

**AGENDA FOR THE
ENGLEWOOD CITY COUNCIL
STUDY SESSION**



MONDAY, JUNE 4, 2012

COMMUNITY ROOM

6:00 P.M.

- I. **NonEmergency Employees Retirement Plan Changes**
Finance and Administrative Services Director Frank Gryglewicz will discuss changes for the NonEmergency Employees Retirement Plan.
- II. **Economic Development Incentives – 6:20 p.m.**
Deputy City Manager Mike Flaherty, Community Development Director Alan White and Economic Development Manager Darren Hollingsworth will discuss economic development incentives with City Council.
- III. **DRCOG Projects – 6:45 p.m.**
Public Works Director Rick Kahm, Capital Projects Administrator Dave Henderson and Traffic Engineer Ladd Vostry will discuss DRCOG TIP Projects.
- IV. **Board and Commission Alternate Members – 7:00 p.m.**
City Council will discuss Alternate Members for various boards and commissions.
- V. **Humane Society of South Platte Valley– 7:15 p.m.**
City Council will discuss the Humane Society of South Platte Valley 2012 supplemental funding request.
- VI. **City Manager's Choice**
- VII. **City Attorney's Choice**

Memorandum

To: Mayor Randy Penn and City Council
Through: Gary Sears, City Manager
From: Frank Gryglewicz, Director of Finance and Administrative Services
Date: May 30, 2012
Re: Information for the June 4, 2012 Study Session - NonEmergency Employees Retirement Plan (NERP) Amendments

The primary purpose of the proposed amendments to the NERP is to add the three percent employee contribution that was negotiated with the Englewood Employees Association (EEA) to help offset the cost of providing pension benefits and equalize employee contributions with the NonEmergency Employees Money Purchase Plan (NEMP). The amendments are not intended to change benefits provided prior to the effective date of the amendments. If Council agrees, a bill for an ordinance with the proposed changes will be presented for Council's consideration at the June 18, 2012 Regular Meeting.

1. In conjunction with adding the employee contribution, additional requirements include:
 - a. Revising the Plan document effective December 31, 2012 (this date coincides with payroll processing).
 - b. A provision to refund Accumulated Contributions (with interest) for terminated non-vested Members.
 - c. A provision to refund Accumulated Contributions in excess of total benefits paid to Retirees, Beneficiaries or alternate payees. This provides that the minimum Plan benefits paid will always be at least the amount of the Accumulated Contributions.
 - d. Guidelines for the repayment of Accumulated Contributions for rehired employees that may be eligible and choose to participate in the NERP. Repayment must be by payroll deduction or a rollover from a qualified plan within twelve months of rehire. The repayment restrictions are necessary for the contributions to remain pre-tax.
 - e. Language to comply with IRS restrictions and set customary practices for the distribution of Accumulated Contribution refunds of \$1,000 to \$5,000 by either a taxable distribution or rollover to a qualified plan.
2. Clarification of the rules related to the restoration of prior service for an employee with a break in service.
3. Update the required federal guidelines for qualifying military service. These guidelines comply with the Uniformed Services Employment and Reemployment Rights Act (USERRA) regulated by the federal government. These changes will insure Plan compliance.
4. Clarification of the term "Employee" to clarify who is eligible for the NERP.
5. Changes to comply with federal restrictions on Plan mandatory distributions of DROP benefits to minimize potential undue tax burdens on DROP participants. The Internal Revenue Service (IRS) prohibits mandatory distributions.
6. A request to clean-up language that provides for distributions to be made less frequent than monthly. An example is if a retiree were to receive benefit payments of less than \$100 per month, the retiree could request the benefit be paid quarterly instead of receiving a lump sum payment. This places an administrative burden

requiring additional programming changes for the few retirees requesting periodic payments who are due an amount less than \$100 per month.

7. Multiple changes to provide clarity and consistency throughout the Plan document.
8. Consistent capitalization of terms with a definition under the Plan.
9. The IRS provides beneficial tax treatment for "qualified" retirement plans. To preserve this beneficial tax treatment, plans must comply with numerous IRS requirements, including insuring retirement plans are truly intended to provide benefits for retired employees. These restrictions include not allowing the reemployment of a retiree to receive benefits unless the employee reasonably had no intention of returning to work, or is over 62 years of age when benefits commenced, and separates service for at least 120 days.



