1. Carryover Projects

DRCOG staff will make fiscal allowance to fund all approved carryover projects from the 2012-2017 TIP.

2. Off-the-Top Set-Asides and Programs

This TIP Policy reflects intent to fund the following programs "off-the-top", in the amounts shown for years 2016-2019. Any projects eligible for these set-asides and programs are ineligible to submit during the general TIP Call for Projects and are selected at other times throughout the TIP.

- Regional Transportation Demand Management (TDM) set-aside
 - \$1,600,000 federal per year in fiscal years 2016-2019
 - \$560,000 per year is allocated for regional partnership TMAs, with the remaining set-aside target splits of \$640,000 per year for traditional TDM marketing projects and \$400,000 per year for multimodal supportive infrastructure
- Way-To-Go Program
 - \$1,800,000 federal per year in fiscal years 2016-2019
- Regional Transportation Operations set-aside (traffic signals and ITS)
 - \$4,200,000 federal per year in fiscal years 2016-2019
- Station Area Master Plans/Urban Center Planning Studies set-aside
 - \$600,000 federal per year in fiscal years 2016-2019
- Air Quality Improvements set-aside
 - \$1,800,000 federal per year in fiscal years 2016-2019
 - Regional Air Quality Council (RAQC) will receive \$1,200,000 per year for vehicle fleet technology and \$400,000 per year for the Ozone Aware Outreach Program. RAQC will allocate and administer \$200,000 per year to local projects (e.g., PM-10 sweeper, de-icer projects)

3. Other Commitments

This TIP Policy intends to fund three additional commitments:

- Completion of two separate FasTracks “commitment in principle” allocations set by the Board in 2004 and 2008. The total to be allocated over fiscal years 2016 and 2017 will be \$25,610,000 federal from a mixture of STP-Metro and CMAQ funding (additional details can be found in Section IV.A.1).
- \$25 million towards the I-70 East Viaduct reconstruction project over fiscal years 2016-2019.

4. Selection Process

Once carryover projects, off-the-top programs and other commitments are allocated, the remaining funds are designated for new projects from the requests in a two-phase process.

F. First Phase Selection

In the first of the two phases, new projects are selected directly from the ranked lists of funding requests, to a maximum of 75 percent of not-yet-programmed funding. **Funding targets** per project type are established below to implement the objectives in the RTP. These funding targets are used to establish the maximum selection in the first phase for each project type. Project types not listed (Other Enhancements projects and Studies) are not scored and will be considered in the second phase selection process only.

Funding Targets for First Phase Selection by Project Type (75% of not-yet-programmed funding)	
Roadway Capacity	38%
Roadway Operational Improvements	22%
Roadway Reconstruction	15%
Transit Service	6%
Transit Passenger Facilities	3%
Bicycle/Pedestrian	16%
Total	100%

The number of projects awarded between \$100,000 and \$300,000 in federal funding will be capped at 10, with the remaining placed on the waiting list.

G. Second Phase Selection

Language for the second phase selection process will be discussed, acted upon, and amended into the document later in 2014.

Table 4. Roadway Capacity Projects

Eligibility Criteria

- Only regionally-funded roadway widening, new road, new interchange, interchange capacity, and HOT/BRT/HOV projects approved for the fiscally constrained *2040 Metro Vision Regional Transportation Plan* are eligible.
- Only eligible projects with a NEPA disclosure document signed or expected to be signed between FY2014-2019 by the appropriate agencies can submit for funding unless CDOT concurs in writing that the project can be cleared via a categorical exclusion. If a sponsor desires funding for NEPA, it must be submitted under the *Studies* category (Table 11).
- Submittals can only be for “next meaningful phase” of the project jointly defined by applicant, CDOT, and DRCOG as described in Section III.C. At the time of project selection, DRCOG will determine its TIP funding commitment to future phases of either the overall project or the overall NEPA approved alternative.
- 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 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.

Evaluation Criteria	Max Points	Scoring Instructions
Current congestion	15	<p>Based on the degree of current (2011) congestion on the most congested segment of the project:</p> <p>15 points will be awarded to projects with a congestion score of 18 or more; 0 points to projects with a congestion score of 3 or less; with straight-line interpolation between. Congestion for new road and interchange projects based on adjacent roadways.</p> <p><i>Source: DRCOG congestion management program; sponsor may supply location-specific volume data to augment DRCOG data in computation of congestion score.</i></p>
Crash reduction (Safety)	7	<p>Based on the project’s estimated crash reduction and weighted crash rate, up to 7 points will be awarded. Appendix D explains the point allocation.</p> <p><i>Source: DRCOG or sponsor supplied crash data</i></p>
Funding-effectiveness	12	<p>Based on the project’s requested federal funds per daily person-miles-of-travel (PMT), up to 12 points will be awarded as follows:</p> <ul style="list-style-type: none"> • For HOT/BRT/HOV, roadway widening, and new road projects: 12 points will be awarded to projects with a federal funding request per PMT of less than \$100; 0 points to projects with a federal funding request per PMT greater than \$650; with straight line interpolation between.

Table 4. Roadway Capacity Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> For interchange capacity and new interchange projects: 12 points will be awarded to projects with a federal funding request per PMT of less than \$250; 0 points to projects with a federal funding request per PMT greater than \$3,000; with straight line interpolation between. <p><i>Source: DRCOG 2015 model data. PMT for new road and interchange projects based on current usage estimates.</i></p>
Condition of applicable bridge	5	<p>Based on the CDOT inspection per the National Bridge Inspection Standards:</p> <p>5 points will be awarded if the bridge sufficiency rating is 20 or lower; 0 points will be awarded if the rating is 60 or higher; with straight line interpolation between.</p> <p><i>Source: DRCOG from CDOT</i></p>
2040 RTP project score	10	<p>Based on the score computed by DRCOG for project consideration in the fiscally constrained 2040 Metro Vision RTP process:</p> <p>10 points will be awarded if the project's long-range score was 60 or higher; 0 points will be awarded if the project's long-range score was less than 30; with straight line interpolation between.</p> <p><i>Source: DRCOG</i></p>
Transportation system management	5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 7 features):</p> <ul style="list-style-type: none"> Provision of raised, depressed, or barrier medians for the entire length of the project Access consolidation (driveways, side streets) Provision of left-turn lanes at signalized intersections Provision of signal interconnection Provision of ITS infrastructure Provision of infrastructure that implements an approved incident management plan Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).
Multimodal connectivity	18	<p>Up to 18 points (of a possible 45), will be awarded for the following features existing and being retained, or being included in and newly constructed by the project:</p>

Table 4. Roadway Capacity Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> • 8 points for providing a physically-protected facility (includes, but not limited to the use of bollards, landscaping, curb) for bicycle travel for the entire length of the project • 8 points for adding a new travel lane or redesignating an existing general purpose travel lane for transit/HOV use for a continuous distance longer than a transit/carpool queue jump lane • 5 points for including major transit/HOV operational features – transit/carpool queue jump lanes • 4 points for adding a new bike lane, shoulders, or multi-use path • 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) • 2 points for a bicycle and/or pedestrian facility directly touching school property; OR 1 point if facility is within 1/8 mile • 2 points for a 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; OR 1 point if facility is within 1/8 mile • 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway • 2 points for widening sidewalks to a minimum width of 8 feet • 2 points for incorporating transit priority at project traffic signals • 2 points for providing one or more protected roadway crossings for pedestrians (e.g., center refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.) • 1 point for building pedestrian linkages to other adjacent land uses (other than schools) • 1 point for including minor transit operational features - bus pads • 1 point for providing bike amenities (e.g., bike racks, bike lockers) • 1 point for installing bicycle counters at newly constructed facilities • 1 point for providing pedestrian-oriented street lighting for the entire length of the project • 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project
Environmental justice	3	3 points will be awarded if 75% or more of the project length is located within and provides benefits to a 2040 RTP-defined environmental justice area. The sponsor must identify the benefits and disadvantages the project may have on the environmental justice community.
Project-related Metro Vision implementation	17	Up to 17 points will be awarded as described in Appendix E.
Sponsor-related Metro Vision implementation	8	Up to 8 points will be awarded as described in Appendix F.
Total	100	

Table 5. Roadway Operational Improvement Projects

Eligibility Criteria

- 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.

Evaluation Criteria	Max Points	Scoring Instructions
Current congestion	12	<p>Based on the degree of current (2011) congestion on the most congested approach or segment of the project:</p> <p>12 points will be awarded to projects with a congestion score of 16 or more; 0 points to projects with a congestion score of 4 or less; with straight-line interpolation between.</p> <p><i>Sources:</i></p> <ul style="list-style-type: none"> • <u>Roadway Projects</u>: DRCOG congestion management program. • <u>Grade Separation Projects</u>: The DRCOG congestion management program will use the following data: Number of trains/day: CDOT (divide by 24 for hourly estimate); Default average closure time = 3 min.; Default estimated recovery time multiplier=1.5. Sponsor may supply location-specific data to augment DRCOG or default data.
Crash reduction (Safety)	7	<p>Based on the project's estimated crash reduction and weighted crash rate, up to 7 points will be awarded. Appendix D explains the point allocation.</p> <p><i>Source: DRCOG or sponsor supplied crash data.</i></p>

Table 5. Roadway Operational Improvement Projects

Evaluation Criteria	Max Points	Scoring Instructions
Delay reduction	18	<p>Based on the project's current estimated person hours of travel (PHT) reduced during the AM peak hour <u>plus</u> the PM peak hour:</p> <p>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.</p> <p>PHT Calculation:</p> <ol style="list-style-type: none"> 1. <u>Calculate vehicle hours of travel (VHT) using sponsor-supplied traffic data for both peak hours</u> <ol style="list-style-type: none"> a) <u>For intersection projects</u>, use intersection operations software (for multiple intersections, sum individual intersection improvements). b) <u>For grade separation projects</u>, compute delay by [(average closure time) x (estimated recovery multiplier)] x [number of trains per hour] x [total volume in peak hour] /60. 2. <i>Calculate Average Vehicle Occupancy (AVO) = ((# of vehicles in both peak hours x 1.36) + total transit riders in both peak hours) / (# of vehicles in both peak hours)</i> 3. <i>Calculate Person Hours Travel (PHT) = VHT x AVO</i> <p><i>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)</i></p>
Funding-effectiveness	12	<p>Based on the project's requested federal funds per person hour of travel (PHT) reduced during the AM peak hour <u>plus</u> the PM peak hour:</p> <p>12 points will be awarded to projects with a federal funding request per PHT reduced of \$0; 0 points to projects with a federal funding request per PHT reduced of \$240,000 or more; with straight line interpolation between.</p> <p><i>Source: Sponsor computations</i></p>
Transportation system management	5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 7 features):</p> <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians for the entire length of the project • Access consolidation (driveways, side streets) • Provision of left-turn lanes at signalized intersections • Provision of signal interconnection

Table 5. Roadway Operational Improvement Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> • Provision of ITS infrastructure • Provision of infrastructure that implements an approved incident management plan • Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).
Multimodal connectivity	18	<p>Up to 18 points (of a possible 45), will be awarded for the following features existing and being retained, or being included in and newly constructed by the project:</p> <ul style="list-style-type: none"> • 8 points for providing a physically-protected facility (includes, but not limited to the use of bollards, landscaping, curb) for bicycle travel for the entire length of the project • 8 points for adding a new travel lane or redesignating an existing general purpose travel lane for transit/HOV use for a continuous distance longer than a transit/carpool queue jump lane. • 5 points for including major transit/HOV operational features – transit/carpool queue jump lanes • 4 points for adding a new bike lane, shoulders, or multi-use path • 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) • 2 points for a bicycle and/or pedestrian facility directly touching school property; OR 1 point if facility is within 1/8 mile • 2 points for a 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; OR 1 point if facility is within 1/8 mile • 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway • 2 points for widening sidewalks to a minimum width of 8 feet • 2 points for incorporating transit priority at project traffic signals • 2 points for providing one or more protected roadway crossings for pedestrians (e.g., center refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.). • 1 point for building pedestrian linkages to other adjacent land uses (other than schools) • 1 point for including minor transit operational features - bus pads • 1 point for providing bike amenities (e.g., bike racks, bike lockers) • 1 point for installing bicycle counters at newly constructed facilities • 1 point for providing pedestrian-oriented street lighting for the entire length of the project • 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project
Environmental justice	3	<p>3 points will be awarded if 75% or more of the project length is located within and provides benefits to a 2040 RTP-defined environmental justice area. The sponsor must identify the benefits and disadvantages the project may have on the environmental justice community.</p>

Table 5. Roadway Operational Improvement Projects

Evaluation Criteria	Max Points	Scoring Instructions
Project-related Metro Vision implementation	17	Up to 17 points will be awarded as described in Appendix E.
Sponsor-related Metro Vision implementation	8	Up to 8 points will be awarded as described in Appendix F.
Total	100	

Table 6. Roadway Reconstruction Projects

Eligibility Criteria

- Projects shall be located on the 2040 Metro Vision Regional Roadway System (exception: 16th Street Mall in Denver is eligible).
- The pavement condition index score (calculated with DRCOG's PCI program) must be 40 or lower to be eligible.
- Projects must replace the sub-base, base, and surface material with an equivalent or increased pavement structure; rehabilitation and resurface projects are ineligible (exception: any project proposed on the 16th Street Mall in Denver may include non-traditional reconstruction activities).
- Projects may include bridge deck pavement reconstruction. Additional bridge improvements (new or improved structure) are not eligible.
- 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 and replaced or will be added as part of the project. 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.

Evaluation Criteria	Max Points	Scoring Instructions
Pavement condition	25	<p>Based on the pavement condition index computed per Appendix G:</p> <p>25 points will be awarded to projects with a condition index of 5 or lower; 0 points to projects with a condition index of 40; with straight line interpolation between.</p> <p><i>Source: Sponsor computations</i></p>
Crash reduction (Safety)	5	<p>Based on the project's estimated crash reduction and weighted crash rate, up to 5 points will be awarded. Appendix D explains the point allocation.</p> <p><i>Source: DRCOG or sponsor supplied crash data</i></p>
Funding-effectiveness	10	<p>Based on the project's federal funds requested per daily person-miles-of-travel (PMT):</p> <p>Projects with a federal funding request per PMT of \$100 or less will receive 10 points; projects with a federal funding request per PMT of \$400 or more will receive 0 points; with straight line interpolation between.</p> <p><i>Source: Sponsor computations</i></p>

Table 6. Roadway Reconstruction Projects

Evaluation Criteria	Max Points	Scoring Instructions
Usage	9	<p>Based on current average weekday traffic (AWDT) per lane (average for overall project length):</p> <p>Projects with AWDT/lane of 8,000 or more will receive 9 points; projects with AWDT/lane of 2,000 or less will receive 0 points; with straight line interpolation between.</p> <p><i>Source: Sponsor data</i></p>
Transportation system management	5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 7 features):</p> <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians for the entire length of the project • Access consolidation (driveways, side streets) • Provision of left-turn lanes at signalized intersections • Provision of signal interconnection • Provision of ITS infrastructure • Provision of infrastructure that implements an approved incident management plan • Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave)
Multimodal connectivity	18	<p>Up to 18 points (of a possible 45), will be awarded for the following features existing and being retained, or being included in and newly constructed by the project:</p> <ul style="list-style-type: none"> • 8 points for providing a physically-protected facility (includes, but not limited to the use of bollards, landscaping, curb) for bicycle travel for the entire length of the project • 8 points for adding a new travel lane or redesignating an existing general purpose travel lane for transit/HOV use for a continuous distance longer than a transit/carpool queue jump lane • 5 points for including major transit/HOV operational features – transit/carpool queue jump lanes • 4 points for adding a new bike lane, shoulders, or multi-use path • 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) • 2 points for a bicycle and/or pedestrian facility directly touching school property; OR 1 point if facility is within 1/8 mile • 2 points for a 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; OR 1 point if facility is within 1/8 mile • 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway • 2 points for widening sidewalks to a minimum width of 8 feet • 2 points for incorporating transit priority at project traffic signals • 2 points for providing one or more protected roadway crossings for pedestrians (e.g., center

Table 6. Roadway Reconstruction Projects

Evaluation Criteria	Max Points	Scoring Instructions
		refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.) <ul style="list-style-type: none"> • 1 point for building pedestrian linkages to other adjacent land uses (other than schools) • 1 point for including minor transit operational features - bus pads • 1 point for providing bike amenities (e.g., bike racks, bike lockers) • 1 point for installing bicycle counters at newly constructed facilities • 1 point for providing pedestrian-oriented street lighting for the entire length of the project • 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project
Environmental justice	3	3 points will be awarded if 75% or more of the project length is located within and provides benefits to a 2040 RTP-defined environmental justice area. The sponsor must identify the benefits and disadvantages the project may have on the environmental justice community.
Project-related Metro Vision implementation	17	Up to 17 points will be awarded as described in Appendix E.
Sponsor-related Metro Vision implementation	8	Up to 8 points will be awarded as described in Appendix F.
Total	100	

Table 7. Transit Passenger Facilities Projects

Eligibility Criteria

- Any station, transfer facility, or park-n-Ride lot identified in the Metro Vision RTP.
- Sponsor must obtain concurrence from the appropriate transit agency and/or CDOT for projects associated with their services or property.

Evaluation Criteria	Max Points	Scoring Instructions
Use and Benefits	44	<p>Up to 44 points will be awarded based on calculated “indicator units” (to represent likelihood of ridership) for project benefits:</p> <p>Results greater than 100,000 will receive 44 points; results less than 8,000 receive 1 point; with straight line interpolation between.</p> <p><i>Source: DRCOG model data and US Census. DRCOG staff will tabulate the project's indicator units within a half-mile buffer of the facility. Sponsors can request DRCOG to compute indicator units up to no later than 2 weeks before the application deadline.</i></p>
Multimodal connectivity	28	<p>Based on the number of modes directly served at the new facility, 4 points will be awarded for each mode of travel served, up to a maximum of 28 points.</p> <p><i>Modes are defined as: Local or limited bus service, express or regional bus service, mall shuttle or circulator bus, intra-regional commuter rail, inter-regional commuter rail, light rail, inter-city van/limo (gaming, ski areas), inter-city rail (AMTRAK, etc.), private inter-city bus and charter bus service, bicycle, pedestrian, car sharing, auto parking, and rental car.</i></p>
Environmental justice	3	3 points will be awarded if 75% or more of the project length is located within and provides benefits to a 2040 RTP-defined environmental justice area. The sponsor must identify the benefits and disadvantages the project may have on the environmental justice community.
Metro Vision project-related implementation	17	Up to 17 points will be awarded as described in Appendix E.
Metro Vision sponsor-related implementation	8	Up to 8 points will be awarded as described in Appendix F.
Total	100	

Table 8. Transit Service Projects

Eligibility Criteria

Three types of transit service projects are eligible:

1. **New Bus Service** is defined as service where no other similar transit service for use by the general public currently exists.
2. **Expanded Bus Service** projects must be for expanded service only (extended hours, shorter headways, additional route distance).
3. **Rapid Transit or Fixed Guideway Service** projects must be identified in the Fiscally Constrained *2040 Metro Vision RTP*.

