

## APPLICATION OVERVIEW

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The **Regional Share Call for Projects** will **open on July 30, 2018**, with applications **due no later than 3 p.m. on September 21, 2018** to Todd Cottrell, DRCOG, at [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

- To be eligible to submit, at least one person from your agency must have attended one of the two mandatory TIP training workshops (held August 8 and August 16).
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than August 1, with CDOT/RTD providing a response no later than August 29.
- Each Subregional Forum can submit up to three applications from eligible project sponsors. Both CDOT and RTD can submit up to two applications.
  - If CDOT reaffirms they would like to continue to receive \$25 million in DRCOG-allocated funding for their Central 70 project, it will count as one of their two possible submittals.
- Data to help the sponsor fill out the application, *especially Part 3*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to [tcottrell@drcog.org](mailto:tcottrell@drcog.org) no later than August 31, 2018.
- The application must be affirmed 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.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP***, which can be found online [here](#).

## APPLICATION FORM OUTLINE

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The 2020-2023 TIP Regional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review submitted applications for eligibility and provide an initial score to a Project Review Panel. The panel will review and rank eligible applications that request funding. Sponsors with top tier submittals will be invited to make presentations to the Project Review Panel to assist in the final recommendation to the TAC, RTC, and DRCOG Board.

### Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

### Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant’s responses in Part 2.

**Scoring Methodology:** Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

**Section A. Regional Significance of Proposed Projects ..... 40%**

<b>High</b>	The project will significantly address a clearly demonstrated major regional problem and benefit people and businesses from multiple subregions.
<b>Medium</b>	The project will either moderately address a major problem or significantly address a moderate-level regional problem.
<b>Low</b>	The project will address a minor regional problem.

**Section B. Metro Vision TIP Focus Areas ..... 30%**

<b>High</b>	The project will <b>significantly improve</b> the safety and/or security, <b>significantly increase</b> the reliability of the transportation network, and benefit a <b>large number and variety</b> of users (including vulnerable populations*).
<b>Medium</b>	The project will <b>moderately improve</b> the safety and/or security, <b>moderately increase</b> the reliability of the transportation network, and benefit a <b>moderate number and variety</b> of users (including vulnerable populations*).
<b>Low</b>	The project will <b>minimally improve</b> the safety and/or security, <b>minimally increase</b> the reliability of the transportation network, and benefit a <b>limited number and variety</b> of users (including vulnerable populations*).

*\*Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

**Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives ..... 20%**

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region’s residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

<b>High</b>	The project will <b>significantly</b> address Metro Vision transportation-related objectives and is determined to be in the <b>top third</b> of applications based on the magnitude of benefits.
<b>Medium</b>	The project will <b>moderately</b> address Metro Vision transportation-related objectives and is determined to be in the <b>middle third</b> of applications based on the magnitude of benefits.
<b>Low</b>	The project will <b>slightly or not at all</b> address Metro Vision transportation-related objectives and is determined to be in the <b>bottom third</b> of applications based on the magnitude of benefits.

**Section D. Leveraging of non-Regional Share funds (“overmatch”) ..... 10%**

Scores are assigned based on the percent of outside funding sources (non-Regional Share).

% of Outside Funding (non-Regional Share)	<b>High</b>	80% and above
	<b>Medium</b>	60-79%
	<b>Low</b>	59% and below

**Part 3 | Project Data – Calculations and Estimates**

Based on the applicant’s project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant’s qualitative narrative.