Memorandum

City Manager's Office

TO: Mayor Penn and Members of City Council

THROUGH: Gary Sears, City Manager

FROM: Michael Flaherty, Deputy City Manager
Alan White, Community Development Director
Darren Hollingsworth, Economic Development Manager

DATE: May 31, 2012

SUBJECT: Economic Development Incentive Policy Discussion

The purpose of this memorandum is to outline economic development incentive policy options for City Council consideration during the upcoming Study Session on June 4, 2012. In addition, staff will provide Council with information on pending and potential specific incentive requests from developers. Our ultimate goal is to initiate a policy discussion that leads to a Council agreement on parameters for staff to employ in responding to current and future private requests related to development projects that might go forward only with some form of City assistance.

Background: Economic development incentives, non-financial and financial, include a broad range of tools, from expedited planning and permitting processes to direct or indirect financial assistance to private entities. Incentives may be used to pursue specific economic goals such as job creation, business retention and expansion or tax base enhancement and diversification.

The use of public financial incentives to benefit a private entity may pose elements of risk. Because of this, the Government Finance Officers Association (GFOA) recommends that jurisdictions using or considering the use of economic development incentives create a policy that at minimum defines goals and objectives, the types of incentives and extent of their use, an evaluation process, i.e., cost/benefit analysis, and performance standards.

Economic Development Incentive Approaches: Public jurisdictions have established various approaches with economic development incentives to attract development; however the following three approaches used by local jurisdictions are common economic development incentive policies:

- Provide no incentives – This approach relies strictly on market forces to drive new development. The City of Littleton is a local jurisdiction that currently uses this approach. Littleton, through its “economic gardening program”, focuses exclusively on retention and expansion of existing businesses rather than in attempting to lure new

business through incentive programs. (See the attached article, “Littleton, Colorado’s healthier approach to economic development.”)

- Case-by-case incentive application - The City of Westminster customizes assistance packages based on the particular needs of the situation or developer. In Westminster, tax or fee rebates may be offered by the City or requested by a developer based on such factors as revenues generated by the City, number of job created/average salaries and other direct or indirect benefits derived to the City. Following a staff review and analysis and City Manager approval, an incentive package is presented to City Council for consideration. If Council’s response is positive, staff prepares an assistance agreement for review and formal approval by Council. (See the attached, “City of Westminster, Colorado Business Assistance Package Program.”)
- Targeted or goal oriented incentive programs: Public jurisdictions may use incentives to target specific types of development, geographic areas, job creation, or blight mitigation. Locally, the Town of Parker has identified “priority businesses” that are under represented for application of incentives. (See the attached, “Town of Parker Economic Development Assistance Policy.”) The Parker Town Administrator, subject to Town Council appropriation of any required appropriation, had the sole authority for approval of financial assistance that meets the requirements and criteria of the Town policy.

Economic Development Incentive “Tool Box”: Public financial incentives normally take the form of tax incentives, fee waivers or direct public financing of improvements. Tools available to the City of Englewood include the following:

- Tax Incentives – The City may offer rebates on various taxes that are collected in association with specific developments.
 - Sales tax – The City of Englewood assesses a 3.5% sales tax on sale of commodities. Sales taxes are deposited to the General Fund and constitute the majority (approximately 60%) of the City’s General Fund revenue budget.
 - Building use tax – A 3.5% use tax is assessed on materials used in the construction of buildings and other improvements. Building Use Tax is deposited to the City’s Public Improvement Fund (PIF).
 - Equipment use tax – A 3.5% use tax is assessed on furniture, fixtures and equipment (FF&E) purchased for commercial use. This tax, classified as “Other Use Tax” in the City’s financial report, is deposited to either the General Fund or the Public Improvement Fund depending on whether the equipment is purchased for a new or existing facility.
 - Property tax – The City property is based on a rate of 7.6 Mills, which represents approximately 10% of the total property tax obligation of a private property.
 - Property tax – The City property is based on a rate of 7.6 Mills, which represents approximately 10% of the total property tax obligation on real property.
 - Business personal property tax - This tax is a levy on personal property used in a business or commercial enterprise. The procedure for applying this tax is similar to that used for real property; the County Assessor estimates a value for the property and levies the tax. Englewood receives a portion of actual personal property tax levied from the County.