All Projects:

- Funding: The TIP will cover 3 years of federal funding. All proposals must provide detailed and allocated program funding that includes line item budgets for vehicles, physical improvements, marketing, and operations.
- Marketing program: Transit proposals must employ a marketing program to identify and reach prospective riders, in both the short and long term. Sponsors must describe this program in the application and should include its costs unless another funding source is committed.
- Any sponsor proposal for a transit agency to run the daily operation of a requested transit service must obtain written acknowledgement from the transit agency prior to the application deadline. The transit agency will only consider this request if sponsors submit formal desires to the transit agency no later than 7 days after the solicitation for funding requests is announced.
- Any requests for a transit agency's concurrence on other aspects of transit service, such as long-term funding support or any requests that directly impact or touch existing or future transit agency property must be submitted and received by the transit agency 30 days in advance of the funding request submittal deadline. The transit agency will consult with the proposed project sponsor to work out a suitable arrangement for these types of connections, and may request additional information and/or data prior to issuing any concurrence.

Evaluation Criteria	Max Points	Scoring Instructions
Use and benefits	25	<p>Up to 25 points will be awarded based on the calculated "indicator units" (to represent likelihood of ridership) for project benefits:</p> <p>Results greater than 100,000 will receive 25 points; results less than 5,000 receive 1 point, with straight line interpolation between.</p> <p><i>Source: DRCOG model data and US Census. DRCOG staff will tabulate the project's indicator units within a half-mile buffer around a fixed-route transit project site and the total area covered by call and ride service projects. Sponsors can request DRCOG to compute indicator units up to <u>no later than 2 weeks before</u> the application deadline.</i></p>

Table 8. Transit Service Projects

Evaluation Criteria	Max Points	Scoring Instructions
Funding-effectiveness	15	<p>The project's federal funds requested will be divided by the calculated indicator units:</p> <p>Up to 15 points will be awarded based on the federal dollars requested per indicator unit; \$6 or lower receives 15 points; \$45 or higher receive 1 point, with straight line interpolation between.</p>
Long-term funding	12	<p>12 points awarded to projects with an additional 2 years of total program funding support, beyond the required 3 years of federal funding (5 years total), which must be obtained in writing from either:</p> <ol style="list-style-type: none"> 1. an independent funding source; 2. a recognized transit agency via a letter of support; or 3. a combination of the two. <p>0 points will be awarded to projects that do not define an additional 2 years of funding support.</p>
Connectivity	20	<ul style="list-style-type: none"> • 3 points will be awarded for each existing or future route(s) (operational by the end of 2025) that connects with the proposed service, up to a maximum of 5 routes; AND • 5 points will be awarded if the proposed service connects to or intersects with a rapid transit station.
Environmental justice	3	3 points will be awarded if 75% or more of the project length is located within and provides benefits to a 2040 RTP-defined environmental justice area. The sponsor must identify the benefits and disadvantages the project may have on the environmental justice community.
Project-related Metro Vision implementation	17	Up to 17 points will be awarded as described in Appendix E.
Sponsor-related Metro Vision implementation	8	Up to 8 points will be awarded as described in Appendix F.
Total	100	

Table 9. Bicycle/Pedestrian Projects

Eligibility Requirements

- 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.

Evaluation Criteria	Max Points	Scoring Instructions
RTP priority corridors	5	<p>If 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:</p> <p>Bicycle or Bicycle/Pedestrian Projects:</p> <ul style="list-style-type: none"> • 5 points will be awarded for projects that are on or within .25 miles of a Regional Bicycle Corridor represented in the Metro Vision RTP AND fulfills the function of the Regional Bicycle Corridor facility • 3 points will be awarded for projects on or within .25 miles of a Community Bicycle Corridor represented in the RTP <u>AND</u> fulfills the function of the Community Bicycle Corridor facility • 1 point will be awarded for all other projects <p style="text-align: center;">OR</p> <p>Pedestrian Only Projects:</p> <ul style="list-style-type: none"> • 5 points will be awarded for projects along or within 1/8 mile of a Metro Vision RTP major regional arterial and above or rapid transit <u>AND</u> fulfills the function of that facility • 3 points will be awarded for projects along or within 1/8 mile of a Metro Vision RTP principal arterials <u>AND</u> fulfills the function of pedestrian movement for that facility • 1 point will be awarded for all other projects

Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
Safety	12	<p>Projects will be evaluated on the anticipated <i>improvement</i> of existing safety problems related to the following measures:</p> <ol style="list-style-type: none"> Relevant crash history Based on the number of <i>documented</i> injury and fatal crashes: <ul style="list-style-type: none"> ○ involving non-motorized traffic; ○ in the area <u>affected</u> by the facility; and ○ occurring over the last three-year period for which data is available. <ul style="list-style-type: none"> • 1 point will be awarded for each applicable injury accident, up to a maximum of 5 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 as follows: <ul style="list-style-type: none"> • 4 points will be awarded if the existing speed limit is 40 MPH or more • 2 points will be awarded if the existing speed limit is either 30 or 35 MPH; or • 1 point will be awarded if the existing speed limit is less than 30 MPH, or the project is not near and doesn't interact with a roadway. Facility lighting <ul style="list-style-type: none"> • 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. Protected or grade separated facilities <ul style="list-style-type: none"> • 2 points will be awarded for constructing an at-grade physically-protected bicycle facility (includes, but not limited to the use of bollards, landscaping, curb) or a grade-separated facility.
Connectivity	25	<p>Up to 25 points will be awarded for specific project attributes that address existing local or regional connectivity of non-motorized travel. Points will be awarded as follows:</p> <p>Gap closure (score points for only one of these two)</p> <ul style="list-style-type: none"> • 7 points - constructing a new 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) • 5 points – constructing a new facility that completely closes a gap between an existing pedestrian/bicycle facility and an RTP roadway (arterial and above) that currently serves pedestrian/bicyclists

Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>Access (score points for only one of these three)</p> <ul style="list-style-type: none"> • 4 points – facility directly touches a school property • 3 points – facility directly touches an employment center with greater than 2,000 jobs • 2 point – facility directly serves such destinations as employment, shopping, dining, or government buildings, or recreational destinations such as parks or recreational facilities. <p>Barrier elimination (score points for only one of these four)</p> <ul style="list-style-type: none"> • 6 points - 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) • 4 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) • 3 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 • 1 point - 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). <p>Transit (score points for only one of these two)</p> <ul style="list-style-type: none"> • 6 points - provide <u>direct</u> access to “transit”. Direct means physically touching the transit site or stop • 3 points - provide <u>indirect</u> 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 closest point of project to the specific transit platform or stop. <p>“Transit” in this circumstance 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.</p> <p>Location (score points for only one of these two)</p> <ul style="list-style-type: none"> • 2 points – project touches more than one local governmental entity • 1 point – project connects 2 or more existing neighborhoods

Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
Multiple enhancements	5	<p>Up to 5 points (of 7 available) will be awarded for multiple enhancements (score all that apply):</p> <ul style="list-style-type: none"> • 2 points if the project will provide a multi-use bi-directional facility (new or upgraded to) for use by both bicycles and pedestrians to a minimum width of 10 feet for 90% or greater of the length of the project • 2 points if the project site includes signage/wayfinding with destinations and distances. • 1 point if the project provides 20 or more bicycle spaces within ½ mile of the project and fulfills the function of that facility • 1 point if at least 10 of the provided spaces are covered and/or considered long-term parking spaces that are secure • 1 point if the project connects or is adjacent to a bikeshare station
Use and Benefits (VMT Reduction) (New Construction projects only)	15	<p>Up to 15 points will be awarded based on the calculated “indicator units” for project benefits:</p> <p>Results greater than 120,000 will receive 15 points; results less than 1,000 receive 1 point, with straight line interpolation between.</p> <p><i>Source: DRCOG model data and US Census. The project's indicator units are tabulated within a 1.5 mile radius of the project area. Sponsors can request DRCOG to compute indicator units up to <u>no later than 2 weeks before</u> the application deadline.</i></p> <p><i>For projects with non-contiguous elements, DRCOG will compute the indicator units for each element. The project's overall indicator units are the weighted average based on the percent of the project length in each element compared to the overall length.</i></p>
Existing Users (Upgrade/Reconstruct projects only)	15	<p>Based on current recorded users:</p> <p>Facilities with 200 or more users during the 2-hour AM peak will receive 15 points; facilities with 25 or less users during the 2-hour AM peak will receive 0 points; with straight line interpolation between. Users are to be counted at a representative location in the project area.</p> <p><i>Source: Actual count from applicant between 7 AM and 9 AM on a Tuesday, Wednesday, or Thursday during the open Call for Projects.</i></p>
Funding-effectiveness	10	<p>Projects with a total federal funding request per the calculated indicator unit \$1 or less will receive 10 points; projects with a total federal funding request per indicator unit above \$60 will receive 0 points; with straight line interpolation between.</p>

Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
Environmental justice	3	3 points will be awarded if 75% or more of the project length is located within and provides benefits to a 2040 RTP-defined environmental justice area. The sponsor must identify the benefits and disadvantages the project may have on the environmental justice community.
Project-related Metro Vision implementation	17	Up to 17 points will be awarded as described in Appendix E.
Sponsor-related Metro Vision implementation	8	Up to 8 points will be awarded as described in Appendix F.
Total	100	

Table 10. Other Enhancement Projects

Eligibility Criteria

- Projects will not be scored.
- Projects will be considered in the second phase selection process only.
- Three types of projects are eligible:
 - **Transportation Aesthetics and Scenic Values**
 - **Historical Preservation**
 - **Environmental Mitigation (to address water pollution or wildlife mortality)**

Table 11. Studies

Eligibility Criteria

- All types of transportation-related studies are eligible.
- Projects will not be scored. Studies will be considered in the second phase selection process only.
 - Roadway studies must be associated with the DRCOG-defined Regional Roadway System.
 - Roadway capacity studies must further the development of regionally-funded projects identified in the fiscally constrained RTP (i.e., design, NEPA).
 - Station area master plan and urban center planning studies are not eligible.
 - Studies submitted by DRCOG must have been approved by their Board.
 - Studies submitted by RAQC must have been approved by their Board.

IV. TIP DEVELOPMENT, ADOPTION, AND AMENDMENT

This chapter describes the processes for development, adoption, and amendment of the TIP.

A. TIP Development

1. Funding Requests Related to FasTracks Implementation

Section III.E.3 has identified a TIP commitment to support FasTracks implementation. The first remaining commitment (\$8 million in 2016-2017) can be used by RTD for any FasTracks-related improvement that might emanate during the normal course of project development, and such improvements may be implemented by agencies other than RTD.

The second remaining commitment (\$11.59 million in 2016-2017 has yet to be committed) is specifically targeted to individual FasTracks corridors and will only be programmed in a manner agreed upon by all the corridor partners. A corridor request submitted per the requirements of the resolution granting this “commitment in principle” (#20, 2008) will be allocated funding as available.

2. Peer Discussion

Applicants are encouraged to discuss potential funding requests with CDOT and/or RTD as appropriate. As a minimum, this discussion should take place for any submittal for which CDOT or RTD concurrence is required. Sponsors may also benefit from discussing other potential submittals to better understand the implications of federal requirements on the specific submittal.

3. Interagency Review

After each agency has proceeded far enough through its individual process to identify preliminary selection recommendations, staff from DRCOG, CDOT, and RTD will meet to review and comment on each other’s preliminary selections, as well as requests not selected. The objective of this review is to look for conflicts and synergies among projects, and for opportunities in strategic corridors. Each agency may consider feedback from the interagency review to revise selection decisions or adjust implementation scheduling.

4. Draft TIP Preparation

After the individual agency preliminary selection processes and interagency reviews are completed, DRCOG staff will prepare a draft TIP. This program of projects will respond to the comments, ensure that construction funding for long-range projects is commensurate with the proposed construction schedule, and include an air quality conformity analysis and finding. The draft program will be referred to the Transportation Advisory Committee, Metro Vision Issues Committee, and Regional Transportation

Committees for recommendation, and made available for public comment at a public hearing by the DRCOG Board of Directors.

The draft TIP will include:

- all DRCOG-selected, RTD, and CDOT federally-funded projects;
- all CDOT state-funded projects; and
- any regionally-significant transportation projects, regardless of funding source.

The draft TIP will demonstrate adequate resources are available for program implementation. It will indicate public and private resources that are reasonably expected to be available to carry out the program. The plan may also recommend innovative financing techniques to fund needed projects and programs including value capture, tolls, and congestion pricing.

The Clean Air Act requires that DRCOG find the TIP to conform to the State Implementation Plan for Air Quality. The finding must be based on the most recent forecasts of emissions determined from the latest population, employment, travel, and congestion estimates by DRCOG. DRCOG staff will prepare the technical documentation supporting a conformity finding coincident with preparation of the draft TIP. The conformity document will list regionally-significant non-federally funded projects anticipated to be implemented within the TIP time horizon.

B. Adoption

1. Public Involvement and Hearings

A public hearing to consider the draft TIP and the air quality conformity finding will be held prior to Board action in adopting a new TIP or making major amendments (see Section IV.C) to an existing TIP. Sponsoring agencies are encouraged to provide opportunities for public comment on funding requests submitted to DRCOG.

2. Appeals

After the public hearing on the draft TIP, any applicant may appeal project scoring or exclusion of a project from the draft. That appeal should be made to the Transportation Advisory Committee at its meeting following the public hearing.

3. TIP Adoption

In response to the federal requirements identified in MAP-21, the TIP shall be adopted at least every four years by the DRCOG Board of Directors. Adoption of the TIP by the Board of Directors shall be upon recommendation of the Regional Transportation Committee, following consideration by the Transportation Advisory Committee and the Metro Vision Issues Committee.

Once the TIP is approved by DRCOG, and air quality conformity is demonstrated, federal law requires that the TIP also be approved by the Governor and incorporated directly without modification into the State Transportation Improvement Program (STIP) by CDOT.

C. TIP Revisions

The TIP is subject to revision, either administratively by staff or, through TIP amendments adopted by the DRCOG Board of Directors. Revisions reflect project changes that may affect the TIP's programming. Listed below are two levels of revisions that can be made to the TIP.

DRCOG staff will process any TIP revision by:

- entering the requested revisions into the TIP project database;
- posting the revisions on the DRCOG website, and
- emailing a monthly summary to the TIP notification list.

If a sponsor submits a TIP revision and DRCOG staff denies it, the sponsor may appeal DRCOG staff's decision to the Board of Directors. To do so, the sponsor shall have its DRCOG Board representative transmit a letter to the DRCOG Board Chair and DRCOG's Executive Director requesting its appeal to be put on a future Board agenda. The letter shall identify the specifics of the appeal and the sponsor's justification.

1. TIP Amendments

TIP amendments are required for the following actions:

- adding a new project or changing an existing project that would affect the air quality conformity finding;
- changing a regionally-significant project:
 - delete or significantly change a feature (for example, change the project termini);
 - delete or defer it from the first four years of the TIP;
- changing a project to be inconsistent with Metro Vision;
- adding or deleting federal or state funding for any project by more than \$5 million over the first four years of the TIP.

TIP amendments will be processed as soon as possible after they are received, considering committee schedules. TIP amendments will be recommended by the Transportation Advisory Committee and Regional Transportation Committee for DRCOG Board consideration and action. Formal public hearings are not typically held. Public notification of the actions will be posted on the DRCOG website and input will be accepted during the public comment period of any of the committee or Board meetings considering the amendments.

TIP amendments requiring a new conformity finding will only be processed twice a year, concurrent with the Metro Vision Plan Assessment process (typically commenced in January and June). These amendments are subject to formal public hearings by the DRCOG Board prior to Transportation Advisory Committee and Regional Transportation Committee recommendation and Board adoption.

2. Administrative Modifications

Administrative Modifications include all revisions other than those listed under TIP Amendments and will be processed as they are received by DRCOG staff. Administrative Modifications do not require committee review or approval.

As stated in Section III.A.6, there is an expectation that DRCOG-selected projects will be implemented with the scope defined in the funding request application. Sometimes sponsors desire to revise the scope within the same federal budget. In circumstances when these revisions affect project elements that were used to score the project (in the TIP process), sponsors must submit an analysis to DRCOG staff showing that the “revised” project would have scored approximately the same number of points as the project originally submitted. If the sponsor’s analysis confirms this demonstration, DRCOG staff will process the request as an Administrative Modification.

In circumstances when the revisions are to add items to the scope (within the current project budget), as long as the request is a meaningful addition to the project and the cost is modest (in comparison to the overall budget), DRCOG staff will concur with the request and may (if necessary) process the request as an Administrative Modification. In either instance, if the proposed revisions affect air quality conformity, they will be treated as TIP amendments.

D. Changes in Federal Funding Allocations

Under MAP-21, actual allocations are determined annually with no guaranteed amount. The 2016-2021 TIP is being prepared under the best estimate of available funds by CDOT, DRCOG, and RTD. As federal funds change, it may be necessary to add, advance, or postpone projects through TIP revisions.

1. Federal Funding Increase

If federal revenues increase, the additional revenues will be allocated to projects as follows:

- First, existing funds will be advanced for projects already awarded funds in the TIP, as applicable. In some circumstances, funds may be flexed between categories to advance projects.
- After options for advancing currently funded projects have been exhausted, new projects may be selected with remaining monies. Rank-ordered “waiting lists” of projects submitted, evaluated, and ranked, but not selected for the current TIP, will be maintained for each DRCOG-selected federal funding category.

2. Federal funding Decrease

If federal revenues decrease, some TIP projects will need to be deferred in order to maintain fiscal constraint. The method to obtain deferrals is as follows:

Step 1 - Voluntary Deferrals

DRCOG staff will first query project sponsors to discern if they will voluntarily defer one or more of their current TIP projects. Any project deferred would receive “project immunity”. Project immunity means a project will NOT be subject to involuntary deferral at a later date.

Step 2 - Involuntary Deferrals

If voluntary deferrals are insufficient, involuntary deferrals will be necessary.

- A. DRCOG staff will FIRST create lists of relevant projects that will be EXEMPT from involuntary deferral according to the following:
 - Previously granted project immunity
 - Project readiness (projects, regardless of sponsor, that are or will be ready for ad in the next 3 months, as jointly determined by CDOT/RTD and the sponsor)
- B. DRCOG staff will defer relevant non-exempt projects on the basis of TIP scoring (lowest scoring relevant projects deferred).

Any project deferral, either voluntary or involuntary, will not be counted as a project delay for purposes of Section III.A.7.

APPENDIX A

RTD AND CDOT SELECTION PROCESSES

This chapter describes RTD and CDOT selection processes.

A. RTD Process

All projects submitted by RTD for inclusion into the TIP first must be included in RTD's adopted Strategic Business Plan (SBP). The fiscally constrained SBP documents RTD's six-year capital and operating plan. It is updated and adopted each year by the RTD Board of Directors. The one exception to this process is the FasTracks projects, which are reported in the FasTracks SB 208 plan as described below.

1. RTD Solicits SBP Projects

RTD solicits projects both internally and from local governments. The project form requires a detailed project description and project justification as well as the respective capital and or operating and maintenance costs per year of the SBP cycle.

INTERNAL PROJECTS—In January of each year, RTD solicits SBP projects from each division. Project applications are submitted to the Finance department for review of completeness. The vast majority of internally submitted projects are projects necessary to keep the existing transit system in a state of good repair and are not regionally significant from a TIP standpoint.

LOCAL GOVERNMENTS—Typically in August (depending on the timing of Local Government Meetings) of each year, RTD solicits SBP project applications from local governments. Project applications are submitted to the Planning Department for review of completeness.