## Part 1

## Base Information

1. Project Title	<b>Nederland Visitor Center Transportation Improvements</b>	
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Highway 119 and West First Street West to Jackson Street and West First Street (RTD Park-n-ride). North Jefferson Street from West First Street to Highway 72	
3. Project Sponsor ( <i>entity that will construct/ complete and be financially responsible for the project</i> )	Town of Nederland	
4. Project Contact Person, Title, Phone Number, and Email	Chris Pelletier, Public Works Manager, chrisp@nederlandco.org	
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal</i>	
6. What planning document(s) identifies this project?	<input type="checkbox"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a> <input checked="" type="checkbox"/> Local plan: <ul style="list-style-type: none"> <li>• Nederland Comprehensive Plan <a href="http://nederlandco.org/government/town-documents/">http://nederlandco.org/government/town-documents/</a></li> <li>• DDA Master Plan (page 14, and 22) <a href="https://nederlandco.civicweb.net/document/6209/DDA">https://nederlandco.civicweb.net/document/6209/DDA</a>,</li> <li>• Master Infrastructure Plan (Jefferson Street page 41) <a href="https://nederlandco.civicweb.net/document/7457">https://nederlandco.civicweb.net/document/7457</a>.</li> <li>• Road Assessment 2017 (Jefferson Street page 28, and the Visitor Center Parking Lot page 32) <a href="http://nederlandco.org/wp-content/uploads/2011/01/2017-Nederland-Road-Assessment-Report.pdf">http://nederlandco.org/wp-content/uploads/2011/01/2017-Nederland-Road-Assessment-Report.pdf</a></li> <li>• Nederland Area Trails Master Plan (page 23), <a href="https://nederlandco.civicweb.net/document/11726">https://nederlandco.civicweb.net/document/11726</a></li> <li>• Nederland Housing Needs Assessment (Page XI-4) <a href="https://nederlandco.civicweb.net/document/4944">https://nederlandco.civicweb.net/document/4944</a></li> </ul> <input type="checkbox"/> Other(s): <i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>	
7. Identify the project's key elements.		

- Rapid Transit Capacity (2040 FC RTP)
- Transit Other: Transit Priority Lanes
- Bicycle Facility
- Pedestrian Facility
- Safety Improvements
- Roadway Capacity or Managed Lanes (2040 FC RTP)
- Roadway Operational

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian
- Roadway Pavement Reconstruction/Rehab
- Bridge Replace/Reconstruct/Rehab
- Study
- Design
- Other:

**8. Problem Statement** What specific Metro Vision-related regional problem/issue will the transportation project address?

Currently no walking path exists between the RTD Park-n-Ride to the Visitor’s Parking lot that is ADA compliant. The Visitor’s Center parking lot represents the hub of Nederland’s business district. The proposed walking path will also be a direct connection to the Nederland’s Town Hall. Safety is another issue that will be addressed with this project. The proposed project will reconstruct roadways that have been identified in Nederland’s 2017 Road Assessment as having reached the end of their life’s expectancy. These areas are in excess of 30 years old and are severely potholed This creates a safety hazard for pedestrians and bicycles.

A Boulder County Affordable Housing project has been approved for construction in 2019. There is not an adequate connection between the housing project and Nederland downtown municipal facilities. This important connection is necessary to connect residents with employers and services which will promote economic vitality of the sub-region, one of the goals of the MVRTP.

Nederland’s proposed project aligns with the MVRPT by providing roadway, transit improvements, and bicycle, pedestrian facilities and services. This project will also help promote the State’s Implementation Plan to improve air quality by adding infrastructure to promote Electric Vehicles and bicycle facilities. ADA compliant sidewalks will satisfy pedestrian facilities. Bike corals and road reconstruction will promote bicycle friendly facilities. Electric charger stations will further the MVRPT’s goals of clean air transportation. New ADA compliant sidewalks will provide connectivity with public transportation. Strategically placed sidewalks in the proposal will support economic vitality and connectivity with affordable



*There is no sidewalk that connects the RTD Park-n-Ride to the rest of downtown. Walkers, bikes, and people with disabilities have to travel in the road way to access this facility.*



*Roadway conditions have deteriorated and a sidewalk doesn't exist to access municipal facilities.*

housing.

**9. Define the *scope* and *specific elements* of the project.**

Nederland’s project aims to improve walkability, safety, and connectivity to the area. An ADA compliant sidewalk is proposed to provide a needed connection with an affordable housing project that Boulder County is constructing in Nederland. This ADA compliant sidewalk will also connect the RTD Park-n-Ride with Nederland’s downtown business district where none currently exists. This vital connection will also support reducing cars to nearby recreational opportunities such as hiking and skiing. Electric Chargers will provide opportunities for visitors to the area to charge their cars promoting a more environmentally friendly option for visitor transportation. Reconstruction of the existing roadways will support safer travel for cars and bikes. Adding bike corals will support goals of multimodal traveling options within the Town of Nederland and for visitors of neighboring sub-regions to connect with National Forest recreational opportunities.



*This graphic shows the proposed connection to RTD Park-n-Ride to Nederland's downtown and municipal facilities. Additionally the graphic shows the proposed reconstructed roadway and parking area.*

**10. What is the status of the proposed project?**

This project is in the planning stage and has been identified directly and indirectly in multiple Nederland Plans. The proposed project meets the added criteria of the sub-regional Technical Committee for precedence to small communities. As a matter of fact, Nederland is one of the smallest communities within DRCOG’s region with a population of approximately 1500 people.