- Urban renewal/tax incremental financing (TIF) – City Council, based on the recommendation of the Englewood Urban Renewal Authority (EURA), created the North Englewood Industrial urban renewal area, which encompasses the areas zoned I-1 and I-2 south of West Dartmouth Avenue, including the former General Iron Works site and Winslow Construction property. Establishment of an urban renewal district requires, 1) adoption of a blight study to determine the existence of factors hindering development, and 2) the preparation of an urban renewal plan that establishes activities to be undertaken by the URA, including use of TIF to commit increases in property taxes resulting from new development, that are normally payable to taxing districts including public schools and counties, toward the elimination of blight. Other areas of the City that meet specific requirements could be established as urban renewal districts, however the process is time consuming and is often controversial. Members of the EURA are scheduled to meet with City Council later this year to discuss options related to urban renewal.
- Fee waivers: Fees associated with development may be waived or reduced to leverage development. Those applicable to Englewood include building permit fees and park dedication requirements.
 - Building Permit fees – Fees established for building permits are assessed to cover administrative costs associated with plan review and permit processing. Building use tax, as previously described, is included in building permit fee administration.
 - Park Dedication – the Englewood Unified Development Code, authorized in 2004, requires dedication of park land or payment of a fee-in-lieu for residential developments. (See Policy Action Item #1, below.)
- Public improvements – A public jurisdiction may take on the responsibility of financing or constructing public improvements required for a development, such as street improvements or utility line extension. These improvements may be accomplished either by direct public up-front funding or by the developer initially funding the improvements and the jurisdiction then reimbursing these costs to the developer through rebate of various tax revenues generated by the project.

Englewood Economic Development Incentive Efforts: The City of Englewood uses the following financial and non-financial tools to encourage private development:

- The City offers an expedited development review process for plan review and permitting. The City's Design Review Team (DRT) provides an opportunity for a pre-proposal review of potential projects at which staff identifies opportunities and issues and seeks to solve potential problems. This service, which is offered at no cost to developers, often reduces time and costs. Our Building Division utilizes internal and external plan review processes, depending on the size and complexity of a project that provides for prompt plan review and approval- usually within three weeks for even large projects.
- Most of the Englewood's commercial and industrial districts are located with the Arapahoe County Enterprise Zone. The State of Colorado Enterprise Zone program provides tax credits for a variety of business investments. Recently, Hand Surgery Associates announced the relocation of its 75 employee operation to the Swedish Medical

Center complex and Enterprise Zone incentives played a significant role in their decision to relocate to Englewood.

- The City's Catalyst Program provides matching funds for private improvements that enhance visibility and viability of commercial properties. These Catalyst grants fund signage, façade renovation and landscaping improvements.
- Public improvements have been used by the City to leverage private investment. Significant examples of such public improvements include the CityCenter Englewood development, South Broadway median and streetscape projects, the downtown ornamental lighting and the Little Dry Creek Plaza improvements.
- The City's EnglewoodSites.com website provides a means for marketing available commercial and industrial properties to businesses seeking to locate in Englewood.

Englewood Tax Rebate Incentives: Historically, the City of Englewood has provided financial assistance in the form of tax rebates for only three private projects.

- Centennial King Soopers – Last December, City Council authorized an incentive package to assist the construction of a new 78,000 square foot supermarket to replace the 42,300 square foot store builds in 1960. Incentives provided included the following:
 - Use Tax rebate - 50% of use tax on purchase of furniture, fixtures and equipment (FF&E) at move-in.
 - Sales Tax rebate – 100% of incremental sales tax revenues collected during the first four years of operation.
 - Total cost of incentive is capped at \$510,500 or four years, whichever comes first.

The benefits to the City include public improvements made by King Soopers through the provided financial incentives, increased sales tax revenues, estimated at \$350,000/year after incentives are retired, the retention of a significant business enterprise, 35-40 new jobs and enhanced shopping opportunities for Englewood residents.

- Gart Sports (Sports Authority) – Englewood granted an incentive package to Gart Sports, (Sports Authority), in 2001. The incentives provided included the following:
 - Business personal property tax rebate – 100% rebate of City's portion for five years.
 - Building Use Tax rebate – 100% rebate of tax on project building materials for during first year of operation.
 - Equipment Use Tax rebate - 100% rebate of tax on FF&E purchases for two years.

The incentive package totaled \$310,400. Benefits to the City included securing a primary employer of 850 highly paid employees.

- **First Data** – An incentive package was approved by City Council for First Data in 1997. Incentives authorized included the following:
 - Building Use Tax rebate – 100% rebate of tax on building improvements during the first year of operations.
 - Equipment Use Tax rebate – 50% rebate on FF&E purchased for a period of four years.
 - Business personal property tax rebate – 100% of the City’s portion for a four year period.