FASTRACKS PROJECTS—Since the FasTracks plan was approved by the voters in the RTD District in 2004; and since prior to the election the DRCOG Board approved the FasTracks SB 2008 plan, RTD will automatically submit all FasTracks corridor projects for inclusion in the TIP. However, because of the FasTracks commitments made to the voters and pursuant to the DRCOG SB 208 approval, FasTracks capital projects will not be included in the regular RTD SBP process and they will not be subject to SBP evaluation. Rather, all FasTracks projects are budgeted and tracked separately by RTD and will be reported annually to DRCOG.

2. Regionally Significant Projects are Identified

RTD staff will compile a list of all submitted projects. Using the criteria noted below, the project list is reviewed to determine which projects can be classified as Regionally Significant Projects or as being required to be in the TIP.

- Does the project enhance or advance the goals of FasTracks?
- Is the project required to be put into the TIP? (This would include projects that rely on grant funding.)
- Does the project serve more than one facility or corridor?
- Does the project serve several jurisdictions or a large geographic area?
- Will the project have a positive impact on regional travel patterns?

Upon completion of the SBP process, those projects identified as Regionally Significant will then be submitted to DRCOG for inclusion in the TIP. As noted above, because of the regionally significant nature of FasTracks, all FasTracks corridors will be submitted for inclusion into the TIP, but will not be subject to the regular SBP review process. Projects that are not considered to be Regionally Significant will be considered in RTD's internal SBP process.

3. Projects Subjected to Screening Criteria

RTD staff compiles all Regionally Significant projects into two lists: one for capital projects and one for operating projects. Items in the lists are grouped according to the category of the project, such as park-n-Rides, Information Technology, Vehicle Purchases, etc. The projects are then scored based on the following screening criteria by RTD's Senior Leadership:

- Does the project conform to RTD's mission statement?*
- Safety Benefit
- Provision of Reliable Service
- Provision of Accessible Service
- Provision of Cost-effective Service
- Meets Future Needs
- Operational Benefit
- Business Unit Benefit
- Risk of No-action

4. Subject Projects to Fiscal Constraints/Develop Cash Flow

RTD's Finance Division subjects the remaining project list to a cash flow analysis. Since cash flow will vary from year-to-year depending on availability of federal funds, grants, outstanding capital and operating commitments, and debt, available project funds may vary considerably by year. Typically, additional cuts or project adjustments must be made to satisfy the cash flow requirements. Lower rated projects are deleted while others may be reduced in scope or deferred in order for them to be carried forward into the final SBP.

* RTD's mission statement is as follows: *To meet our constituents' present and future public transit needs by offering safe, clean reliable, courteous and cost-effective service throughout the District.*

5. Title VI Review

After the cash flow analysis has been completed, the project list is then reviewed by RTD's Disadvantaged Business Enterprise (DBE) officer. The DBE officer evaluates the project list for environmental justice considerations. The primary focus is to ensure projects are distributed in a manner that provides benefit to all segments of the RTD district population, including low income and minority neighborhoods.

6. Board Review and Adoption

Following final review by RTD's Senior Staff, financial review and DBE review, the complete SBP is presented first to the RTD Finance Committee for review and then to RTD's Local Governments group. Following completion of the Local Governments group review, the SBP is presented to the full RTD Board for review and adoption.

B. CDOT Processes

1. Basic underlying premises

Projects that are currently funded in the TIP, along with ones that are part of a NEPA decision document commitment, will have a top priority and will continue to be funded.

CDOT Regions will provide documentation to DRCOG describing the factors considered, assumptions used, and underlying rationale for projects selected for inclusion for the TIP document. This documentation will be submitted to DRCOG when projects are submitted for inclusion in the TIP.

2. Detail by Funding Program

REGIONAL PRIORITY PROGRAM—CDOT uses a qualitative assessment to determine RPP funding priorities. The assessment is based on several factors, including but not limited to the priorities discussed at the county hearings, availability of funding, project readiness (design, environmental and right of way clearances), pertinent Transportation Commission policies, and geographic equity. CDOT Regions have a need for a small, unprogrammed pool of RPP funds to address unplanned needs that require relatively small funding investments. Therefore, CDOT also may choose to reserve a small pool of RPP funds to address these needs. In all RPP project selection, CDOT will also consider how well the project supports the elements of Metro Vision. The CDOT region will prepare documentation describing the factors used for RPP projects selected for inclusion in the TIP.

BRIDGE—The selection of projects eligible for bridge pool funding is performance based. Other factors that affect bridge project selection include public safety, engineering judgment, and other funding sources available to repair/replace selected bridge, project readiness, and funding limits.

SAFETY—CDOT Traffic & Safety Branch selects hazard elimination safety projects based on a variety of factors including cost/benefit ratios, recent public safety concerns, engineering judgment, and funding limits. The projects constitute the Integrated Safety Plan. The Traffic & Safety Branch also selects projects for the Federal Rail-Highway Safety Improvement Program. This grant program covers at least 90 percent of the costs of signing and pavement markings, active warning devices, illumination, crossing surfaces, grade separations (new and reconstruction), sight distance improvements, geometric improvements to the roadway approaches, and closing and/or consolidating crossings. Projects are selected based on accident history, traffic counts and engineering judgment.

CDOT Regions are also provided safety funds for hot spot, traffic signal, and safety enhancement programs.

SURFACE TREATMENT— The selection of projects for surface treatment funding is based on a performance management system known as the Driveability Life. CDOT regions work to select project locations and appropriate treatments as identified by the statewide system. Projects considered for selection will be based upon management system recommendations, traffic volumes, severe pavement conditions, preventative maintenance that delays or eliminates further major investments in the near future, public safety, and funding limitations.

CONGESTION RELIEF—The Transportation Commission adopted guidelines for the selection of congestion relief projects based on CDOT's STIP guidelines and process. Congestion relief funds must be applied to projects on the State Highway System that experience congestion at or above 0.85 volume-to-capacity ratio. To be considered for the congestion relief funding, project proposals must include the goal of the project, the baseline data for evaluating project performance and measures of cost-effectiveness developed by the CDOT Region. The current policy only funds heavy tow and courtesy patrol with these funds.

7TH POT STRATEGIC HIGHWAY PROJECTS— S.B. 97-001, a funding source specifically targeted to Strategic Projects, has been eliminated by the legislature, but is still listed in some older CDOT projects in the TIP. At the time funding was available, this program was used to fund 28 high-cost and high priority projects that were identified in 1996. The projects addressed corridors of State and regional significance. The funds that supported the construction of these projects are commonly referred to as the 7th Pot. Projects, or elements of projects, were selected for funding based on a statewide prioritization of available funds. A project was selected for funding when it was environmentally cleared and ready for advertisement.

STRATEGIC TRANSIT PROJECTS—Similar to above, funding for this program was eliminated by the legislature. At the time funding was available, state statute required that 10 percent of S.B. 97-001 funds be spent on transit capital projects. Projects competed for funding statewide and must have increased transit ridership by improving transit connections between communities and/or increased access to critical destinations. Projects must have met the following basic criteria: 20 percent local cash

match, commitment to sustain the project overtime, consistency with RTP, and ready-to-go in the year for which funds were requested.

FASTER BRIDGE PROJECTS—This program is comprised of bridge replacement projects for bridges statewide that are considered to be structurally deficient and have a sufficiency rating below 50. Factors that affect bridge project selection include public safety, engineering judgment, project readiness, and funding limits. The funding for this program comes from the fees generated through the FASTER legislation and is directed by the Bridge Enterprise.

FASTER SAFETY PROJECTS—The Transportation Commission adopted guidelines for the selection of FASTER Safety projects based on the FASTER legislation. The guiding principles for selection of these projects include a focus on safety, preservation of the system and optimizing system efficiency, and enhancing multi-modal and intermodal mobility. Projects selected must address a safety need.

FASTER TRANSIT PROJECTS—The FASTER legislation required that a portion of the state and local FASTER revenues totaling \$15 million/year be set aside for transit. The Transportation Commission adopted guidelines for the selection of projects using the \$5 million/ year designated for local transit grants. The evaluation criteria are: criticality, financial capacity, financial need, project impacts, and readiness. DRCOG and the CDOT regions jointly review and recommend these projects.

TRANSIT PROGRAM—CDOT administers Federal Transit Administration grants through its Division of Transit and Rail. The program is expansive in what it can support.

SAFE ROUTES TO SCHOOL (SRTS) —This is a federal-aid program administered by CDOT to enable and encourage children to walk and bicycle to school. Eligible applicants include any political subdivision of the state (school district, city, county, state entity). Nonprofits may also apply by partnering with a state subdivision as the administrator. Funds are awarded through a statewide competitive process, and in proportion to the geographic distribution of the student population in K-8 grades. Projects are selected by a 9-member appointed panel consisting of bicyclists, pedestrians, teachers, parents, law enforcement, MPO, and TPR representatives. 10-30% of the total SRTS funds are dedicated to non-infrastructure (education and encouragement) projects, with remaining funds going towards infrastructure (capital) projects and staffing a full-time Safe Routes Coordinator position at CDOT.

APPENDIX B

ELIGIBLE PROJECTS BY FUNDING SOURCE

The funding categories established by MAP-21 and the types of projects eligible for funding within each category, provided they are consistent with the RTP, are summarized below. See criteria tables for specific eligibility requirements for this DRCOG TIP Call for Projects.

1. Congestion Mitigation/Air Quality (CMAQ)

All CMAQ projects must have a transportation focus and reduce air emissions. The following are example projects, methods, strategies, and transportation system management actions that are eligible:

- Those likely to contribute to the attainment of a national ambient air quality standard;
- Those described in section 108(f) of the Clean Air Act (except clauses (xii) and (xvi));
- Those included in an approved State Implementation Plan for air quality;
- Traffic signal coordination;
- Intelligent transportation systems;
- Arranged ridesharing;
- Trip reduction programs;
- Travel demand management;
- Vehicle inspection and maintenance programs;
- Variable work hours programs;
- Bicycle and pedestrian travel projects;
- Rapid and bus transit improvements (new/expanded/capital service);
- HOV/HOT lanes;
- Traffic flow improvements;
- Extreme low-temperature cold start programs;
- Alternative fuels infrastructure and vehicles;
- Diesel engine retrofits;
- Truck stop electrification;
- Idle reduction projects;
- Intermodal freight facilities that reduce truck VMT or overall pollutant emissions (examples include: transportation-focused rolling stock, ground infrastructure, rail, etc.); and
- Studies as necessary to plan and implement the above.

Detailed guidance is available at:

http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm

2. Surface Transportation Program (STP-Metro)

The following types of projects are eligible:

- Construction/reconstruction, rehabilitation, resurfacing, restoration, preservation, and operational improvements of the existing system;
- Capital costs for transit projects, subject to Senate Bill 208 construction approval;
- Carpool projects;
- Fringe and corridor parking facilities and program;
- Highway and transit safety infrastructure improvements and programs;
- Highway and transit research programs;
- Capital and operating costs for traffic monitoring, management, and control;
- Surface transportation planning as contained in a Unified Planning Work Program;
- Transportation alternatives activities;
- Transportation control measures listed in the Clean Air Act, except as noted in MAP-21;
- Wetland mitigation associated with project construction;
- Transportation system management actions; and
- Studies as necessary to plan and implement the above.

Detailed guidance is available at:

<https://www.fhwa.dot.gov/map21/guidance/guidestp.cfm>

3. Transportation Alternatives Program (TAP)

The following types of projects are eligible:

- Construction, planning, and design of on-road and off-road trail facilities and related infrastructure;
- Conversion and use of abandoned railroad corridors for trails;
- Turnouts, overlooks, and viewing areas;
- Community improvement activities (outdoor advertising, historic transportation facilities, vegetation management practices, archaeological activities);
- Environmental mitigation activity (stormwater management, vehicle-caused wildlife mortality);
- Recreational trails program;
- Safe routes to school program

Detailed guidance is available at:

<https://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

APPENDIX C

ELIGIBLE ROADWAY CAPACITY PROJECTS

(Regionally-funded projects in the DRCOG fiscally-constrained 2040 RTP network in the TIP area)

County	Roadway	CDOT Route #	Project Location/Limits	Improvement Type	New Through Lanes	Project Cost (\$000)
DRCOG-Funded Regional Roadway Capacity Projects:						
Adams	88th Ave.		I-76 NB Ramps to SH-2	Widen 2 to 4 lanes	2	\$21,500
Adams	SH-7	SH-7	164th Ave. to Dahlia St.	Widen 2 to 4 lanes	2	\$32,700
Adams	104th Ave.	SH-44	Grandview Ponds to McKay Rd.	Widen 2 to 4 lanes	2	\$8,100
Adams/ Jefferson	Sheridan Blvd.	SH-95	I-76 to US-36	Widen 4 to 6 lanes	2	\$23,000
Arapahoe	6th Pkwy.		SH-30 to E-470	New 2 lane road	2	\$19,900
Arapahoe	Parker Rd.	SH-83	Quincy Ave. to Hampden Ave.	Widen 6 to 8 lanes	2	\$18,500
Arapahoe	Arapahoe Rd.	SH-88	Jordan Rd. (or Havana St.)	New grade separation		\$16,000
Boulder	SH-119	SH-119	Foothills Pkwy. to US-287	High Capacity Transit		\$57,000
Denver	Colfax Ave.	US-40	7th St. (Osage) to Potomac St.	High Cap. Transit		\$115,000
Denver	56th Ave.		Havana St. to Pena Blvd.	Widen 2 to 6 lanes	4	\$45,000
Denver	I-25	I-25	Broadway	Interchange Capacity		\$50,000
Denver	Pena Blvd.		I-70 to E-470	Widen 4 to 8 lanes	4	\$55,000
Denver	Martin Luther King Blvd.		Havana St. to Peoria St.	Widen 2 to 4 lanes; new 4 lane road	2/4	\$15,000
Denver	Hampden Ave.	SH-30	Dayton St. to Havana St.	Widen 5 to 6 lanes	1	\$14,000
Denver	Quebec St.	SH-35	35th Ave. to Sand Creek Dr. S.	Widen 4 to 6 lanes	2	\$11,000
Douglas	Ridgeway Pkwy.		Havana St. to East City Limit	Widen 2 to 4 lanes	2	\$8,000
Douglas	US-85	US-85	Blakeland Dr. to County Line Rd.	Widen 4 to 6 lanes	2	\$26,000
Douglas	I-25	I-25	Lincoln Ave.	Interchange Capacity		\$49,346
Douglas	US-85	US-85	Highlands Ranch Pkwy. to Blakeland Dr.	Widen 4 to 6 lanes	2	\$24,100
Douglas/ Arapahoe	County Line Rd.		Phillips Ave. to University Blvd.	Widen 2 to 4 lanes	2	\$9,500
Jefferson	Wadsworth Pkwy.	SH-121	92nd Ave. to SH-128/120th Ave.	Widen 4 to 6 lanes	2	\$51,400
Jefferson	Wadsworth Blvd.	SH-121	36th Ave. to 46th Ave.	Widen 4 to 6 lanes	2	\$23,500
Jefferson	Kipling St.	SH-391	Colfax Ave. to I-70	Widen 4 to 6 lanes	2	\$18,000

CDOT-Funded Regional Roadway Capacity Projects:						
Adams	I-25	I-25	US-36 to 120th Ave.	Add new toll/managed express lanes	2	\$68,524
Adams	I-25	I-25	120th Ave. to SH-7	Add new toll/managed express lanes	2	\$55,000
Adams	I-25	I-25	US-36 to Thornton Pkwy.	Add 1 lane in southbound direction	1	\$30,000
Adams	I-270	I-270	I-25 to I-70	Widen 4 to 6 lanes	2	\$160,000
Adams	I-270	I-270	Vasquez Blvd. (US 6/85)	Interchange capacity		\$60,000
Adams	SH-2	SH-2	72nd Ave. to I-76	Widen 2 to 4 lanes	2	\$13,600
Arapahoe	I-25	I-25	Arapahoe Rd. (SH-88)	Interchange capacity		\$50,400
Boulder	SH-119	SH-119	SH-52	New interchange		\$30,000
Boulder	SH-66	SH-66	Hover St. to Main St. (US 287)	Widen 2 to 4 lanes	2	\$19,000
Denver	I-70	I-70	Brighton Blvd. to I-270	Add new tolled managed lanes	4	\$1,175,700
Denver	I-25	I-25	Alameda Ave. to Walnut St. (Bronco Arch)	Add new lanes	2	\$30,000
Denver	I-25	I-25	Santa Fe Dr. (US-85) to Alameda Ave.	Interchange capacity		\$27,000
Denver	I-225	I-225	I-25 to Yosemite St.	Interchange capacity		\$43,000
Denver	Federal Blvd. (SH-88)	SH-88	6th Ave. to Howard Pl.	Widen 5 to 6 lanes	1	\$23,363
Douglas	C-470	C-470	<ul style="list-style-type: none"> • Eastbound: Platte Canyon Rd. to I-25 (add 1 new managed lane) • Westbound: I-25 to Colorado Blvd. (add 2 new managed lanes) • Westbound: Colorado Blvd. to Wadsworth Blvd. (add 1 new managed lane) 		2-3	\$220,000
Douglas	US-85	US-85	Meadows Pkwy. to Louviers Ave. <i>Meadows Pkwy. to Castlegate</i> <i>Castlegate to Daniels Park Rd.</i> <i>Daniels Park Rd. - SH67 (Sedalia)</i> <i>MP 191.75 to Louviers Ave.</i>	Widen 2 to 4 lanes	2	\$59,000
Jefferson	US-6	US-6	Wadsworth Blvd.	Interchange capacity		\$60,000

Jefferson	US-285	US-285	Pine Junction to Richmond Hill <i>Pine Valley Rd. (CR 126)/ Mt Evans Blvd.</i>	<i>New interchange</i>		\$14,000
			<i>Kings Valley Dr.</i>	<i>New interchange</i>		\$11,000
			<i>Kings Valley Dr-Richmond Hill Rd.</i>	<i>Widen 3 to 4 lanes (add 1 new SB lane)</i>	1	\$10,000
			<i>Shaffers Crossing-Kings Valley Dr.</i>	<i>Widen 3 to 4 lanes (add 1 new SB lane)</i>	1	\$12,000
			<i>Parker Ave.</i>	<i>New interchange</i>		\$9,000
Jefferson	US-6	US-6	19th Street	New interchange		\$20,000
Weld	I-25	I-25	SH-66 to WCR 38 (DRCOG Boundary)	Add new toll/managed express lanes	2	\$92,000

APPENDIX D

ROADWAY CRASH REDUCTION (SAFETY) CRITERIA

Crash reduction (safety) is an evaluation criterion for all roadway project types: roadway capacity, operational improvements, and reconstruction. Of relevance in the point computation is:

- Current annualized weighted crash rate per 1,000 ADT; and/or
- Estimated reduction in number of crashes.

Sponsors are encouraged to use qualified traffic personnel for the crash reduction computations.

Current Weighted Crash Rate Computation

To compute this measure, applicants will provide the following information in the DRCOG TIP funding request application:

1. Roadway data

The applicant must provide the following: 1) crash reduction computation area length, and 2) average traffic volumes (ADT).

For intersection funding requests, the suggested length of the crash reduction computation area is 1/10 mile for each approach leg. Sponsors may use a longer distance if they wish to include intersection-induced crashes further away. The crash data submitted should be for the distance identified.

For new roadway projects, the length and volumes should be for the current travel path. For new interchanges and intersection operational improvements, data should be provided for the primary roadway and the cross street (if applicable). The minimum ADT information to be provided is one count on each of the primary roadway and cross street; more desirable is one count on each leg.