**11. Would a smaller federal funding amount than requested be acceptable, while maintaining the original intent of the project?**

Yes  No

*If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.*

Nederland’s project offers the bare minimum for multimodal connectivity and safe vehicular and bicycle travel. One of the aspects of the project that does not compromise safety and could be removed would be the proposed EV chargers which are meant to align with DRCOG’s MVRTP (Metro Vision Regional Transportation Plan) goals of

clean air transportation. Some storm water management facilities could also be removed and narrowing of west First street could be incorporated to reduce overall costs without compromising the intent of the project. The value of the reductions would amount to approximately \$230,000.

## A. Project Financial Information and Funding Request

<b>1. Total Project Cost</b>		<b>\$2,300,000</b>
<b>2. Total amount of DRCOG Regional Share Funding Request</b>	<b>\$2,185,000</b>	<b>95% of total project cost</b>
<b>3. Outside Funding Partners (other than DRCOG Regional Share funds)</b> List each funding partner and contribution amount.	<b>\$\$ Contribution Amount</b>	<b>% of Contribution to Overall Total Project Cost</b>
Town of Nederland	\$46,000	2%
Downtown Development Authority	\$69,000	3%
<b>Total amount of funding provided by other funding partners (private, local, state, Subregion, or federal)</b>	<b>\$115,000</b>	<b>5%</b>

<b>Funding Breakdown (year by year)*</b>		<i>*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2018.</i>				
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>	
<b>Federal Funds (Regional)</b>	\$	\$	\$0	\$0		
<b>Federal Funds (Subregional)</b>	\$345,000	\$1,035,000	\$345,000	\$0	<b>\$1,725,000</b>	
<b>State Funds</b>	\$92,000	\$276,000	\$92,000	\$0	<b>\$460,000</b>	
<b>Local Funds</b>	\$23,000	\$69,000	\$23,000	\$0	<b>\$115,000</b>	
<b>Total Funding</b>	\$460,000	\$1,380,000	\$460,000	\$0	<b>\$2,300,000</b>	
<b>4. Phase to be Initiated</b> <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Design	CON	CON			

**5. By checking this box,** the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.



## Part 2 Evaluation Criteria, Questions, and Scoring

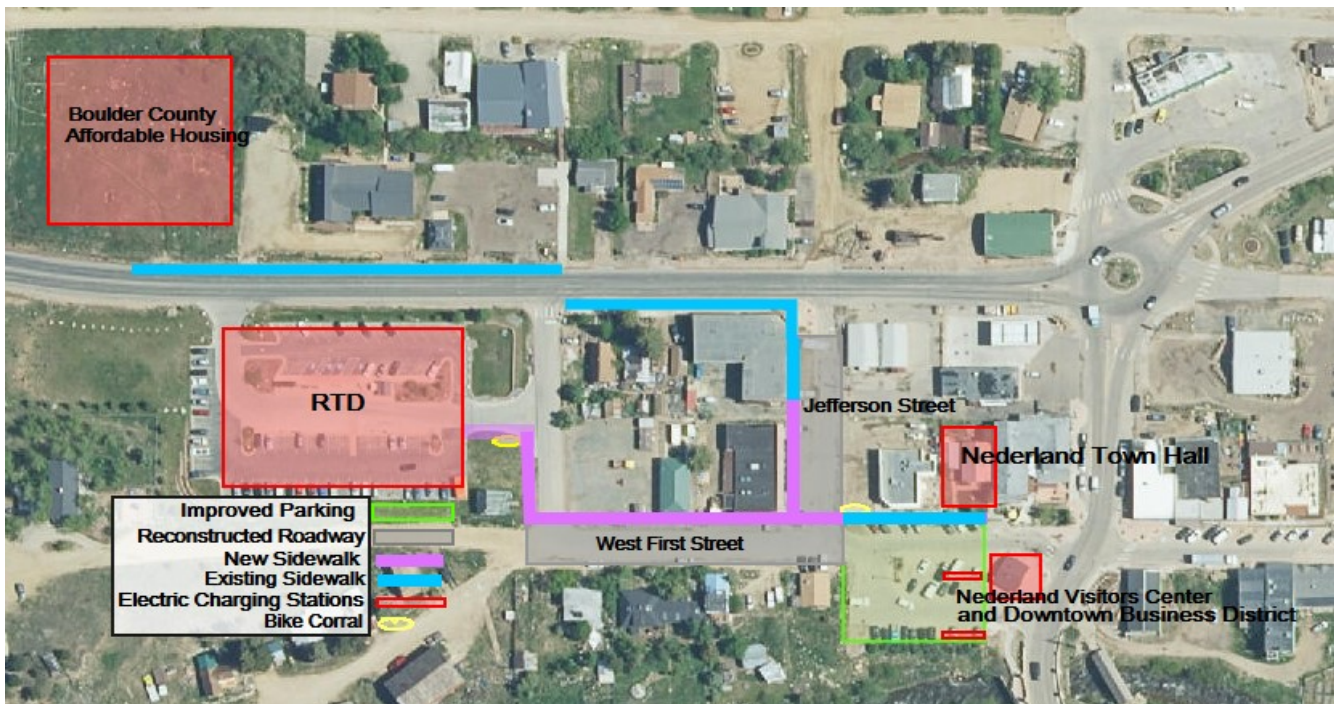
### A. Regional significance of proposed project

WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the regional significance of the proposed project.

#### 1. Why is this project regionally important?

This project will provide connectivity to affordable housing within the subregion and a vital connection from the downtown business district to the RTD Park-n-Ride. The proposed project will greatly impact the 26 units that will house low income families and employees of the area. This project will help reduce traffic congestion in the downtown area by allowing visitors to use public transportation or car pool and then walk to the downtown business district. Nederland's 2014 Housing Assessment projected the area to grow by 7.6% from 2010 to 2018 which is a greater growth rate than Boulder County.



*This graphic highlights the lack in connectivity to the Affordable housing complex that will be constructed in 2019 to existing town municipal facilities and area job opportunities within the business district. This also shows the gap in connectivity to the RTD Park-n-Ride represented in purple.*

#### 2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?

Yes, at a minimum this project will benefit the City and County of Boulder by offering better connectivity to services they provide.

#### 3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?

Yes. The proposed project will benefit Boulder County's goals to reduce cars at the nearby Hesse Trailhead by



offering visitors better access to shuttle service at the Park-n-Ride. In 2018, 8,700 people were served by the Hessie Shuttle service. This project will also help to reduce traffic to Eldora Ski Resort situated in Boulder County by offering better connectivity to available shuttling opportunities. RTD's Ski-n-Ride shuttling service is the only ski resort served by RTD, Colorado's largest transportation network. The proposed project will enhance this service by providing multimodal connectivity that currently doesn't exist. Eldora Mountain Resort has limited parking and must turn cars away on their busiest snow days. This project will help to promote the use of the RTD shuttle service to Eldora thus reducing vehicle traffic through Nederland.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Part 1, #8)?

This Project will benefit marginalized populations with the construction of an ADA compliant sidewalk, and connections to affordable housing. Improved walkability will reduce traffic congestion and promote healthy living. A connection with the RTD Park-n-Ride will further the goals of reducing SOV's (single occupancy vehicles) promoting the use of public transportation for visitors to the region. Adding electric charging stations will advance the clean air initiatives of the MVRPT by promoting vehicles that do not burn fossil fuels. Road reconstruction will provide for safer bicycle and vehicle sharing of the road. Offering more bicycle corals will encourage the use of alternative transportation in the area.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

The proposed project will create safe ADA compliant walkable sidewalks that connect Nederland businesses with the RTD park-n-Ride and Municipal Facilities. Better walkability will allow visitors to stay longer and promote area businesses. The neighboring sub-region's businesses such as Eldora Ski Resort will benefit by reducing SOV's to the resort and offering more availability to its users. Because of Eldora's limited parking cars are turned away on their busiest days. This project will promote the use of RTD to help reduce traffic to the resort and through Nederland.

6. How will connectivity to different travel modes be improved by the proposed project?

The project proposes:

- ADA compliant Sidewalks
- Improved roadways for safer bicycle travel
- 50% more electric charging stations and RTD Park-n-Ride commuter and shuttle service.

ADA compliant sidewalks will connect with RTD Park-n-Ride facilities for shuttle and commuter services. Road reconstruction will provide for a safer mode of travel for use of bicycles along with bike corals for bicycle storage. Electric charging stations will promote alternatively powered transportation that supports clean air and a reduction in use of fossil fuels.