The total value of the incentive package to First Data was \$34,300. Benefit to the City was realized through the employment of 850 skilled workers at the peak of their operations in Englewood. However, First Data consolidated operations outside of Englewood in 2011.

In each of the above cases, City Council made positive determinations to grant incentives based on a case-by-case approach, based on analysis provided by City staff. Council considered both direct and indirect public benefit in approving financial assistance to these projects. However, the City does not have a formal economic development incentive policy that establishes goals and objectives or parameters for requests related to financial assistance.

Pending and Potential Incentive Requests

Principals associated with projects in the preliminary planning phase have inquired of City staff regarding the availability of financial assistance in the form of incentives from the City. These inquiries are summarized below:

- **McAlister’s Deli** – During the City Council Study Session on May 21, City Manager Sears briefed Council on a request for improvements to the City owned facilities at Little Dry Creek Plaza adjacent to Englewood Market Place where McAlister’s is considering locating. The costs of the requested improvements and annual operating and maintenance costs, along with direct and indirect benefits to the City were presented to City Council and that time. Staff has recommended Council approval of the request at the regular City Council meeting on June 4.
- **Flood School residential project** – Barbury Holdings, LLC, master developer of the proposed residential project at the former Flood Middle School site, has made an initial request for City assistance in two areas, the fee-in-lieu of park dedication and the cost of relocating the City Ditch to accommodate their project. Determination of the cost associated with these requests and the staff cost/benefit analysis are pending.
- **Martin Plastic project** – The fee-in-lieu of park dedication is also of concern to Littleton Capital Partners, the developers of the planned project. In addition, although no formal request has been received, the developers have inquired regarding City assistance with public improvements including improved traffic signalization and pedestrian access between their site and the Oxford Light Rail Station. Cost and benefit are to be determined.

- Hotel project – A broker and development group has met with the DRT regarding a potential hotel project at South Clarkson and Highway 285. While no formal request for City assistance has been made at this time, we anticipate such request.
- Craig Hospital – The Facility Manager of Craig Hospital and the architectural firm contracted by Craig to plan a multi-million dollar expansion of the hospital campus met with the DRT recently. Subject to the success of their capital campaign, the project could be initiated as soon as 2013. During the DRT meeting, the Craig representatives requested that the City consider vacating the section of the Clarkson Street right-of-way that bisects the Craig campus. This request is currently under staff review, but formal approval of City Council would be required.

Each of these pending and potential incentive requests will involve policy consideration by City Council, prior to which staff will review and provide a cost/benefit analysis. However, in lieu of a formal incentive policy, staff lacks a framework on which to base their initiation of an incentive discussion with developers. Staff is seeking City Council direction on establishment of a formal City policy for economic development incentives; see Policy Action Item #2 below.

Alliance for Commerce in Englewood

Earlier this year, City Council established economic development as a top priority for 2012. At the request of City Council, the Alliance for Commerce in Englewood (ACE) business advisory committee has held discussions on financial incentives with City staff and the Council liaison, Council Member Jefferson. While ACE has not yet acted on a formal recommendation to City Council, the committee is generally supportive of providing financial incentives to any and all development projects. ACE has not yet recommended incentive priorities or criteria, however, the committee has suggested the need to establish guidelines for staff to follow for “typical projects”, while City Council would continue to review significant incentive requests.

Policy Action Item # 1: Park dedication fee-in-lieu

The Unified Development Code (UDC) requires dedication of park land or payment of a fee-in-lieu for residential development. The UCD establishes methodology for determining the amount of park land to be dedicated, but it does not address a method for calculating the fee-in-lieu. The Planning and Zoning Commission and Parks and Recreation Commission have proposed differing recommendations:

- The Planning and Zoning Commission has recommended a fee of \$0.25/square foot of building area. The fee-in-lieu requirement for a 300+ unit apartment complex with a clubhouse could easily exceed \$100,000.
- The Parks and Recreation Commission recommended establishing a fee of \$60,000/acre to be used in determining the fee-in-lieu amount and in concert with an approximate 50% reduction in the land dedication acreage requirement. For example, for a six acres dedication requirement, the fee-in-lieu payment would be \$180,000, \$60,000/acre X 3 acres.