2. Number of crashes over three years

The applicant must supply the number of crashes by severity category over the three most recent years for which data is available. The severity categories are: fatal crashes, injury crashes, and property damage only (PDO) crashes.

The crashes should be tallied at all appropriate intersections, approaches, and road segments along the identified crash reduction computation area length.

Estimated Reduction in Number of Crashes

For all funding requests for roadway projects, the applicant is asked to estimate the potential reduction in number of crashes from the project. The estimates are used to determine levels (low, medium, high) of improvement to award crash reduction points. They are not meant to imply precise predictions of eliminated crashes. The reduction should be reported for a three-year period (similar to crash data provided).

For new roadways, the number of crashes reduced shall be based on the reduction in volume on the current travel path due to the new roadway. In other words, $[\text{ADT decrease} / \text{current ADT}] * [\text{current number of crashes}]$. Source for volumes: DRCOG.

For requests for other roadway projects, the estimated crash reductions should consider all individual elements of the project. Table D-1 presents Crash Reduction Factors that should be used to estimate crash reduction. It presents specific percentage reductions **for relevant crashes due to specific improvement elements**. Sponsors must document how the crash reductions were determined. Crash reduction factors must only be applied to specific sites along the project length and for relevant crash types. Total crash reduction estimates may not exceed 75 percent of the original three-year crash total. The professional judgment of qualified personnel will be necessary in the crash reduction determination process.

Crash Reduction (Safety) Points

The funding request application program will compute and award the crash reduction points scored. The steps in the process are:

1. Calculate the annual crash rate for the existing roadway(s) or intersection

From the entered volume, crash reduction computation area length, and crash data, the program will calculate the following:

$\text{Rate} = \text{annualized PDO crashes} + (\text{annualized injury crashes} \times 5) + (\text{annualized fatal crashes} \times 12) / 1,000 \text{ ADT} \times \text{length}$

2. Identify the crash range

Using the computed annual crash rate, the application will assign the appropriate crash range; low, medium, and high, representing the weighted crashes per 1,000 ADT per mile.

- Low = < 1.00
- Medium = 1.00 – 3.00
- High = 3.01 +

3. Identify the estimated crash reduction level (as applicable)

Using the estimated number of crashes reported by the applicant for the three-year period, the application will convert that to a per-mile basis (using the crash reduction computation area length) and will assign the crash reduction level as follows:

- Low (0 to 5 crashes reduced per mile)
- Medium (6-15)
- High (16+)

If no data is provided by the applicant, the low crash reduction level will be assigned.

4. Award the safety points

The following tables show the number of crash reduction points the application will award, based on the estimated crash reduction level and the weighted crash rate.

Roadway Capacity and Operational Projects			
Weighted Crash Rate	Estimated # of Crashes Reduced per Mile (3-years)		
	0-5	6 – 15	16 +
0 - .99	0 pts	2 pts	4 pts
1.00 – 3.00	1 pt	4 pts	6 pts
3.01 +	3 pts	5 pts	7 pts

Roadway Reconstruction Projects			
Weighted Crash Rate	Estimated # of Crashes Reduced per Mile (3-years)		
	0-5	6 – 15	16 +
0 - .99	0 pts	2 pts	3 pts
1.00 – 3.00	1 pt	3 pts	4 pts
3.01 +	2 pts	3 pts	5 pts

Table D-1

DRCOG TIP Project Evaluation Crash Reduction (Safety) Criteria

Sample of Suggested Vehicle, Bicycle, and Pedestrian Crash Reduction Factors

Improvement Characteristics	Percentage Reduction in Relevant Crashes (at applicable crash locations)	Example Relevant Crash Types
Intersections		
New traffic signal	20%	right-angle, turns
Upgrade traffic signal (heads)	20%	rear-end, red light run
Add new approach turn lanes (either left or right)	25%	rear-end
Add accel/decel lane	25%	rear-end, sideswipe
Convert to roundabout	40%	right-angle
Convert to interchange	40%	right-angle
Increase turn radii	15%	turn crashes
Skid accident reduction	20%	rear-end
Railroad		
Automatic gate	75%	vehicle-train
Grade separate	100%	vehicle-train, rear-end
Roadside/Bridges		
Guardrail-install/upgrade	60% fatal, 40% injury	run off road
Shoulder widening/addition/paving	20%	run off road, overtake ped/bike
Bridge widening	40%	bridge
Remove fixed objects	50% fatal, 15% injury	fixed object
Separated bicycle/pedestrian path	80%	overtake ped/bike
Roadways		
Curve reconstruction	50%	run off road, head-on
Vertical realignment	45%	head-on, limited sight
Median barriers	60% fatal, 10% injury	head-on
Raised median	40%	turn crashes, turn-related rear-ends
Rural climbing/passing lane	60%	passing, rear-end
Lane widening	20%	sideswipe (multi-lane)
Ramp geometric reconstruction	25%	ramp
Widen from 2-lane to 4-lane road	30%	rear-end, head-on
Continuous center-left turn lane	30%	rear-end
Shoulder rumble strips	60%	run off road
Centerline rumble strips	25%	head-on, sideswipe
Other		
Lighting improvement	90%	night-time crashes
Close median opening	30%	turn crashes

- Crash reduction factors are for TIP project scoring guidance only.
- The factors are not meant to imply precise predictions of eliminated crashes.
- Rates should be applied only to specific applicable sites within the project area.
- Rates should only be applied to relevant crash types and crash directions addressed by the improvement.
- Do not double-count similar improvement types or eliminated crashes.
- Crash reduction factors may be applied to improvement and crash types not shown on this table; however, applicant must provide justifying documentation.

APPENDIX E
PROJECT LOCATION-
RELATED METRO VISION IMPLEMENTATION

Evaluation Criteria	Max Points	Scoring Instructions
Project location related to Urban Centers and Rural Town Centers	5	Project is within .25 miles of an urban center or rural town center identified in the adopted Metro Vision 2035.
Other characteristics of the Urban Center or Rural Town Center identified in the Metro Vision 2035 Plan	5	<p>If project exhibits at least <u>three</u> of the following characteristics, it will receive 5 points:</p> <ul style="list-style-type: none"> • 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 located 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.
<p>Project location related to the “Modified” Urban Growth Boundary/Area (UGB/A)</p> <p>(See definition below)</p>	4	<ul style="list-style-type: none"> • 4 points if the project is entirely contained within the established UGB of a UGB community or the “committed area” of a UGA community • 1 point if the project is partially within the established UGB of a UGB community or the “committed area” of a UGA community

Evaluation Criteria	Max Points	Scoring Instructions
Project location related to job growth and environmental justice area	3	<ul style="list-style-type: none"> 2 points if 1,000 or more jobs were added between 2005-2013 (or the most recent 2014 data) within a .25 mile radius of the project. 1 point if 500-999 jobs were added between 2005-2013 (or the most recent 2014 data) within a .25 mile radius of the project. <p>ALSO,</p> <p>1 point if the project receiving “job growth” points, is within or touching an environmental justice area. This equates to the project having been designated to receive points under the other specific EJ Criterion per its rules, which also state: “The sponsor must identify the benefits and disadvantages the project may have on the environmental justice community.”</p>
Total Points Possible	17	

Definitions:

- Modified Urban Growth Boundary/Area (UGB/A)
 - For the purposes of evaluating project location, the geographic extent of the UGB/A will include area entirely surrounded by UGB/A that falls into the following categories:
 - Parks and Open Space facilities in DRCOG’s Parks and Open Space layer (last updated in 2013)
 - Bodies of Water
 - Transportation rights-of-way
 - Utility users (e.g. power station, water treatment, etc.)
 - Airports

APPENDIX F
SPONSOR-RELATED METRO VISION IMPLEMENTATION CRITERIA
(or the project location's jurisdiction)

Evaluation Criteria	Max Points	Scoring Instructions
Local response to changing demographics	1	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.
Implement alternative travel mode plans	1	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 jurisdictions currently adopted capital improvement program, operating budget, or equivalent.
Signed the Mile High Compact	2	Date jurisdiction signed the Mile High Compact.
Subtotal:	4	
Sponsor scores for only one of the PM ₁₀ criterion listed below (PM = Particulate Matter pollutants), depending if it was asked to make a commitment or not.		
Criterion 1: PM ₁₀ conformity commitment (for communities that were asked to make a conformity commitment)	4	<p>If the sponsor or project's local jurisdiction has made a conformity commitment (submitted to DRCOG before July 31, 2014) for the horizon year in the RTP (2040) that exceeds:</p> <ul style="list-style-type: none"> • 30 percent reduction, award 1 point. • 45 percent reduction, award 2 points. • 55 percent reduction, award 3 points. <p>If the sponsor or project's local jurisdiction is meeting its 2015 conformity commitment in current practice, award 1 additional point to the PM₁₀ points scored above. The most recent survey of past performance conducted by the RAQC will be compared to the conformity commitments assembled for the 2040 RTP conformity.</p>
	OR	
Criterion 2: Current practice (for communities that were not asked to make a PM ₁₀ conformity commitment)	4	<p>Based on the survey of past performance conducted by the RAQC, if the sponsor or project's local jurisdiction has a current practice that exceeds:</p> <ul style="list-style-type: none"> • 30 percent reduction, award 1 point. • 45 percent reduction, award 2 points. • 55 percent reduction, award 4 points.
Subtotal:	4	
Total Points Possible	8	

APPENDIX G

PAVEMENT CONDITION GUIDELINES

The following elements define the information required to calculate the pavement condition index for roadway and bicycle/pedestrian reconstruction projects. Applicants are required to obtain and use distress data from CDOT (as available) if the reconstruction involves a state highway, in calculating the PCI score.

Visual Inspection of Core Distress

Applicants are required to visually investigate and report five key distresses. These specific distresses shall be examined and reported as specified in the Pavement Distress Identification Manual by CTL/Thompson Inc. For reconstruction funding requests on state highways, CDOT will have recent relevant distress information that should be used for this submittal.

The key distresses for asphalt roadways are:

alligator cracking (page 1 of the manual)
rutting/shoving (page 12)
longitudinal cracking (page 5)
patching (page 9)
potholes (page 10)

The key distresses for concrete roadways are:

corner cracking (page 23)
linear cracking (page 25)
divided slabs (page 27)
blowup/buckling (page 32)
faulting (page 33)

For intersection reconstruction projects, the distress survey shall be the entire project area. For **roadway reconstruction projects**, a sampling technique can be used. The sample must encompass a contiguous section of at least 10 percent of the project segment (with a minimum survey length of 200 lineal feet). All lanes within the sample section must be evaluated. The sample section must be representative of the average pavement condition for the project. Applications must identify the specific location of the sample. CDOT may not have data for all lanes, but CDOT data will be considered sufficient for state highways.

Specific areas showing multiple distresses should only be reported once. For example, if areas that have been patched are reported under “patches,” other distresses within the patched area should not be reported.

Computation of Condition Index

To aid in self-storing, a software program has been developed to compute the pavement condition index (PCI). The program will be included in the web-based funding request application material. The basis for the program is the Corps of Engineers’ PAVER method. Perfect pavements start with a value of 100, and points are deducted from that based on the amount and severity of the stresses reported in the visual survey. A correction curve for multiple distresses is applied.

A copy of the input screens for asphalt pavement (Figure G-1) and concrete pavement (Figure G-2) are attached. After all necessary input data is entered; toggling the "Compute PCI" button will compute the PCI.

Validation

DRCOG staff and/or subject matter experts may conduct a field review of the top "tier" of reconstruction funding requests to validate the magnitude of distresses reported.

Contact

The means for obtaining the distress manual and the software program, along with a contact number for clarification/interpretation, will be included in the TIP solicitation packet.

**Figure G-1
Asphalt Cement Pavement Evaluation Tool**

DRCOG - Pavement Evaluation Tool Revised 6/19/99

Pavement Identification

Municipality/County

Street Name

From Survey Area From

To To

PMSID Length (ft) Lanes Lane Width (ft)

Surface Type Survey Length (ft) Survey Area (sq ft)

ADT / Lane RRD Estimated Cost \$

Points Computed PCI Structural Capacity

Asphalt Cement Concrete Pavement Distress

	Low	Moderate	High	
Alligator Cracking (sq ft) pg. 1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="button" value="Compute PCI"/> <input type="button" value="Print Report"/> <input type="button" value="Save Record"/>
Rutting / Shoving (sq ft) pg. 12	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Longitudinal Cracking (ln ft) pg. 5	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Patching (sq ft) pg. 9	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Potholes (sq ft) pg. 10	<input type="text"/>	<input type="text"/>	<input type="text"/>	

**Figure G-2
Portland Concrete Pavement Evaluation Tool**

DRCOG - Pavement Evaluation Tool Revised 6/19/99

Pavement Identification

Municipality/County

Street Name

From Survey Area From

To To

PMSID Length (ft) Lanes Lane Width (ft)

Surface Type Survey Length (ft) Survey Slabs (count)

ADT / Lane RRD Estimated Cost \$

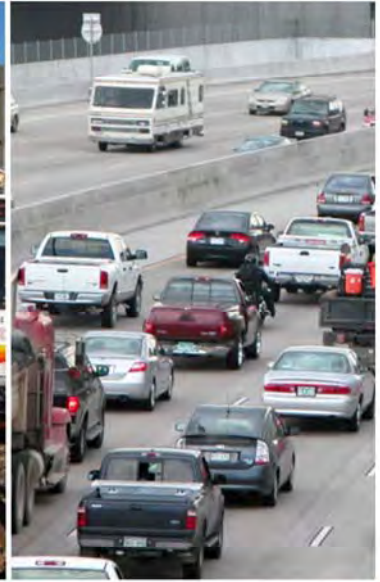
Points Computed PCI Structural Capacity

Portland Cement Concrete Pavement Distress

	Low	Moderate	High	
Corner Cracking (slabs) pg.23	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="button" value="Compute PCI"/> <input type="button" value="Print Report"/> <input type="button" value="Save Record"/>
Linear Cracking (slabs) pg.25	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Divided Slabs (slabs) pg.27	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Blow Ups (slabs) pg. 32	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Faulting (slabs) pg.33	<input type="text"/>	<input type="text"/>	<input type="text"/>	



Denver Regional Council of Governments



2011 Annual Report on Traffic Congestion in the Denver Region

July 30, 2012

This annual report and other documents are available at the DRCOG website www.drcog.org

Visit our partner agency websites for more information:

Colorado Department of Transportation: www.coloradodot.info

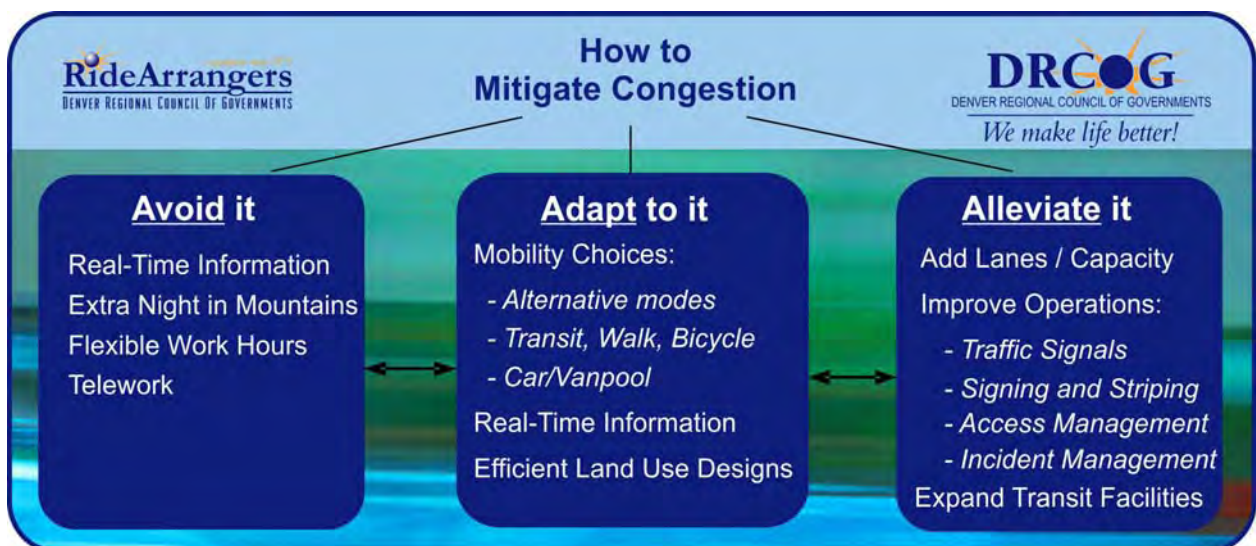
Regional Transportation District: www.rtd-denver.com

Traveler Information: www.cotrip.org

For ways to avoid or adapt to congestion via mobility options, please visit RideArrangers:
www.drcog.org/index.cfm?page=RideArrangers

Preparation of this report has been financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

Contact Rush Wickes at rwickes@drcog.org for additional information regarding DRCOG's Congestion Mitigation Program



2011 Annual Report on Traffic Congestion in the Denver Region

DRCOG Congestion Mitigation Program

Introduction

The Denver Regional Council of Governments (DRCOG) reports annually on congestion-related issues in the region. The annual report highlights trends in motor vehicle travel, reports on existing congestion-related delay, forecasts 2035 congestion, and identifies key congested locations. This year's report also highlights completed congestion projects in the Denver region.

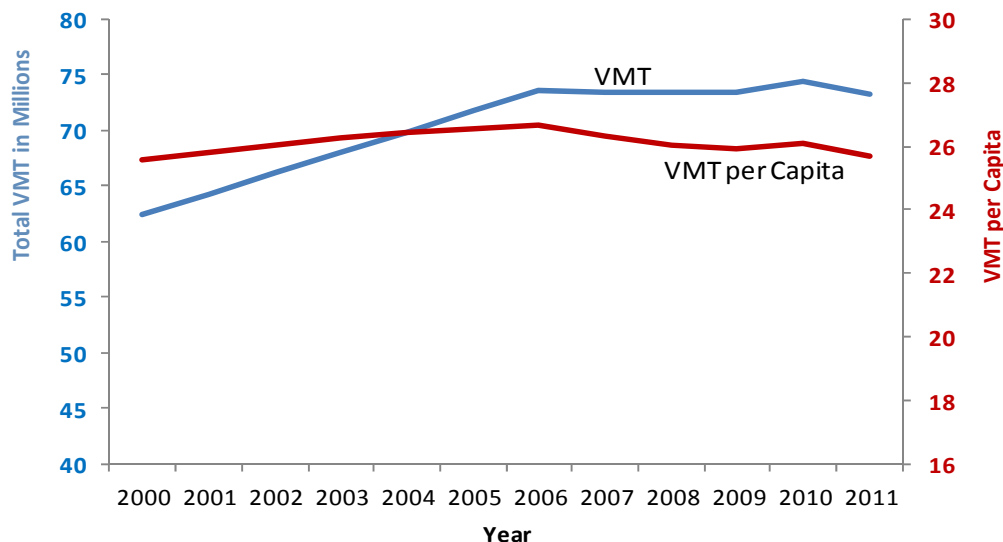
Traffic congestion will never be eliminated entirely; however, efforts can be made to reduce its severity. DRCOG coordinates a three-pronged approach of strategies with partner agencies to address congestion, as outlined on the inside cover diagram:

- Help people avoid congestion through real-time information, so they can adjust their travel schedules or routes.
- Provide travel mode options and residential land use choices so people can adapt to congestion.
- Alleviate congestion by increasing the carrying capacity of the roadway.