7. Describe funding and/or project partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.

The Town of Nederland will use a portion of funds acquired through an area sales tax devoted for road reconstruction projects. Nederland's Downtown Development authority will also partner with Nederland to provide some funding for the project. Nederland will also use the State's Multimodal funds as part of its match for Federal funding.

## B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

### 1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**.

The construction of an ADA compliant sidewalk will serve populations with disabilities who visit Nederland from the nearby Park-n-Ride. Additionally, residents of the nearby Boulder County affordable housing complex will have improved access to municipal facilities. Currently no ADA compliant sidewalks exist between the Park-n-Ride and the Visitor's Center parking lot. Users must walk and travel in the roadway to reach their destinations, making them vulnerable to increased traffic from visitors to the area. Having a clear designated pathway to the area Park-n-Ride from the Downtown business district will help promote the use of public transportation and increase the reliability of the existing transportation network.

Current conditions of the roadway connecting these two important transportation networks is badly deteriorated and in dire need of reconstruction. Cars have to dodge potholes putting walkers that must use the road to travel in danger. An improved roadway will benefit businesses and users of the transportation network providing smoother travel making it safer for bicycles on the road. Nederland's 2014 Housing Assessment based on 2010 census data found that Nederland's median age is increasing nearly 25% in this decade. 33% of Nederland's residents are over 54 years of age. Nederland must prepare for an aging population by making transportation options more available.

According to the Center for Neighborhood Technology H+T Index the the average Vehicle Miles Traveled (VMT) in Nederland is 30% greater than that of Denver's. Because of Nederland's remote location, it is particularly important to invest in infrastructure improvements in this subregion. The proposed project will target connectivity to the Boulder County Affordable Housing Development and will support a live and work in your community lifestyle.

### 2. Describe how the project will **increase reliability of existing multimodal transportation network**.

Connecting sidewalks with the RTD Park-n-Ride will support the use of this valuable existing multimodal service where none exists. Safer bike travel will encourage access to the RTD using forms of travel other than cars.

### 3. Describe how the project will **improve transportation safety and security**.

Reconstructing the roadways connecting the RTD Park-n-Ride will greatly improve safety of the area. These road ways were constructed in the late eighties and have long surpassed their usable life expectancy. Nederland had an assessment of these roads done in 2017 and determined that they were beyond repair with severe pot holes and must be replaced. Bicycle travel will be greatly improved by the reconstruction of the connecting roadways to the RTD Park-n-Ride. Pedestrian safety will be significantly improved by keeping them off the roadways and on the proposed sidewalks. Currently no ADA compliant sidewalks connect to the RTD Park-n-Ride and the 75 parking spaces that are provided.

## C. Consistency & Contributions to Transportation-focused Metro Vision Objectives

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#)

**Contain urban development in locations designated for urban growth and services.**

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

Yes  No

Visitors to Nederland continue to increase annually as traffic through town increases. Visitors continue to come regardless of existing facility conditions. Conceptual plans are in place to redevelop a portion of Nederland’s downtown area. The proposed project will be vital to providing a reliable connection to multimodal services provided by RTD. Nederland’s downtown area is poised to grow. There are multiple properties that are ready for development in the downtown area that will benefit from this project. Nederland has a population of approximately 1500 residents, however according to a 2016 CDOT traffic count of the area, approximately 12,000 cars a day travel through Nederland.

Nederland’s proposed project aligns with the MVRPT by providing roadway, transit improvements, and bicycle, pedestrian facilities and services. This project will strategically improve transportation objectives for future growth in the region. Nederland’s 2014 Housing Assessment projected the area to grow by 7.6% from 2010 to 2018 which is a greater growth rate than all of Boulder County. This project will also help promote the State’s Implementation Plan to improve air quality by adding infrastructure to promote Electric Vehicles and bicycle facilities. This project will help to address Nederland’s vision of smart growth, environmental quality, the economy of the area, and housing, all of which aligns with DRCOG’s 2040 MVRTP. Nederland recognizes its relationship with the greater Denver Metropolitan Region and participates as a member of DRCOG (Denver Regional Council of Governments). Nederland addresses this partnership and the challenges of transportation in Nederland’s Comprehensive Plan. This project aims to promote a safe, reliable, well-connected transportation network that serves all modes of travel.