Trends in Vehicle Miles of Travel

The chart below shows trends in vehicle miles of travel (VMT – the total amount of miles traveled by all cars, motorcycles, and trucks within the Denver region). Average weekday VMT increased substantially between 2001 and 2006, but has leveled off due to both a change in driving habits and the recent economic recession. DRCOG's goal in the Metro Vision 2035 Plan is to reduce VMT per capita by 10 percent between 2005 and 2035 (i.e., reduce VMT to 23.7 miles per day per person). VMT per capita has decreased, but substantial changes in travel behavior will be needed to meet the long-term goal.

Denver Region Weekday VMT (2001-2011)



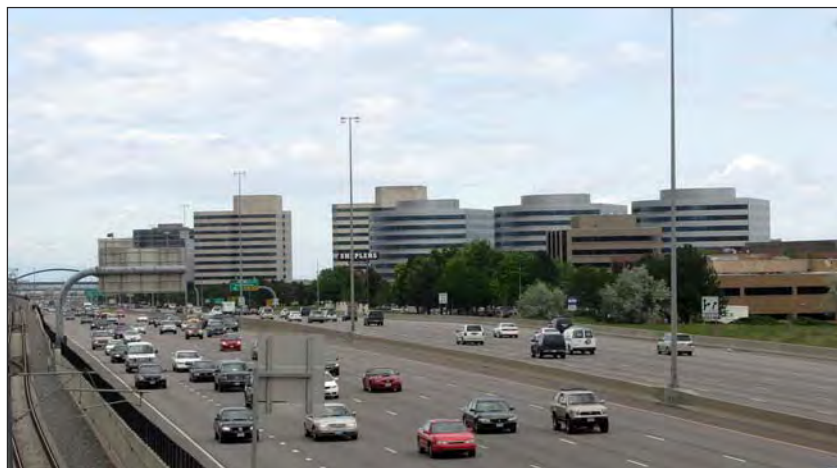
Existing and Future Measures of Congestion

The table on the following page shows current and future estimated measures of traffic congestion on regional freeways, expressways, and principal arterials (designated as the regional roadway system, depicted in Figure 1). The data in the table does not include delay on minor arterials, collectors, and local neighborhood streets.

Congestion measures were calculated based on average daily traffic volumes and the hourly vehicle carrying capacity of each freeway and arterial roadway segment. Capacity was determined by the roadway segment's physical attributes, such as number of lanes, number of traffic signals and driveways, steepness of grade, and amount of heavy vehicle traffic. For example, a typical suburban freeway can be expected to efficiently carry about 1,700 vehicles per lane per hour before intermittent slow-downs occur. As traffic volumes exceed that level, more delays, reduced speeds, and stop-and-go situations occur. Arterial roadways generally have a capacity half that of freeways, due primarily to traffic signals and vehicles turning to/from driveways and parking lots. Crashes and other incidents reduce the capacity further.

Some key findings for the regional roadway system reported in the table include:

- Weekday VMT is expected to increase by more than 60 percent by 2035, while vehicle hours of delay is expected to triple.
- The average driver experienced 38 hours of extra travel time in 2010 due to congestion related delay. By 2035, this will increase to 90 extra hours of travel time per year.
- In 2035, half of all lane miles of freeways and major roads will be congested for more than three hours per day.
- A 70 percent increase in bicycling and walking trips is expected between 2010 and 2035. Transit ridership is predicted to more than double.



Congested Corridors - Mobility Grade

Grade of "A" through "F" was assigned based on a combination of scores for the following measures:

- Duration** - How long does the congestion last?
(number of hours per day congested)
- Severity** - How much of driving time is in delayed conditions?
(percent of travel time in delay in peak hour)
- Magnitude** - What is the total amount of delay for all travelers at that location?
(total daily delay time per mile)
- Variation** - What is the variation in travel time between off-peak and rush hour?
- Reliability** - How often do crashes or incidents occur?
(crashes per mile per year)

Figure 1
Key Congested Locations in
2010 and 2035

Arterial-Arterial Intersections

There are 3,500 signalized intersections in the region. This map shows the locations with the worst delays.



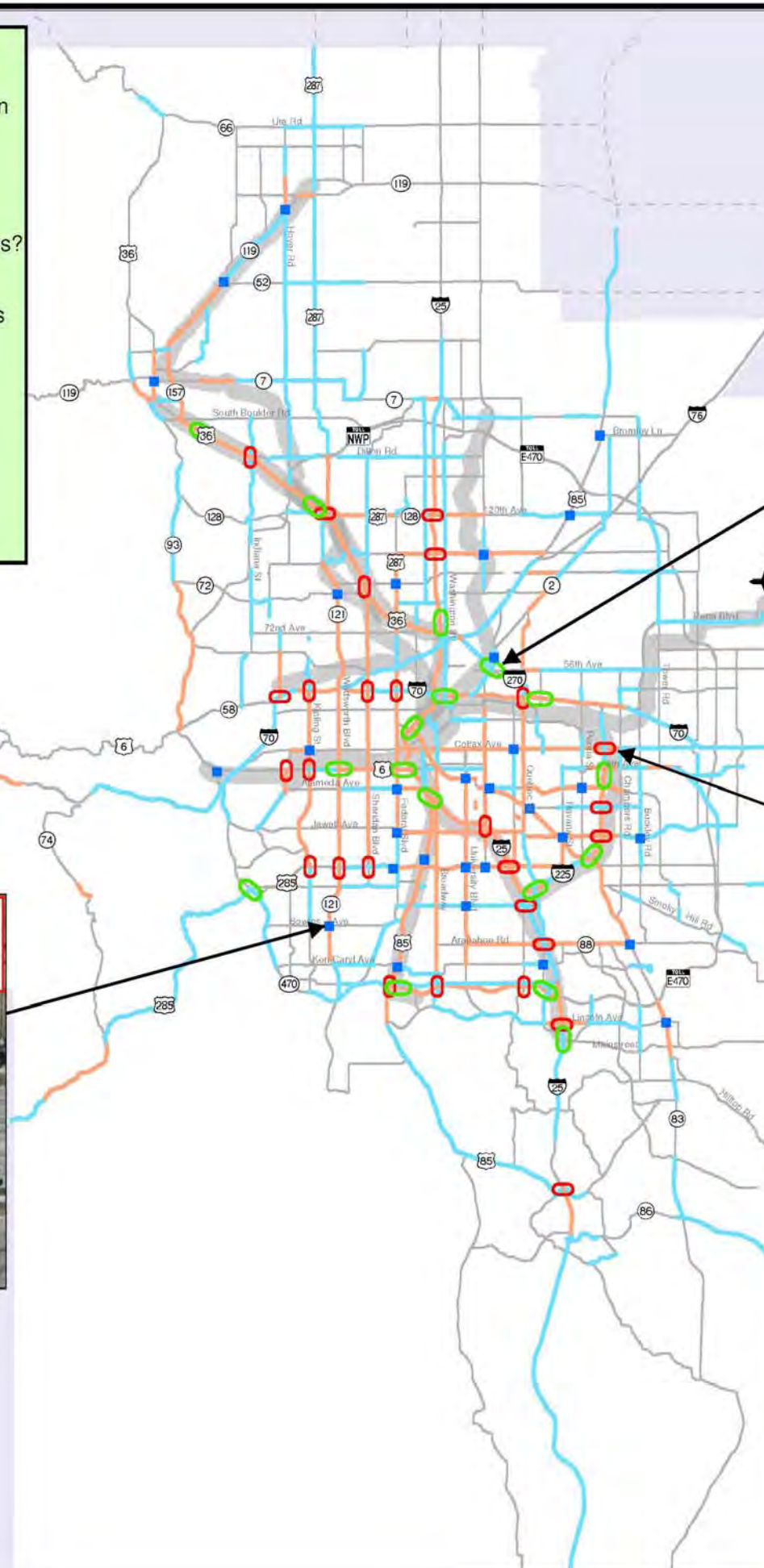
Freeway Bottleneck Points

Free-flow locations where traffic often slows down or backs up because of on-ramps, hills, trucks, or sharp curves.



Arterial-Freeway Ramp Intersections

Extensive congestion occurs where arterial streets intersect with freeway ramps in a series of signalized intersections.



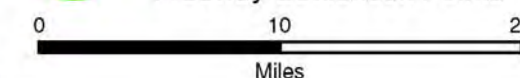
Congested Corridors in 2010 and 2035

(Congestion Mobility Grade of D or F)

- Corridor Congested in 2010
- Corridor Congested by 2035
- FasTracks Rapid Transit System

Congested Points In 2010

- Arterial / Arterial Intersections
- Arterial / Freeway Ramp Intersections
- Freeway Bottleneck Points



This map and the data it depicts are intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no representation or warranty that the data will be error free. DRCOG is not responsible to any user for any costs or damages arising from inconsistencies in its data.

Source: DRCOG
Projection: Colorado State Plane, NAD 83
SK 05/2012

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Existing and Future Congestion Measures on Denver Freeways and Major Roads (Regional Roadway System)*

	2010		2035		% Change Between 2010 and 2035
	"Average" Weekday	Annual Total Estimate ¹	"Average" Weekday	Annual Total Estimate ¹	
Vehicle Measures:					
Vehicle Miles of Travel	55,758,000	18,846,204,000	90,432,488	30,566,180,944	62%
Vehicle Hours of Travel	1,171,000	395,798,000	2,230,000	753,740,000	90%
Average Travel Speed (mph)	48		41		
Vehicle Hours of Delay	177,000	59,826,000	635,000	214,630,000	259%
Travel Delay per Driven Registered Motor Vehicle ² (minutes)	6.9	2,300 (38 hours)	16.0	5,400 (90 hours)	133%
Travel Delay per Household (minutes)	9.3	3,100 (52 hours)	21.7	7,300 (122 hours)	134%
Person Measures:					
Person Miles of Travel	75,273,000	25,442,274,000	122,084,000	41,264,392,000	62%
Person Hours of Travel	1,581,000	534,378,000	3,011,000	1,017,718,000	90%
Person Hours of Delay	239,000	80,782,000	857,000	289,666,000	259%
Travel Delay per Resident (minutes)	5.0	1,700 (28 hours)	11.8	4,000 (67 hours)	138%
Other:					
Percent of Travel Time in Delayed Conditions	15%	n.a.	28%	n.a.	
Travel Time Variation (peak vs. off-peak)	1.20	n.a.	1.46	n.a.	
Lane Miles of Roads Congested for 3+ hours (percent of total lane miles)	1,217 18%	n.a. n.a.	3,508 45%	n.a. n.a.	188%
Traffic Crashes on Regional Roadways (2005)	133	45,000	n.a.	n.a.	
Economic Costs:					
Total Cost of Delay (\$27.50 per vehicle hour) ³	\$4,960,000	\$1,676,480,000	\$17,800,000	\$6,016,400,000	259%
Transit & Non-Motorized Measures:					
Total RTD Transit Boardings	322,100	97,180,000	791,200	238,711,000	146%
Rail Transit Boardings	63,300	19,098,000	332,900	100,438,000	426%
RTD Park-n-Ride Parking Space Utilization (out of 26,653 spaces)	64% (17,180)	n.a.	n.a.	n.a.	n.a.
Modeled Bicycle and Walking Trips	918,000	n.a.	1,560,600	n.a.	70%

Sources: DRCOG CMP Database, RTD January 2010 Facts & Figures, RTD Ridership Statistics Archive, 2035 MVRTP.

* The designated Regional Roadway System is depicted in Figure 1.

Technical Notes: 1 Annual Total Estimate is "Average Weekday" total * 338. 2 Assumed 1,546,000 driven registered vehicles in 2010 and 2,383,000 in 2035. 3 Cost incorporates \$24/hour per adult in car and \$71/hour per commercial vehicle, in current dollars.

Key Congested Locations

Figure 1 shows key congested locations in the Denver region, and highlights congested corridors in 2010 and anticipated in 2035. The congested corridors were identified based on the mobility grade for each segment. The mobility grade factors in variables such as duration and extent of congestion, as well as crash frequency, which affects travel time reliability.

Recent Congestion Relief Projects - Results

As the region's population continues to grow, traffic congestion will likely increase, as shown in the earlier table. However, budget constraints and other factors will prevent the region from simply building its way out of congestion. The region must invest its funds wisely in projects at key bottleneck locations, such as those highlighted in Figure 1. Several smaller scale projects have been completed recently or are underway on freeways and arterials across the region. Three recently completed projects and associated benefits are highlighted below.

University Avenue and Arapahoe Road Intersection Improvement (Completed 2008)

Major capacity improvements were made at the University Avenue and Arapahoe Road intersection in Centennial in 2008. An additional left-turn lane was added to the northbound and southbound approaches and an additional through lane was added to each approach. These improvements resulted in the existing ("after") configuration, which consists of three through lanes, dual left-turn lanes, and an exclusive right-turn lane on each approach.

The intersection was removed from the Key Congested Locations map (depicted in Figure 1), to reflect the improved operations. The table below shows the average peak hour intersection delay per vehicle before the project and after the intersection improvements in 2010. On average, each vehicle saves 30 seconds of travel time. If a driver traveled through the intersection five days a week for 50 weeks, it would equate to driving two hours less per year.



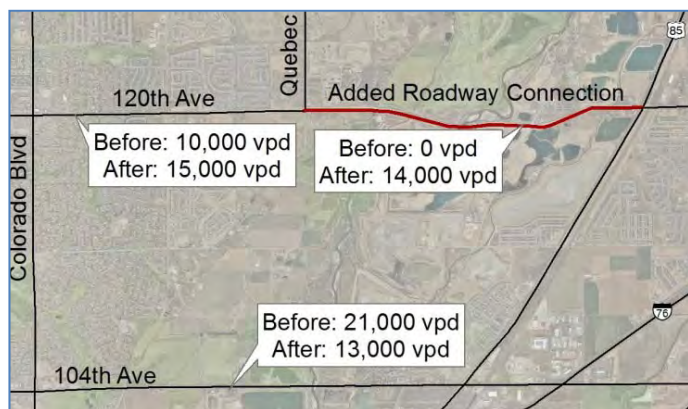
Project Impact on Delay – Afternoon Rush Hour

Vehicles Entering Intersection	~ 5,500 veh.
LOS and Avg. Delay – Before Project	E (70 sec/veh.)
LOS and Avg. Delay – After Project	D (40 sec/veh.)

(LOS – Level of Service “grade”)

120th Avenue Extension to US-85 (Completed 2006)

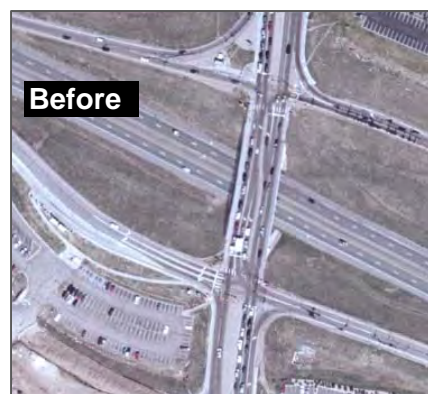
The 120th Avenue extension, completed in 2006, connects 120th Avenue from Quebec Street to US-85 in Adams County. The extension is a 2.8 mile new four-lane divided arterial, which crosses the South Platte River. The project relieved east-west congestion in the fast growing northeast metro area, diverting traffic from parallel narrower roadways. The figure below shows the changes in average daily traffic volume (vehicles per day) on 120th Avenue and 104th Avenue before and after the road construction.



McCaslin Boulevard and US-36 Interchange Loop Ramp (Completed 2006)

In 2006 a loop ramp was added to the US-36 and McCaslin Boulevard interchange. The loop ramp improved operations at the south-ramp intersection by removing the southbound left-turning movement from McCaslin Boulevard onto US-36 eastbound.

The table below shows the project's impact on delay at the south ramp intersection. However, improvements were not made at the north intersection, so the overall interchange area remains heavily congested.



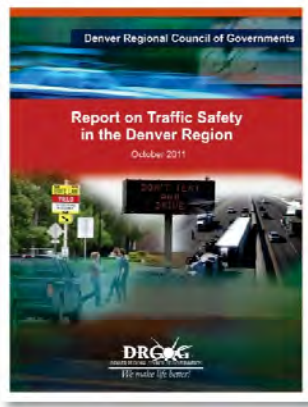
Project Impact on Delay – Afternoon Rush Hour

Vehicles Entering South-ramp Intersection	4,000 before 3,450 after
LOS (Avg. Delay) – Before Project	E (70 sec/veh)
LOS (Avg. Delay) – After Project	C (31 sec/veh)

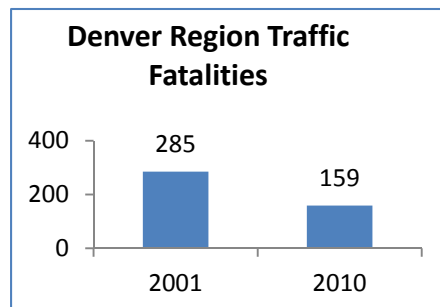
(LOS – Level of Service “grade”)

Traffic Safety News

Traffic crashes and incidents are closely related to congestion. Although injuries and fatalities are by far the most serious consequence of crashes, the ensuing traffic back-ups (and often secondary crashes) cause a significant amount of the region's congestion. DRCOG completed a regional traffic safety report in 2011. The report can be accessed on the Traffic Safety page of the DRCOG website (www.drcog.org/TrafficSafety).



The report highlights traffic crash trends in the Denver region, identifies high-crash locations, and discusses types of mitigation strategies to reduce the number of crashes. The report shows the number of annual traffic fatalities has decreased significantly over the last decade, as depicted in the chart below. The total number of crashes (reported) has gone down slightly to about 70,000 per year.



While traffic fatalities have been trending downward, further improvements can be made to reduce the total number of crashes and reduce the level of injury severity in crashes. According to CDOT, about 85 percent of all crashes occur due to improper driver behavior. Motorists and non-motorists must be alert at all times when on the road. To aid in reducing the traffic congestion impacts after crashes, two key sets of strategies must be utilized and enhanced:

- Incident management – e.g. coordinated response, detours, clearing of crash scene.
- Traveler information systems – e.g. websites, message signs, mobile device alerts.

See the DRCOG Congestion website for more information and resources:

www.drcog.org/index.cfm?page=CongestionMitigationProgram-CMP

Congestion Management Activities in 2011/2012

Several major congestion-relieving projects are underway or due to break ground in 2012; these projects are listed in the table below. Roadway and interchange projects can relieve some congestion, while FasTracks projects allow many commuters to avoid traffic congestion.

In addition to those listed below, several bicycle and pedestrian, travel demand management, intelligent transportation systems, and traffic signal program projects are implemented annually.



C-470/Santa Fe Interchange (source: AASHTO)

Major Roadway/Interchange Projects	Status	Estimated Completion
New interchange at Parker Rd. and Arapahoe Rd.	Completed	2011
Widening of I-225 from Mississippi Ave. to 2 nd Ave. and restriping of I-225 from 2 nd Ave. to Colfax Ave.	Completed	2011
New interchange at I-70 and Central Park Blvd.	Completed	2011
Pecos St. Grade Separation at Union Pacific Railroad	Completed	2011
C-470/Santa Fe Dr. southbound to eastbound flyover ramp	Completed	2012
Interchange reconstruction at I-25 and Alameda Ave.	Underway	2012
Interchange reconstruction at I-225 and Colfax Ave. / 17 th Pl. (Phases 3 and 4)	Underway	2013
Widening of Federal Blvd. from Alameda Ave. to 6 th Ave.	Underway	2013
Interchange Improvements at I-25 and Santa Fe Dr.	Underway	2014
Widening of I-225 from Mississippi Ave. to Parker Rd.	Underway	2014
Widening of US-36 from Federal Blvd. to w/of Interlocken Loop	Underway	2015

FasTracks Projects	Status	Estimated Completion
Denver Union Station intermodal renovations	Underway	2013
West Corridor light rail	Underway	2013
I-225 Corridor (Parker to Peoria/Smith) light rail	Underway	2015
East Corridor (to DIA) commuter rail	Underway	2016
Gold Line Corridor commuter rail	Underway	2016
Northwest Corridor Phase 1 (to Westminster station) commuter rail	Underway	2016



We make life better!

Mobility

Walk. Ride. Drive.

2011 Annual Report on Traffic Congestion in the Denver Region

Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203-5606

www.drcog.org - 303-455-1000



AGENDA ITEM: DRCOG Scoring of NDDA projects.

Nederland Master Infrastructure Plan (MIP) <http://nederlandco.org/2014/05/draft-master-infrastructure-plan/>

Information excerpted from the MIP regarding Lakeview intersection as shown in the following map also from the MIP.

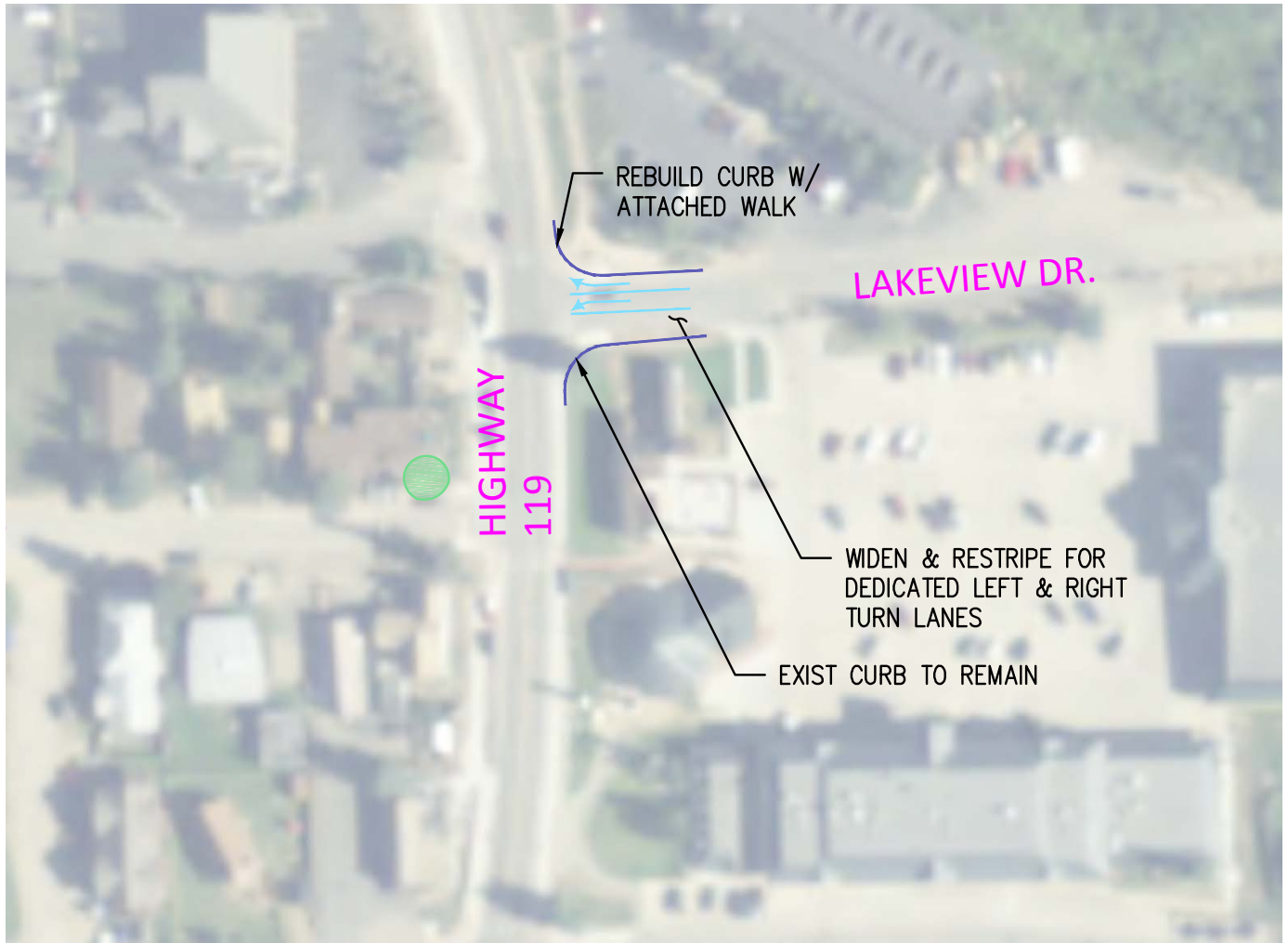
Lakeview Drive Access/Turn Lane Improvements:

The Town has indicated there are traffic backups at Lakeview Drive due to the high number of left turns onto Highway 119. Curb returns with ramps were installed at the intersection during the recent CDOT work and restrict the width of Lakeview Drive to 24 feet. A dedicated left turn lane should be installed with a minimum 11 foot width to ease congestion. If the road is centered within the 60 foot right-of-way, the additional width needed for a dedicated left turn lane could be taken out of the south side of Lakeview Drive. There is an existing fire hydrant, wall, and wood structure on the north side that would need to be relocated if the additional width is taken from the north side. An existing CMP storm line runs through the area and should be investigated to determine depth and alignment prior to construction of the road. For a visual diagram, see Appendix F, Lakeview Drive Access/Turn Lanes.

Information on a Bridge as shown in the following map from the MIP.

Regarding the bridge:

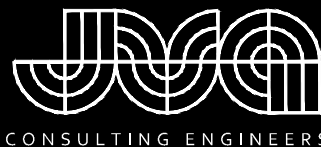
The Town owns the ROW off First Street but not all the way to the creek. The original property owner kept the lot along the creek and the ROW was only to allow public access to the parking areas located in the back of those proposed buildings and to allow access to that lot along the creek.



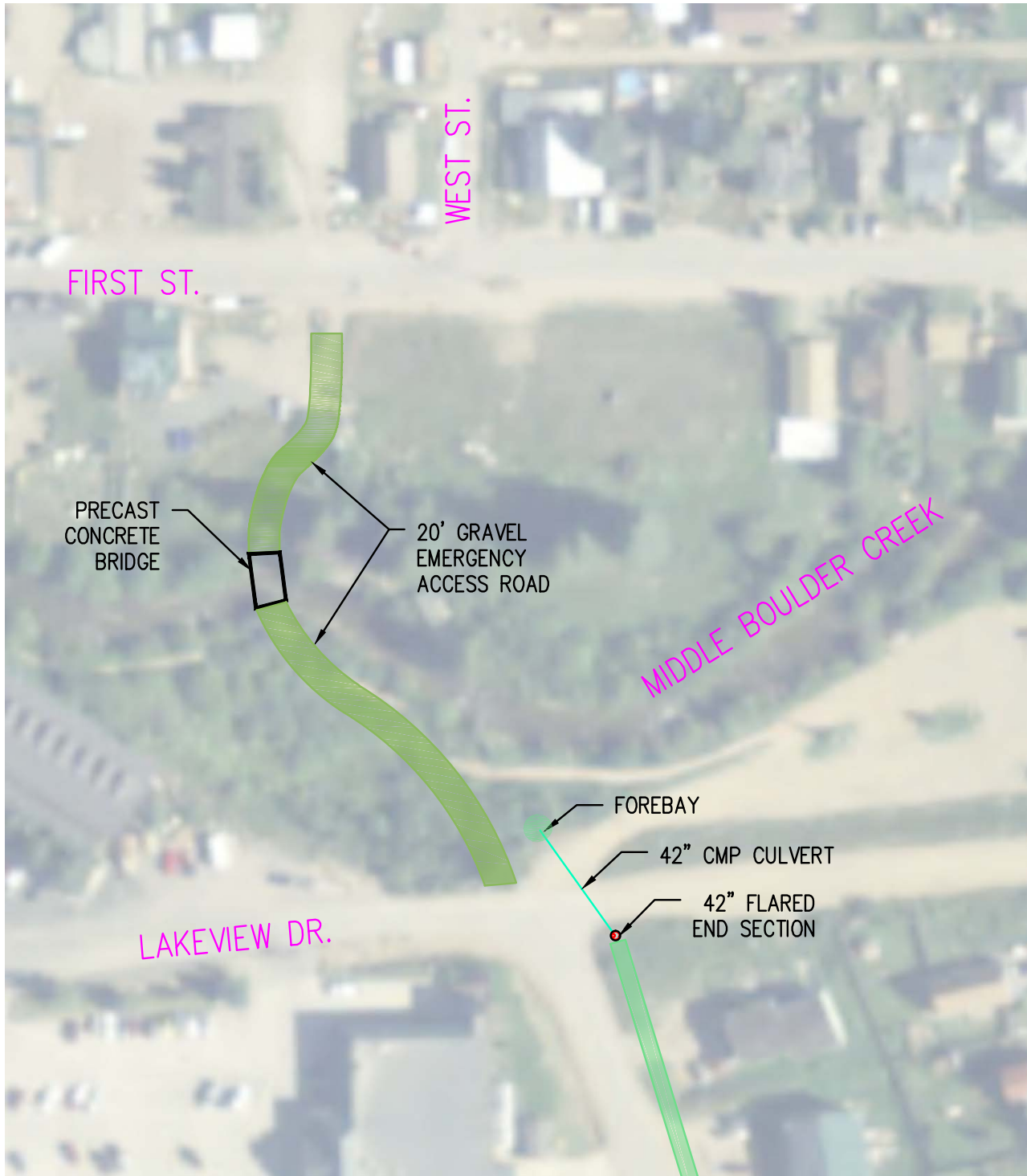
DOWNTOWN DISTRICT



LAKEVIEW DR
ACCESS/TURN LANE IMPROVEMENTS
TOWN OF NEDERLAND MIP 03/03/2014



JVA, Incorporated
1319 Spruce Street
Boulder, CO 80302
Phone: 303.444.1951
E-mail: info@jvajva.com

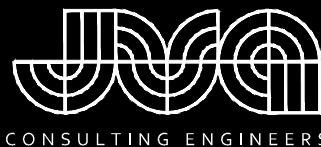


DOWNTOWN & BIG SPRINGS
DISTRICT



EMERGENCY ACCESS AT
MIDDLE BOULDER CREEK
TOWN OF NEDERLAND MIP

03/03/2014



JVA, Incorporated
1319 Spruce Street
Boulder, CO 80302
Phone: 303.444.1951
E-mail: info@jvajva.com

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE: August 20, 2014

INITIATED BY: Alexander Armani-Munn

INFORMATION: **ACTION**: X OR DISCUSSION:

=====

AGENDA ITEM:

Consideration of proposals for new NDDA website

SUMMARY:

Local web developers Spafford Ackerly and Jennifer McLaughlin will each be presenting proposals for a new NDDA website. The Board will have the opportunity to review each proposal and to ask question of each web developer. The Board will then need to select which developer they would like to contract for the new website.

RECOMMENDATIONS:

It is my recommendation that the Board be prepared to ask questions of each developer. Both appear more than capable of designing a compelling website.

FINANCIAL CONSIDERATIONS:

Both web developers have been informed on the NDDA's budget for a new website. The expected costs will be between \$5,000 and \$10,000. The Board will be able to determine a more definitive cost when they select a web developer and decide how elaborate they would like the new website to be. Each developer will present a tentative cost for the Board to consider along with their respective proposals.

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE: August 20, 2014

INITIATED BY: Alexander Armani-Munn

INFORMATION: **ACTION:** Y OR DISCUSSION:

=====

AGENDA ITEM:

Consideration of a new NDDA logo

SUMMARY:

The NDDA logo contest ended Friday, August 15. The contest received five submissions. The two strongest designs were submitted by local graphic designer Jess Ansari. Jess's designs are being presented to the NDDA board for consideration. The board may choose to approve one of the two designs as is, or the board may choose to commission Jess for alterations or improvements to one of the two designs. Proofs of each logo are attached to this AIM.

RECOMMENDATIONS:

It is my recommendation that the NDDA board approves Logo A and considers commissioning Jess to make improvements to the design.

FINANCIAL CONSIDERATIONS:

Jess will be awarded \$100 as the contest winner. The board may also consider commissioning Jess for further work on the logo design.



About this NDDA Logo

This logo represents Nederland's unique downtown mountain community. The mountains are a physical reminder of the town's high altitude location, which affects everything from the weather to the local economy. The sun shows that it's not all just about snow in the mountains (with a reference to Colorado's state logo) and the evergreen trees are a nod to Nederland's commitment to living green.





About this NDDA Logo

This logo is streamlined and simple but fun and relatable too. It uses a sans serif font to show Nederland's downtown message in a friendly way. The mountain peak and the sunshine are stylized to be unconventional but memorable and upbeat.



AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE:

INITIATED BY:

INFORMATION: ACTION: OR DISCUSSION: X

=====

AGENDA ITEM:

Vendor Recommendations

SUMMARY:

I have spoken with other businesses dealing with mobile vending (food trucks) and gotten their take on it.

RECOMMENDATIONS:

The only recommendation I have is that no mobile vendor shall set up an operation within 500Ft of a competing brick and mortar business. What is defined as a competing business needs to be clearly defined and I am uncertain how to proceed with this.

FINANCIAL CONSIDERATIONS:



AGENDA INFORMATION MEMORANDUM NEDERLAND TOWN BOARD OF TRUSTEES

Meeting Date: July 1, 2014
Prepared By: Alisha Reis
Dept: Administration
Information X Action Discussion

AGENDA ITEM:

Resident request to reconsider Peddler and Solicitors Code

SUMMARY:

Roy Young, owner of Nature's Own on 1st Street, has submitted a request to the Board for reconsideration of the Peddler and Solicitors Code (Chapter 6, Article III). He has questions related to regulation of cart vendors within the community, including criteria for licensing, sales tax, and the impact of competition for storefront businesses.

Young will further explain his request at the Board meeting on July 1.

HISTORY AND PREVIOUS BOARD ACTION:

The Peddlers and Solicitors Code was adopted by the Board of Trustees via Ordinance 435 in 1996. The Board adopted Ordinance 240 in 1983 that allowed for sidewalk displays by permit.

QUESTION BEFORE THE BOARD:

Does the Board wish to bring the Peddlers and Solicitors Code up for further analysis and potential amendment?

ATTACHMENTS:

- 1) Nederland Municipal Code Chapter 6, Article III Peddlers and Solicitors Code

FINANCIAL CONSIDERATIONS:

Peddler licensing has been minimal over the past 5 years (see below).

Licensee	Type of Business	Timeframe
Great Nana's Homemade	Food cart (parfaits)	Annual; expires Dec. 31, 2014
Gail McKeague	Food cart (ice cream)	1 day – July 4, 2013
The Deli at 8236'	Food cart	Annual – 2013
Rawlins Lemonade	Food cart (lemonade)	Annual – 2012
Nucci's Hot Dogs	Food cart (hot dogs)	Annual – 2013

Zahra Rahgozar	Vendor cart (auto products)	1 month – June 2012
Wildsight	Vendor cart (bicycle apparel)	1 month – Sept. 2012
Grandpa Campbell's Hot Dogs	Food cart (hot dogs)	Annual – 2012
Nucci's Hot Dogs	Food cart (hot dogs)	Annual – 2010

Licensing Costs:

1 day	\$25.00
2 days consecutively	\$50.00
30 days consecutively	\$100.00
<i>Annual license</i>	
Full-time residents	\$150.00
Non-residents	\$250.00

Town staff time and Town Attorney review time would present some costs to analyzing the code and drafting potential changes.

ARTICLE III Peddlers and Solicitors

Sec. 6-51. License required.

It is unlawful for any solicitor or peddler, as defined in Section 6-52, to engage in such business within the corporate limits of the Town without first obtaining a permit and license therefor from the Town Clerk. (Ord. 435 §1, 1996)

Sec. 6-52. Definitions.

As used in this Article, the following words and phrases shall have the meanings ascribed to them in this Section:

Peddler means any person, whether a resident of the Town or not, who sells and delivers or offers for sale to consumers any goods, wares or merchandise, traveling from place to place, from house to house or from street to street, who sells or offers for sale and delivery any goods or other such articles while traveling on foot or by vehicle or any other type of conveyance. However, such definition shall not include members of nonprofit groups, including, but in no way limited to, Boy Scouts and Girl Scouts engaged in fundraising activities for such group.

Solicitor means any person whether a resident of the Town or not, traveling either by foot or vehicle or any other type of conveyance from place to place, from house to house or from street to street, taking or attempting to take orders for the sale of goods, wares, merchandise or personal property of any nature whatsoever for future delivery or for services to be performed or furnished in the future, whether or not such person has, carries or exposes for sale a sample of the subject of such sale or whether he or she is collecting advance payments on such sales or not; provided, however, that such definition shall not include members of nonprofit groups including, but in no way limited to, Boy Scouts and Girl Scouts engaged in fundraising activities for such group. (Ord. 435 §1, 1996)

Sec. 6-53. Sale of certain agricultural products excluded.

The terms of this Article shall not apply to farmers or gardeners who sell and deliver or offer for sale fruits, vegetables or other country produce raised by them. (Ord. 435 §1, 1996)

Sec. 6-54. License fees.

(a) The license and permit fee which shall be charged in advance by the Town Clerk for any such license and permit, except those issued to nonprofit entities, shall be as set forth in Section 4-151:

(b) For full-time residents of the Town, an annual license fee and permit may be obtained by paying to the Town the sum as set forth in Section 4-151 per year in advance. The term of the annual license shall be from January 1 of the year for which application therefor is made to December 31 of such calendar year.

(c) For nonresidents of the Town, an annual license and permit may be obtained by paying to the Town the sum as set forth in Section 4-151 per year in advance. The term of an annual license shall be from January 1 of the year for which application therefor is made to December 31 of such calendar year.

(d) None of the license fees provided for in this Section shall be so applied as to occasion an undue burden upon interstate commerce. In any case where a license fee is believed by the licensee or applicant for a license or permit to place an undue burden upon such commerce, he or she may apply to the Board of Trustees for an adjustment of the fees so they will not be discriminatory, unreasonable or unfair as to such commerce. Such application may be made before, at or within six (6) months after payment of the prescribed license fee. The applicant shall, by affidavit and supporting testimony, show his or her method of business and the gross volume of business and such other information as the Board of Trustees may deem necessary in order to determine the extent, if any, of such undue burden on such commerce. The Board of Trustees shall then conduct an investigation, comparing the applicant's business with other businesses of like nature, and shall make findings of fact from which they shall determine whether the fee

fixed by this Section is unfair, unreasonable or discriminatory as to the applicant's business; and shall fix as the license fee for the applicant an amount that is fair, reasonable and not discriminatory; or, if the fee has already been paid, a refund shall be ordered of the amount over and above the fee so fixed. (Ord. 435 §1, 1996)

Sec. 6-55. Exhibition of license.

Solicitors and peddlers are required to exhibit their licenses and permits at the request of any citizen of the Town. (Ord. 435 §1, 1996)

Sec. 6-56. Revocation of license.