[MV objective 3](#)

**Increase housing and employment in urban centers.**

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

Yes  No

Multimodal connections include:

- National forest
- Eldora Ski resort
- City of Boulder
- Nederland’s downtown business area
- Boulder County affordable housing complex
- Nederland Municipal Facilities

Nederland maintains a partnership with RTD for Eco-passes for Nederland area residents to commute to other communities in the region for work. There are over 3000 Eco-Passes distributed among 1700 residences throughout the Eco-Pass District in the greater Nederland area. This project will greatly enhance this partnership and allow users to leave their car at home and walk or bike to the RTD Park-n-Ride more safely. This project intends to establish a safer connection to multimodal services.

[MV objective 4](#)

**Improve or expand the region’s multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond the region for people, goods, or services?

Yes  No

Residents and visitors will have better access to the RTD Park-n-ride and area businesses. Walking and biking will be safer. There is currently no ADA compliant sidewalks that connects to RTD. Access to municipal facilities will be greatly improved and new residents of the Boulder County Affordable Housing units will have better access to area services and jobs. There has been over 30 new businesses that have opened in Nederland in the last 5 years. Improving this major transportation hub in Nederland will be essential for businesses to access new employees and customers.

[MV objective 6a](#)

**Improve air quality and reduce greenhouse gas emissions.**

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?

Yes  No

The project proposes to add electric chargers to the Visitors Center parking lot which will reduce the number of parking spaces available to vehicles that burn fossil fuels and thereby reduce the emissions of vehicles from visitors by that much. Providing safer bicycle and pedestrian travel will also contribute to less fossil fuels being burned. The EPA estimates that 1 pound of CO2 is emitted for every mile driven. Walking and biking in Nederland has the potential to cut greenhouse gases significantly.

[MV objective 7b](#)

**Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets?

Yes  No

The current project proposal will support access to the Hessie Trail shuttle service that aims to reduce cars that travel to the the National Forest trail head in Boulder County. This project will directly impact that service and provide better access to this shuttle service. Visitors and residents will be able to park their cars and walk to the nearby RTD lot. The Town of Nederland is located at the farthest western edge of Boulder County and represents that last stop before accessing National Forest recreational opportunities. The majority of

[MV objective 10](#)

**Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles?

Yes  No

This project proposes to improve the Town's partnership with RTD by providing a diffinative mulitmodal connection with the RTD Park-n-Ride which is used for the Hessie Trailhead Shuttle service. The Hessie Trail in Eldora is a popular subregional attraction that connects users to hiking opportunities in the Arapahoe National Forest (get number of users data from the national forest service). Improving healthy and active lifestyles though improved multimodal transportation has been identified in Nederland's Comprhensive Plan. Having improved connectivity in town is a goal of Nederland's and this project will advance this goal by connecting residents and visitors to the RTD parking lot and the nearby Boulder County Housing development. The Boulder County Housing development will introduce an additional 26 living units to the area that will support a lower income population. A portion of these units will be devoted to residents that work and live in the area . The proposed connectivity to this development will encourage residents to walk or bike to work and Nederland's downtown business district to shop. The proposed connection will also make a vital connection to Nederland's parks, playgrounds, and nearby fishing opportunities.

[MV objective 13](#)

**Improve access to opportunity.**

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities?

Yes  No

Currently, an ADA compliant sidewalk does not exist that connects to the RTD Park-n-Ride and those that want access this service must walk in the roadway. This important connection alone will greatly enhance opportunities to public transportain that can access education, health, and income opportunities. Boulder County has promised to dedicate a portion of the units in the Boulder County Housing development to teachers that work in Nederland within Boulder County’s school district. The proposed added connection will enhance the opportunity for workers to bridge existing gaps in Nederland’s sidewalk system and promote Resident’s abilities to walk to work or school safely. This project will be very impactful to area seniors and residents with disabilities to be able to safely access public transportation and connect with vital health care needs that Nederland may not be able to provide.

[MV objective 14](#)

**Improve the region’s competitive position.**

8. Will this project help support and contribute to the growth of the region’s economic health and vitality?

Yes  No

The proposed project is in the heart of Nederland’s downtown business district. This project will have a direct impact on the businesses in Nederland by providing a safe alternative connection that will benefit multiple users. Nederland has a quaint historic downtown area that cannot support heavy vehicle traffic. Creating better multimodal connectivity will benefit downtown businesses and boost economic vitality for area businesses. Parking has been identified as a challenge to area businesses and a hinderence to economic growth. Better multimodal connections to the downtown area will help to alieve this challenge and allow visitors to access the downtown area without the need to drive and be able to enjoy Nederland’s historic character. Existing parking challenges cause visitors to simply drive by rather that stop and walk Nederland’s downtown area.