(a) Permits and licenses issued under this Article may be revoked by the Board of Trustees after notice and hearing, for any of the following causes:

- (1) Fraud, misrepresentation or false statement contained in the application of the license;
- (2) Fraud, misrepresentation or false statement made in the course of carrying on his or her business as solicitor or as peddler;
- (3) Any violation of an ordinance of the Town;
- (4) Conviction of any crime or misdemeanor involving moral turpitude;
- (5) Conducting the business of soliciting or peddling in an unlawful manner or in such manner as to constitute a breach of the peace, or to constitute a menace to the health, safety or general welfare of the public.

(b) Notice of the hearing for revocation of a license shall be given in writing setting forth specifically the grounds of complaint and the time and place of hearing. Such notice shall be mailed, postage prepaid, to the licensee at his or her local address as set forth on the application, at least five (5) days prior to the date set for the hearing. (Ord. 435 §1, 1996)



TOWN OF NEDERLAND COMMUNICATION

FROM: NDDA
TO: Town Board of Trustees
SUBJECT: Street Vending
DATE: June 27, 2014

The NDDA did not endorse/support the letter from the business owners dated June 11, 2014 regarding street vending.

The NDDA recognizes that street vending, if done properly, can add to the vibrancy of a Town's economic center.

The NDDA also recognizes that unregulated street vending may have a detrimental impact on brick-n-mortar businesses.

The NDDA strongly encourages the Town seek input from the businesses and the community and that code revisions reflect the wishes (existing policy supporting localized businesses, opportunity to educate on benefits of localized economy (Transition, Velocity of money)) and address the concerns of the community.

AGENDA INFORMATION
MEMORANDUM NEDERLAND DOWNTOWN
DEVELOPMENT AUTHORITY
MEETING DATE: Aug 20, 2014

INFORMATION: ACTION: DISCUSSION: X

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AGENDA ITEM: Request for funding in the 2015 Budget for the 4th of July Fireworks from Peak to Peak Healthy Communities in the amount of \$10,000.

SUMMARY: See attached request

RECOMMENDATIONS:

Nederland Downtown Development Authority's (DDA) discretion

FINANCIAL CONSIDERATIONS: \$10,000 represents roughly 40% of the DDA's working budget

Town of Nederland
2015 Budget Preparation
Budget Initiatives: DDA

Dept. Advisory Boards

Please provide description in grayed out line along w/dollars where indicated
 Provide backup where needed.
 May insert more lines if necessary.

Operations

Includes manpower/maintenance/training

		On Average Hrs./Pay Per	Add 'l hours/Add 'l Heads	Pay Raises (outside of annual increase/i.e. promotions)
Current Manpower	Status			
<i>Deb DAndrea</i>	<i>Volunteer</i>	<i>Volunteer</i>		<i>Volunteer</i>
<i>Barbara Hardt</i>	<i>Volunteer</i>	<i>Volunteer</i>		<i>Volunteer</i>

List any <u>new</u> maintenance initiatives (describe below)	Annual Expense
<i>No maintenance initiatives</i>	

List any <u>new</u> training initiatives (describe below)	Annual Expense
<i>No training initiatives</i>	

Anything else? (describe below)	Annual Expense
<i>Requesting funding from the DDA to support Nederland 4th of July Event, please see attached documention</i>	\$ 10,000

Capital (must be greater than \$5,000)

Includes equipment, vehicles, or building improvements

	Total Cost
<i>Nederland 4th of July Fireworks Funding - requesting \$10,000 of estimated \$25,000 for fireworks</i>	\$ 10,000

Hello and here's to a happy 4th of July 2015!

We have formed a 4th of July group of Volunteers who are committed to make 4th Of July in Nederland a day to celebrate our heritage and benefit the town celebrating the 4th for all it means to everyone. We have created and linked together a Fundraising site, a 501c3 authenticated PayPal account and a 501c3 Mutual of Omaha bank account under the Peak to Peak Healthy Communities non-profit status.

We understand there are several hurdles to overcome, from requesting the Town and the DDA to support the 4th of July Event, to knocking on doors and raising monies to fund the fireworks.

Unfortunately for 2014 this was something many lined up for in Nederland only to be directed elsewhere and many in the community lost business and faced disappointment.

We understand due to previous fire bans it was difficult to plan for July 4th, and in 2014 there was no fire ban leaving Nederland unprepared to fully celebrate the 4th of July. We know we need to work with the Nederland Fire Chief, Boulder County and the US Forest Service to help make our 4th of July celebration safe for all involved; and plan to work hand in hand with them to ensure safety.

Families come from all over the Front Range to celebrate this special day with us, a day that means many things to so many. Fireworks are associated with the 4th of July just as they are associated with our New Year's celebration; and this is the one time of year when people from all over converge on our little town to see what a big celebration of patriotism for our country we have to offer. This one day also brings much to our town businesses providing a nice bump in revenue which is clearly depicted in the attached Town Sales report.

This will be a celebration for all to enjoy, offering much to many.

As we witnessed this year, even without the presence of fireworks, many chose to perform their own firework displays which were on private property posing a hazard. With Town supporting fireworks, this minimizes the hazard as they will be offering the ultimate show. Also, as with many events in general, wild life and pets are affected by the noise generated, with that said, many pets are also affected by thunder and lightning. In my experience, people who have pets who are affected by sound realize this and know to keep them at home safe and sound. It will be clearly stated to leave your pets home!

And as with many things in life, there are concerns over minimizing toxicity and being environmentally friendly with fireworks; along with supporting proper production of fireworks. We will do our best to work with the hired company to minimize the ecological impact and discuss where fireworks are purchased to be as sensitive as possible to everyone's concerns. Unfortunately, as we've seen with companies like Costco and Wal-Mart, sometimes people will support the unethical path to save a dime. We will do our best.

Thus, we are asking you, the DDA, to help support us. We will make an honest effort to address your concerns and put on the best 4th of July Event Nederland can celebrating our Town, our Country and our People.

Outline of the current bids:

Tri-State Fireworks, Inc; (720) 685-9785; www.tri-statefireworks.com

Aug. 6th - William Allen – awaiting bid

Have photo's of new configuration and fence lines by the sewer plant

Angel Light Pyrotechnics; 970-834-2362; www.angellightpyrotechnics.com

"We'd love to be part of your event but unfortunately we are totally booked with a waiting list on the 4th of July. We have other possible dates available but not around the 4th." Larry Darrington- Owner

J & M Displays, Inc. and Hi-Tech FX, LLC; 303-458-7600; www.jandmdisplays.com

(Formerly Stonebraker-Rocky Mountain Fireworks Co.)

See Attached Bid: *Total Value of Show including Free Perks \$26,383.35*

8% Free for early payment=\$893.20

15% Free for Multiple Year Agreement=\$2,117.30

"We look forward to the possibility of working with you." Bev Snyder

R33449

TE3

841320335



Department of the Treasury
Internal Revenue Service
OGDEN UT 84201-0016

Date of this notice: January 31, 2011
Notice Number: CP- 299
Taxpayer Identification Number:
84-1320335
Tax Form:
Tax Period:

013758.814284.0064.001 1 AB 0.360 540



For assistance, call:
1-877-829-5500

PEAK TO PEAK HEALTHY COMMUNITIES
% GARRY E SANFACON
PO BOX 668
NEDERLAND CO 80466-0668

013758

Annual Electronic Notice Form 990-N (e-Postcard)

Why Are You Getting This Notice?

Our records indicate that your organization may be required to file an annual electronic notice (e-Postcard). If your organization has already filed this year's e-Postcard or a Form 990 or 990-EZ, no action is required.

Electronic Notice (e-Postcard) Requirements

- Tax-exempt organizations, other than political and foreign organizations not required to file Form 990 (or Form 990-EZ), because their gross receipts are normally \$50,000 or less must file an annual electronic notice, Form 990-N.
- A Section 509(a)(3) supporting organization of a religious organization whose gross receipts are normally \$5,000 or less may file an e-Postcard instead of Form 990 (or Form 990-EZ).
- Supporting organizations, not of a religious organization, generally must file a paper or electronic Form 990 (or Form 990-EZ) even if gross receipts are normally \$50,000 or less.
- The annual electronic notice, Form 990-N, is due by the 15th day of the fifth month after the close of the organization's tax period. For example, the tax period ends on December 31 the Form 990-N is due May 15.

What Information is Required for the e-Postcard?

The e-Postcard requires the following information:

- Organization's legal name,
- Any other names the organization uses,
- Organization's mailing address,
- Organization's website address (if applicable),
- Organization's employer identification number (EIN),
- Name and address of a principal officer of the organization,
- Organization's annual tax period,
- Verify that the organization's annual gross receipts are still normally \$50,000 or less, and
- Indicate if the organization has terminated (is no longer in business).

Sales	2007	2008	2009	2010	2011	2012	2013
Jan	42,798	43,576	48,620	49,453	56,779	55,727	62,825
Feb	45,384	44,108	42,598	46,977	50,030	60,121	52,773
Mar	49,888	52,890	51,600	65,296	64,284	60,836	62,697
Apr	44,718	44,324	41,918	48,605	48,504	62,150	55,825
May	51,462	50,263	51,680	55,599	49,662	64,232	68,494
Jun	65,343	61,984	54,781	84,378	75,609	77,268	82,680
Jul	62,373	69,558	69,242	80,606	79,416	78,914	79,282
Aug	60,068	64,900	67,668	73,288	85,997	79,509	87,066
Sep	65,795	60,147	65,372	79,154	76,580	82,356	77,019
Oct	47,886	57,168	50,648	64,006	56,186	60,974	57,434
Nov	43,138	45,352	41,337	46,096	50,612	57,442	75,904
Dec	54,974	49,978	60,439	67,058	66,932	67,115	78,285

Grants from Boulder County

2009 \$8000 - went towards various events


2010 \$6000 - went towards various events

2011 \$6000 - went towards various events

2012 \$6000 - went towards various events

2013 \$6000 - went towards Buy Local Program

2014 \$6000 - went towards Buy Local Program



4th of July Brainstorming Form
<http://tinyurl.com/l329s5e>

4th of July Brainstorming Ideas

* Required

Your Name *

Name

Your Email *

Email

Brainstorming thoughts to raise monies for Fireworks

Firework \$\$

Brainstorming thoughts for 4th of July Event Booths

Booths

Brainstorming thoughts for 4th of July Events

Events for people to participate in

Timestamp	Your Name	Your Email	Brainstorming thoughts to raise monies for Fireworks	Brainstorming thoughts for 4th of July Event Booths	Brainstorming thoughts for 4th of July Events	Brainstorming thoughts for 4th of July not listed above (for instance, how to get Town Businesses involved)	Other
7/9/2014 21:40:55	deb dandrea	deb dandrea@gmail.com	Firework monies	Event booths	Events	Other events to get people involved	Random thoughts to be captured
7/15/2014 16:54:42	Barbara Hardt	publisher@themountaineer.co	Silent Auction Fiddle Contest (SO IN FOR THIS) Concert (talk to Greg Ching)	The Mountain-Ear Brightwood Music Peak to Peak Healthy Communities Project	Bouncy castles games and contests	Working on "the" letter now	
7/22/2014 3:24:12	Sue Ayer	otterchildwoman@hotmail.com	Mud wrestling events (adult females, adult men, children categories). Carnival @ NCC or Chipeta Park. Rubber duck race Boulder Creek (ped bridge to spillway). Kite-flying contest. Decorate your bike, scooter, wagon, stroller, car contest & parade. Fireworks 5K nature walk for all ages (get pledges).	GreatNana's Homemade LLC Frozen Fruit Ice vending Pie-eating contest. Kids bobbing for apples. Face painting. Hot dog/brats/burgers booth. Refreshments (soda, water, juices, Power Aid, etc).	Water balloon toss. Pie-eating contest. Kids bobbing for apples. Kite-flying contest. Rock-skipping on Barker contest. Bubble gum blowing contest. Gunny sack race and 3-legged race. Raw egg toss. Statue of Liberty or Uncle Sam drawing contest.	Each business to decide what event they want to sponsor (with approval) @ their location or at the ball field. Example: sidewalk sale, beer-chugging contest, raffle for meals/drinks/candy/other services they provide.	

4th Of July Individuals/Companies To Be or Already Contacted



This form is to capture who has contacted who or if you'd like someone else to contact someone you've thought of.
Preferably we will all use the Form letter emailed out by Barbara Hardt requesting 4th of July support when making contact.

*** Required**

Your Name *

Name

For our internal use only:
<http://tinyurl.com/k3becbvq>

Your Email *

Email

Have you contacted the individual or company listed below? *

Contact made?

☐ Yes

☐ No

☐ Other:

If not contacted, do you wish someone else to contact?

To be contacted

☐ Yes

☐ No

☐ Other:

Individual or Company Name contacted *

Contact Name

Timestamp	Your Name	Your Email	Individual or Company Name contacted	Individual or Company Response	Have you contacted the individual or company listed below?	If not contacted, do you wish someone else to contact?
7/9/2014 21:39:27	deb dandrea	debdandrea@gmail.com	Test	Test	No	Yes
7/15/2014 16:52:40	Barbara Hardt	publisher@themountain	Brightwood Music \$100 The Mountain-Ear \$100 Shortridge Family Found	Brightwood Music \$100 The Mountain-Ear \$100 Shortridge Family Found	Yes	
7/22/2014 3:26:17	Sue Ayer	otterchildwoman@hotmail.com	GreatNana's Homemade	Yes, I'll be there again in	Yes	



July 30, 2014

Peak to Peak Healthy Communities Project
P.O. Box 668
Nederland, CO 80466

Attn: Barbara Hardt

Dear Barbara:

Enclosed is our fireworks display proposal for your Independence Day celebration for July 4, 2015.

We have completed the contract paperwork so that you have it when you are ready. Just sign in the appropriate spaces, fill in any additional needed information and return to us as soon as possible.

The Display Information Form is also attached. Please look it over and return with any changes indicated.

Don't hesitate to call if you have questions or would like to schedule a meeting. We look forward to working with you to provide this display for your community!

Yours very truly,

Beverly S. Snyder
J & M Displays, Inc.
P.O. Box 21181
Denver, CO 80221
303-458-7600

18064 170th Avenue
Yarmouth, Iowa 52660-9772
1-800-648-3890
Fax: 1-319-394-3265
Email: main@jandmdisplays.com
www.jandmdisplays.com

J & M Displays Proposal For: Peak to Peak Healthy Comm.

Opening

Multi-shell Barrage Units

Quantity	Name	Rising Effect	Price	Total
4	Report with color w/ silver tail 100 shot		\$105.60	\$422.40
4	Alternating red white & blue tails to red white & blue 10		\$134.20	\$536.80
Category shell Count: 800				\$959.20
Section shell Count: 800				\$959.20

Main Event

Multi-shell Barrage Units

Quantity	Name	Rising Effect	Price	Total
2	Rainbow 49 shot Z shaped fan cake		\$174.90	\$349.80
2	Titanium salute with silver tail and silver palm 49 shot		\$174.90	\$349.80
2	Assorted colorful strobes - KC2-49DS 2" 49S CAKE	New	\$240.90	\$481.80
2	Color comets to crackling 100 shot		\$240.90	\$481.80
2	Red strobe 49 shot Z shape		\$240.90	\$481.80
2	Red, White Blue finale box 2.5" 36 shot	New	\$352.00	\$704.00
2	Crackling mines 130 shot fan shape		\$446.60	\$893.20
2	Happy stars 150 shot		\$446.60	\$893.20
2	Peacock tail 540 shot	New	\$446.60	\$893.20
Category shell Count: 2304				\$5,528.60

2.5 Inch Color Shells

Quantity	Name	Rising Effect	Price	Total
2	Assortment C of 30 different J&M Brand shells	mixed tails	\$216.50	\$433.00
2	Assortment D of 30 different J&M Brand shells		\$216.50	\$433.00
Category shell Count: 120				\$866.00

3 Inch Color Shells

Quantity	Name	Rising Effect	Price	Total
2	Brocade crown with silver strobing pistil		\$17.95	\$35.90
2	Crackling Kamuro Chrysanthemum		\$17.95	\$35.90
2	Crossette assorted		\$17.95	\$35.90
2	Glittering willow	glitter tail	\$17.95	\$35.90
2	Glittering willow waterfall	glitter tail	\$17.95	\$35.90
2	Assortment G Of 20 different J&M shells ELECTRIC FI		\$186.00	\$372.00
2	Assortment M of 20 different J&M Brand Shells ELECT	mixed tails	\$186.00	\$372.00
2	Assmt N of 20 diff J&M shells (5 report,15 color)	mixed tails	\$172.75	\$345.50
Category shell Count: 130				\$1,269.00

J & M Displays Proposal For: Peak to Peak Healthy Comm.

Main Event

3 Inch Special Effect Shells

Quantity	Name	Rising Effect	Price	Total
2	3" Cyl Magnesium Rays Red Mag Rays w/ Tail	<i>New</i>	\$24.65	\$49.30
2	3" Cyl Yellow Crossettes	<i>New</i>	\$24.65	\$49.30
2	3" Cyl. Serpentine Multicolor to Report	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effect Blue & Ti Report	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effect Blue & Tourbillion w/ Report	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effect Green & Tourbillion & Report	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effect Lemon & Ti Report	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effect Lemon & Tourbillion w/ Repo	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effect Multicolor & Ti Report	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effect Multicolor & Tourbillions & R	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effect Red & Tourbillion w/ Report	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effect Violet & Ti Report	<i>New</i>	\$24.65	\$49.30
2	3" Double Assorted Effects Red Serpentine & Multicolor	<i>New</i>	\$24.65	\$49.30
Category shell Count: 26				\$640.90

4 Inch Color Shells

Quantity	Name	Rising Effect	Price	Total
2	Assortment D of 20 different J&M Brand shells (low fallo	mixed tails	\$332.00	\$664.00
2	Assortment G of 20 different J&M Brand shells	mixed tails	\$332.00	\$664.00
Category shell Count: 80				\$1,328.00

4 Inch Finales

Quantity	Name	Rising Effect	Price	Total
10	Red white and blue dahlia finale 8 shot	mixed tails	\$178.40	\$1,784.00
Category shell Count: 80				\$1,784.00
Section shell Count: 2740				\$11,416.50

Finales

Multi-shell Barrage Units

Quantity	Name	Rising Effect	Price	Total
4	Red, White, Blue dahlias 36 shot with silver tail	<i>New</i> silver tail	\$451.00	\$1,804.00
Category shell Count: 144				\$1,804.00

2.5 Inch Finales

Quantity	Name	Rising Effect	Price	Total
10	Glittering Willow finale 10 shot		\$77.75	\$777.50
Category shell Count: 100				\$777.50

3 Inch Finales

Quantity	Name	Rising Effect	Price	Total
20	Red salute blue finale 10 shot (dahlia)	mixed tails	\$112.75	\$2,255.00
Category shell Count: 200				\$2,255.00
Section shell Count: 444				\$4,836.50

J & M Displays Proposal For: Peak to Peak Healthy Comm.

Miscellaneous

Ignition Items

Quantity	Name	Rising Effect	Price	Total
450	Igniter 3 meter leads		\$1.85	\$832.50
1	Wire 22 gauge copper duplex 500 foot		\$28.15	\$28.15
Category shell Count: 0				\$860.65
Section shell Count: 0				\$860.65

Free 8% for early payment

Multi-shell Barrage Units

Quantity	Name	Rising Effect	Price	Total
2	Red white and blue scenery 300 shot		\$446.60	\$893.20
Category shell Count: 600				\$893.20
Section shell Count: 600				\$893.20

Free 15% for Multiple Year Agreement

Multi-shell Barrage Units

Quantity	Name	Rising Effect	Price	Total
3	600 Shot Colored stars		\$446.60	\$1,339.80
Category shell Count: 1800				\$1,339.80

2.5 Inch Finales

Quantity	Name	Rising Effect	Price	Total
10	Salute finale with palm 10 shot		\$77.75	\$777.50
Category shell Count: 100				\$777.50
Section shell Count: 1900				\$2,117.30

This proposal includes an extension of our \$10,000,000.00 spectator liability insurance, and workers compensation on our shoot team.

Fireworks price: \$18,072.85
Discount: \$3,372.85
Sub-total Fireworks: **\$14,700.00**

J&M Production: **\$5,300.00**
Total price of show: **\$20,000.00**

Total shell count: 6484
Packing check: 586
Date of display: 7/4/2015
Customer number: 0

Summary of Free Items Added to Your Show

See previous pages for a listing of free items

Free items are based on the \$14,700.00 fireworks subtotal

\$2,117.30 Free for Multiple Year Agreement

\$893.20 Free for early pay

\$3,010.50 Total free

Total value of show is \$26,383.35. Your price is \$20,000.00

Free Items Summary

Proposal print 8

Please note the following comments:

The data in this proposal is confidential, and is to be accorded confidential treatment and shall not be disclosed other than to the official representative of the organization listed on the cover, and only then when in the evaluation of this proposal. Any reproduction of the contents of this proposal, whether in whole or in part, is expressly forbidden. J & M Displays, Inc. requests that all information be safeguarded from release pursuant to any request under the Freedom of Information Law of this state or any other state or jurisdiction; as it may cause competitive disadvantage to our company. The enclosed concepts and materials are the sole and exclusive property of J & M Displays, Inc. We reserve the right to make substitutions of equal or greater value. Prices and specifications are subject to change without notice.

FIREWORKS DISPLAY AGREEMENT

THIS AGREEMENT is made and entered into this 30th day of July, 20 14, by and between J & M Displays, Inc., an Iowa corporation, having its principal place of business at Yarmouth, Iowa, hereinafter referred to as "Seller", and Peak to Peak Healthy Communities Project, hereinafter referred to as "Buyer".

Seller shall furnish to Buyer one (1) fireworks display, as per the \$ 20,000.00 program submitted and accepted by the Buyer, and which by reference is made a part hereof as Exhibit "A". The display is to take place on the evening of July 4, 20 15 at approximately 8:00 pm, weather permitting.

IT IS FURTHER UNDERSTOOD AND AGREED BETWEEN THE PARTIES AS FOLLOWS:

1. Firing of Display (check one of the below options):

☒ Seller agrees to furnish all necessary fireworks display material and personnel for a fireworks display in accordance with the program approved by the parties. Seller agrees to comply with all local, state, and federal guidelines pertaining to the storing and displaying of fireworks.

____ Buyer waives the services of Seller's technician. Buyer is a municipality or has a valid permit from the Bureau of Alcohol, Tobacco, Firearms & Explosives and will be firing the display. If Buyer shoots the display, proof of liability insurance is required as stated in paragraph number five (5), proof of auto insurance (if pyrotechnics will be transported), and proof of worker's compensation insurance coverage is required. Buyer agrees to comply with all local, state, and federal guidelines pertaining to the storing and displaying of fireworks.

2. Payment. The Buyer shall pay to the Seller (check one of the below options):

____ the sum of \$ _____ as a down payment upon execution of this Agreement. The balance of \$ _____ shall be due and payable in full within fifteen (15) days after the date of the fireworks display. A service charge of one and one-half percent (1 1/2%) per month shall be added to the unpaid balance if the account is not paid in full within fifteen (15) days from the date of the show. If this account remains unpaid and is turned over to a collection agency for non-payment, all fees incurred in collecting the balance will be at the Buyer's expense. All returned checks will be assessed a \$30.00 fee.

☒ \$ 20,000.00 in full by April 25, 2015 (70 days prior to the event date).
The Buyer will receive the 8% prepayment bonus product in this fireworks display.

____ \$ _____ in full by _____ (30 days prior to event date).
The Buyer will receive the 5% prepayment bonus product in this fireworks display.

3. Weather Delay/Cancellation. If Buyer postpones or cancels the fireworks display after the Seller has arrived on site and began setting up the display, the Buyer shall pay to the Seller the amount of the shoot fee \$ 3,100.00 as payment in full for the postponement/cancellation fee. If the Buyer postpones or cancels the display prior to Seller arriving on site for set up, there will be no charge for rescheduling.

4. Rain Date. Should inclement weather prevent the firing of the display on the date mentioned herein, the parties agree to a mutually convenient rain date of _____ or another date as agreed to by both parties. The determination to cancel the fireworks display because of inclement weather or unsafe weather conditions shall rest within the sole discretion of the Seller. In the event the Buyer does not choose to reschedule another date or cannot agree to a mutually convenient date with the Seller, then the Seller shall be entitled to thirty percent (30%) of the contract price for full settlement of this Agreement.

5. Insurance. (Check one of the below options):

☒ Seller agrees to provide, at its expense, public liability and property damage insurance coverage, including spectator coverage in an amount not less than \$10,000,000, and within two (2) weeks prior to the date of the fireworks display, shall submit to the Buyer, if requested in writing, a certificate of insurance naming the Buyer as an additional insured, and providing that the insurer shall not terminate or materially modify such policy without written notice to the Buyer not less than two (2) weeks in advance of such proposed termination or modification. In the event of a claim by Buyer, the applicable deductible shall be paid by the Seller.

The Seller agrees to defend, indemnify and hold harmless the Buyer and its agents, and employees from and against all claims, costs, judgments, damages and expenses, including reasonable attorney fees that may or shall arise from the performance of the fireworks by the Buyer. The Buyer agrees to give the Seller prompt notice of any claims or demands and to cooperate with the Seller or its successors in interest or assigns, if any, in the defense of any such claims and/or demands.

____ Buyer agrees to provide, at its expense, public liability and property damage insurance coverage with a rating by AM Best of A VIII or higher, including spectator coverage in an amount not less than \$5,000,000, and within two (2) weeks prior to the date of the fireworks display, shall submit to the Seller a certificate of insurance naming the Seller as an additional insured, and providing that the insurer shall not terminate or materially modify such policy without written notice to the Seller not less than two (2) weeks in advance of such proposed termination or modification. Any charge incurred from the insurance provider for additional insurance after insurance application has been sent in, shall be the responsibility of the Buyer. In the event of a claim by Seller, the applicable deductible shall be paid by the Buyer.

The Buyer agrees to hold the Seller harmless and defend Seller from any and all claims brought against the Seller by employees or sponsors of the Buyer for any and all acts of the Buyer relating to the event for which the fireworks is performed.

6. Buyer agrees to provide:

- (a) sufficient area for the display, including a minimum spectator set back as determined by Seller.
- (b) protection of the display area by roping off or similar facility.
- (c) adequate police protection to prevent spectators from entering display area.
- (d) dry, clean sand, if needed, for firing.
- (e) inspection and cleanup of fireworks debris in the fallout zone of the shoot site at first light the morning following the display for anything that may have been missed at the night search.
- (f) necessary local permits.

7. No representation of affirmation of fact, including but not limited to statement regarding capacity, suitability for use, or performance of equipment or products shall be, or deemed to be a warranty by the Seller for any purpose, nor give rise to any liability or obligation of the Seller whatsoever, except for acts of Seller's negligence as above stated.

8. It is further understood and agreed that nothing in this Agreement shall be construed or interpreted to mean a partnership. Both parties hereto being responsible for their separate and individual debts and obligations, and neither party shall be responsible for any agreements not stipulated in this Agreement.

9. The parties hereto do mutually and severally guarantee terms, conditions, and payments of this Agreement. This document shall be binding upon the parties, themselves, their heirs, executors, administrators, successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first above written.

BY: Beverly D. Snyder
J & M Displays, Inc.
SELLER

BY: X
BUYER

Please include the DISPLAY INFORMATION form with this Agreement so your order is processed accurately.

MULTIPLE YEAR AGREEMENT

This Agreement is made and entered into this 30th day of July, 2014, by and between J & M Displays, Inc., an Iowa corporation, having its principal place of business in Yarmouth, Iowa, hereinafter referred to as Seller, and the Peak to Peak Healthy Communities Project, hereinafter referred to as the Buyer. Whereas, the parties agree as follows:

1. Seller is in the business of providing fireworks displays. More specifically, Seller is in the business of providing 1.3G (Class B) fireworks for display.

2. Buyer hereby agrees to purchase all of their 1.3G (Class B) fireworks exclusively from Seller for the next three years (2016, 2017, 2018). In consideration thereof, Seller hereby agrees to provide bonus product to the Buyer in an amount based on the total dollars of fireworks purchased by Buyer for a given year. The Seller will have the final choice of bonus product but said product is to be fireworks of like quality and condition as the 1.3G (Class B) fireworks purchased by Buyer from Seller for the given year. The bonus schedule is as follows:

- 1st year: Bonus product equaling a dollar value of **5%** of the total fireworks dollar value purchased by Buyer (total dollar value is fireworks only and excludes cost of insurance, shoot fee, taxes, etc.);
- 2nd year: Bonus product equaling a dollar value of **10%** of the total fireworks dollar value purchased by Buyer (total dollar value is fireworks only and excludes cost of insurance, shoot fee, taxes, etc.);
- 3rd year: Bonus product equaling a dollar value of **15%** of the total fireworks dollar value purchased by Buyer (total dollar value is fireworks only and excludes cost of insurance, shoot fee, taxes, etc.).

3. In addition to the "bonus product" described above, Buyer will also be entitled for each year of this Agreement to receive 8% of bonus product of like quality and condition as the fireworks purchased by the Buyer for the given year if Buyer provides an early order (all paperwork and payment for the fireworks display

provided to Seller at least 70 days prior to display date). In the event that Seller should increase the amount of its bonus product percentage for "early order" for the years of this exclusive Agreement, Seller agrees to match the increased bonus product percentage for Buyer these given years.

4. In no way is Buyer obligated to purchase 1.3G (Class B) fireworks from Seller for any of the years covered by this Agreement. Rather, Buyer is only obligated to purchase 1.3G (Class B) fireworks from Seller should Buyer opt, at Buyer's sole discretion, to have a fireworks display at its events for the years in question.

5. Extension: The final year of the Multiple Year Agreement the buyer will have the option to extend the Multiple Year Agreement for an additional three years if both parties mutually agree and a Multiple Year Agreement Extension is completed and signed.

6. Termination: This Agreement will expire three (3) years from its execution. The Buyer may, at its sole discretion, terminate this Agreement within 30 days after their fireworks display date. If Agreement is not terminated within the 30-day deadline, this Agreement will be in full force and effect for the following year.

J & M DISPLAYS, INC.

Beverly D. Snyder
Seller

X
Buyer

7-30-2014
Date

Date

J & M DISPLAYS, INC.
FIREWORKS LIABILITY EXTENSION QUESTIONNAIRE

Download these forms from www.jandmdisplays.com

CERTIFICATE HOLDER (NAMED INSURED): Peak to Peak Healthy Communities Project
ADDRESS: P.O. Box 668
CITY: Nederland STATE: CO ZIP: 80466
PHONE: 303-810-5409 FAX: _____
EMAIL: publisher@themountaineer.com
EFFECTIVE DATE(S): July 4, 2015 RAIN DATE: _____

ADDITIONAL NAMED INSURED:

1. NAME / ADDRESS / E-MAIL: _____
INTEREST IN EVENT: Property Owner
2. NAME / ADDRESS / E-MAIL: _____
INTEREST IN EVENT: _____
3. NAME / ADDRESS / E-MAIL: _____
INTEREST IN EVENT: _____
4. NAME / ADDRESS / E-MAIL: _____
INTEREST IN EVENT: _____

TYPE OF SHOW: (Check all that apply.) ☐ INDOOR ☐ PROXIMATE ☒ OUTDOOR ☐ 1.4G CONSUMER ☒ 1.3G DISPLAY ☐ 1.1G DISPLAY
(12" & 16")

LOCATION OF EVENT: _____

DRAW A DIAGRAM on the back of this application or attach a map of the shooting area showing:

1) mortar placement; 2) planned direction of shooting; 3) distances. (REQUIRED)

Distance to nearest exposure _____ ft. Distance to spectators 300 ft.

Distance to nearest vehicle _____ ft.

Are there fallout spotters ☒ YES ☐ NO Size of largest shell being shot: 4 inches

Name of designated Pyrotechnician: TBD

FIREWORKS WARRANTY:

1. Fireworks will be displayed not less than required by NFPA standards away from spectators, vehicles and other exposures with a minimum of 300 feet for 1.3G shows.
2. All displays will be aimed away from spectators.
3. A test shell will be shot into the air at least one hour before scheduled display.
4. Fireworks that have been wet at any time prior to display will not be used.
5. All fireworks have been purchased only from J & M Displays, Inc. Merchandise from other companies and/or home-made products are not covered under this liability extension.
6. Firing area will be policed for all debris upon completion of firing display and inspected by the shoot team.
7. Firing area will be inspected by the sponsoring organization at first light the following day.
8. Pyrotechnicians are specifically excluded from all liability coverage.
9. Any claims must be reported to the Yarmouth, Iowa office in writing within 72 hours of the incident.

Revised 12/17/09 **SIGNATURE**

DATE



J & M DISPLAYS, INC.

INSTRUCTIONS ON HOW TO COMPLETE THE FIREWORKS LIABILITY EXTENSION QUESTIONNAIRE



1. **Certificate Holder (named insured).** This should be the organization/person to whom the certificate of insurance should be mailed to. Usually will be the same as the organization/person who is purchasing the display.
2. **Address, City, State, Zip.** This should be the address of the Certificate Holder.
3. **Phone, Fax.** This should be numbers of the person completing this form so contact can be made if any questions.
4. **Effective Date(s).** This is the date(s) of your fireworks display.
5. **Rain Date.** This is the date that your fireworks display will be rescheduled to in the case of inclement weather.
6. **Additional Named Insured.** Additional insured are usually the certificate holder as well as any land owners from which the display will be fired. Sometimes cities or counties have special requirements as to who they must have listed in order to obtain a permit. Include addresses and what their interest in your event is. Example: land owner.
7. **Type of show.** Circle all that apply.
8. **Location of Event.** Example: Kossuth Park, Mediapolis, Iowa.
9. **Diagram.** Draw a diagram of the firing area indicating mortar placement, planned directions of shooting, any buildings or obstacles (exposures), and where the audience will be located. Measurements are required. They are necessary to make sure that NFPA safe distance requirements are met. If J & M Displays is firing the show for you, speak with your sales representative for help with this section.
10. **Fall Out Spotters.** If you are firing your own show, will you have people whose only job is to watch where the fall out is landing? If this is a J & M fired display, there will always be fall out spotters.
11. **Largest Shell.** You can find the size of the largest shell being fired in your show by looking in your proposal, catalog assortment or ask your J & M sales representative.
12. **Name of Designated Pyrotechnicians.** Name of the person in charge of firing this display.
13. **Read the Fireworks Warranty and then sign and date at the bottom of the page.**

SITE DIAGRAM

AGENDA INFORMATION MEMORANDUM
NEDERLAND DOWNTOWN DEVELOPMENT AUTHORITY
MEETING DATE: August 20, 2014

INITIATED BY: Alexander Armani-Munn

INFORMATION: ACTION: OR **DISCUSSION:**

=====

AGENDA ITEM:

Consideration of a 'Public Outreach Plan'

SUMMARY:

The NDDA Board needs to proceed with public outreach efforts for the Master Plan Update process. The NDDA Board has discussed its positions relating to the four tenants of the 2006 Plan of Development (Beautification, Circulation, Riverwalk, and Town Square). The Board's position for each tenant is reflected in the 'Vision Statement' attached to this AIM. The Board must now determine public outreach efforts that facilitate input from Nederland residents and business and property owners. Efforts may include open forums, surveys, and community events.

RECOMMENDATIONS:

It is my recommendation that the NDDA Board discuss options for public outreach in order to determine a course of action that is conducive to the goals of the MPU process and acceptable to all members of the Board. I recommend the Board administer an ongoing online survey for the duration of the public outreach process and host several targeted outreach events for residents, business owners, and property owners. When these events are held and how they are structured should be determined at the discretion of the Board.

FINANCIAL CONSIDERATIONS:

There will likely be some moderate costs associated with the public outreach process. The total cost of these efforts will depend on how the Board chooses to administer such efforts.

Nederland Downtown Development Authority

2014 Master Plan Update Vision Statement-**DRAFT**

Circulation:

-The Nederland Downtown Development Authority envisions a downtown district that is conducive to non-motorized modes of transportation, providing residents and visitors with easy access to reliable substitutes for fossil-fuel transit such as human powered and electric vehicles.

Principles & Postulations

- Parking for out of area visitors is provided in the Town periphery with easy access and navigation to Town businesses, attractions and recreational venues.
- Decreasing motor vehicle traffic in the downtown district improves safety, enhances the aesthetic condition of downtown and diminishes local dependence on fossil fuels.
- Through targeted infrastructure improvements, Nederland's retail and recreational attractions are well-connected and pedestrian travel is well-regulated and favorable to motor vehicle travel.

Riverwalk: (henceforth referred to as the **Riparian Corridor Restoration Project-RCRP**)

-The Nederland Downtown Development Authority envisions a riparian corridor that adds a natural element to the downtown district while prioritizing sustainable consciousness and protection of the riparian environment.

Principles & Postulations

- Nederland's riparian corridor represents a natural element that enhances the beauty of downtown, and as such, it should be protected and preserved for the benefit of future generations.
- The riparian corridor presents an opportunity for educating the public on the natural environment of Nederland and the impact of human activity on that environment.
- While the NDDA prioritizes protection of the riparian corridor, the board also seeks strategies for developing low-impact pedestrian access. This may be achieved by relocating the pedestrian path on the south side of Middle Boulder Creek to the north side, which provides greater accessibility to First Street businesses

Beautification:

-The Nederland Downtown Development Authority envisions an approach to beautification that promotes functionality in downtown fixtures and the built-environment. Through public-private partnerships, the NDDA seeks to preserve and enhance downtown's existing fixtures and infrastructure, creating beauty through regeneration rather than replacement and new construction.

Principles and Postulations

- Nederland's downtown achieves a unique aesthetic by incorporating natural elements and allowing for complete functionality of surrounding eco-systems.
- By addressing issues such as excessive dust and gravel and decaying streets and sidewalks, the NDDA can enhance both the beauty of downtown and the functionality.
- The NDDA is committed to fostering public-private partnerships that address blight and promote improvements to neglected areas in the downtown district.

Town Square: (henceforth referred to as the “Community Gateway Project” or “Nederland Common Space Project”) **I am interested in feedback on how we should rebrand this**

-The Nederland Downtown Development Authority envisions the development of a common space that serves as both a nucleus of and gateway to the downtown district.

Principles and Postulations:

- A common space in the downtown area could serve as a hub for alternative forms of transportation, alleviating vehicle traffic while preserving access to downtown attractions.
- A common space in the downtown area could serve as a venue for the regulated vending of consumer goods.
- A common space in the downtown area could serve as a cultural center, incorporating spaces for small live performances, seasonal celebrations such as tree lighting ceremonies, and the display of local art and sculptures.