**D. Project Leveraging**

**WEIGHT 10%**

9. What percent of outside funding sources (non-DRCOG-allocated Regional Share funding) does this project have?

5%

80%+ outside funding sources ..... High  
 60-79% ..... Medium  
 59% and below ..... Low

### Part 3

## Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

### A. Transit Use

1. Current ridership weekday boardings

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	1461	547	2008
2040	1461	573	2034

### Transit Use Calculations

Year  
of Opening

2040  
Weekday Estimate

3. Enter estimated additional daily transit boardings after project is completed.

*(Using 50% growth above year of opening for 2040 value, unless justified)*

*Provide supporting documentation as part of application submittal*

4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route.

*(Example: {#3 X 25%} or other percent, if justified)*

5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.)

*(Example: {#3 X 25%} or other percent, if justified)*

6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)

7. Enter the value of {#6 x 9 miles}. (= the VMT reduced per day)

*(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)*

8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

10. If different values other than the suggested are used, please explain here:

### B. Bicycle Use

1. Current weekday bicyclists

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020			
2040			

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate

3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.		
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: <b>{#3 X 50%}</b> or other percent, if justified)		
5. = Initial number of new bicycle trips from project (#3 – #4)		
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)		
7. = Number of SOV trips reduced per day (#5 - #6)		
8. Enter the value of <b>{#7 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)		
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)		
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

### C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020			
2040			

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: <b>{#3 X 50%}</b> or other percent, if justified)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
12. Enter the value of <b>{#7 x .4 miles}</b> . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	0	0

8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

### D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	85
	2. Minority persons	65
	3. Low-Income households	
	4. Linguistically-challenged persons	
	5. Individuals with disabilities	
	6. Households without a motor vehicle	
	7. Children ages 6-17	212
	8. Health service facilities served by project	

### E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	0
2. 2040 ADT estimate	0
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of <b>{#3 - #4}</b> = Reduced VHD	0
6. Enter value of <b>{#5 X 1.4}</b> = <b>Reduced person hours of delay</b> <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. <b>After project peak hour congested average travel time reduction</b> per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	



9. If different values other than the suggested are used, please explain here:

## F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (*most recent 5-year period of data*)

<b>Fatal</b> crashes	0
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<b>Serious Injury</b> crashes	0
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<b>Other Injury</b> crashes	0
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<b>Property Damage Only</b> crashes	0
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2. Estimated reduction in crashes applicable to the project scope (*per the five-year period used above*)

<b>Fatal</b> crashes reduced	0
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<b>Serious Injury</b> crashes reduced	0
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<b>Other Injury</b> crashes reduced	0
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<b>Property Damage Only</b> crashes reduced	0
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Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (*e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology*).

## G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified. Applicants will rate as: Excellent, Good, Fair, or Poor

### Roadway Pavement

1. Current roadway pavement condition	Poor
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2. Describe current pavement issues and how the project will address them. The current condition of Jefferson Street was identified in Nederland's 2017 Road Assessment as failing. The current condition includes severe potholing and failure of the sub-grade.

3. Average Daily User Volume	127 cars/day
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### Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor
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5. Describe current condition issues and how the project will address them.

There currently is no safe walking facilities within the project area. Pedestrians are forced to walk in the road to access public facilities and businesses. Bicycles must navigate a failed roadway while sharing the road with vehicles which creates an unsafe condition.

The proposed project will create a safe ADA compliant multi modal sidewalk that will produce a positive connection to municipal services, RTD services, and affordable housing. Reconstruction of the roadway will allow for safe bicycle travel.

6. Average Daily User Volume	0
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## H. Bridge Improvements

1. Current bridge structural condition from CDOT	
2. Describe current condition issues and how the project will address them.	
3. Other functional obsolescence issues to be addressed by project	
4. Average Daily User Volume over bridge	

**I. Other Beneficial Variables** *(identified and calculated by the sponsor)*

1.	
2.	
3.	

**J. Disbenefits or Negative Impacts** *(identified and calculated by the sponsor)*

1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other:	