Several options were presented to City Council during the February 15, 2012 Study Session. However, these options did not necessarily address the problem of high-density residential developments being assessed high fees that could deter development. Because two pending residential projects have already initiated the PUD process, initiating an amendment to the UDC, which would take minimum of four months, is not immediately helpful. The most time-efficient resolution is the establishment of a more reasonable land value per acre dedication fee. The staff recommendation is to use the Parks and Recreation methodology, but to apply a value of \$20,000/acre for the fee-in-lieu. This value may be adopted by resolution or ordinance as part of the Community Development Department's development fee schedule. There could also be the ability under the PUD process for developer credit for on-site recreational facilities provided and an option for the developer to request a waiver for part or the entire remaining fee.

Based on City Council directive, staff will prepare will prepare the appropriate resolution or ordinance to set the fee-in-lieu value and initiate adoption.

Policy Action Item #2: Economic development policy options

City Council has indicated that economic development is a high priority for the community. One of the primary means through which public jurisdictions support economic development efforts is in providing financial or non-financial incentives for development. Approaches in providing incentives may vary significantly, as pointed out in the three local examples above. Possible options for Council to consider for development of an economic incentive policy are outlined as follows:

- Adopt a policy not to grant financial incentives for new development.
- Continue the current practice of dealing with incentive requests strictly on a case-by-case basis without establishing a formal policy.
- Adopt a formal policy for economic incentives that establishes goals, objectives and criteria for staff to utilize and apply the policy based on one or more of the following approaches:
 - Case-by-case review
 - Limit incentives to specific tax categories only.
 - Targeting economic incentives to underrepresented business types, geographic areas, job creation, or other specific developments.
 - Provide up-front financing of public improvements to encourage development.
 - Grant incentives based on policy guidelines with City Manager approval authority.

Based on City Council direction for establishment of a formal economic development incentive policy, with goals, objectives and incentive criteria for further Council review and future formal consideration.

Thank you for your thoughtful consideration of this very important matter.

Littleton, Colorado's healthier approach to economic development.

In Littleton, Colorado, we believe that gardening is a healthier approach to economic development than recruiting (hunting). Littleton does not recruit nor provide incentives. We do not have a marketing budget nor do we travel to other cities trawling for companies. **Since 1987 we have focused on building a nurturing environment for local growth companies.**

Not only is our approach effective (annual employment growth rate -- 8%; annual retail sales tax growth rate -- 6%) but it is healthier for our community. We do not give scarce public resources like tax dollars and infrastructure budgets to footloose companies. We are of the opinion that sound companies don't need subsidies and we are not interested in weak companies that do.

Rather than thinking that a community must, in the words of Blanche DuBoise, "rely on the kindness of strangers," economic gardening assumes communities can take care of themselves. Local entrepreneurs are just as good as those in some other state. In Littleton, we have built community assets and infrastructure and have created wealth from the inside. In doing that, we have created opportunities and hope for our own citizens and nurtured businesses, which have deep roots in the community.

The core elements of economic gardening include providing information, infrastructure and connections for local growth companies. Littleton uses sophisticated information tools like online database services to provide everything from marketing lists, competitor intelligence and legislation tracking to monitoring new product releases and ferreting out industry trends. Littleton also provides direct mail lists and conducts focus groups for local companies. City Council considers these services to be "prepaid" by local taxes and does not charge for most of them.

Littleton also works to provide connections between industry and academia. The city set up the Colorado Center for Information Technologies, brought in graduate level engineering courses via microwave and helped the local community college establish a telecommunications curriculum and E-commerce courses.

The community worked on basic infrastructure issues like interchanges and light rail as well as quality of life and intellectual infrastructure. The community has trails in every major drainage channel and park land four times the national average. Start up companies often comment on the well-planned nature of the community as a factor in attracting talent to their companies.

Economic gardening has spread to communities like San Bernardino, Lake Elsinore and Chico, California; Santa Fe and even abroad to Bangor, Northern Ireland and communities in Norway.

City of Westminster, Colorado

Business Assistance Package Program

Assistance Package Process

City of Westminster recognizes the value of providing Business Assistance Packages (BAP) to aid companies in locating to the City. Recognizing that each business may vary in the type of assistance needed and each situation may differ, staff customizes each BAP to the needs of the company and/or situation. Business Assistance can be in the form of:

- Permit Fee Rebates
- Construction Use Tax Rebates
- Use Tax Rebates on furniture, fixtures, and equipment
- Sale Tax Rebates
- Other, as deemed appropriate

Assistance Package Process

The following procedure is generally used in the implementation of a BAP:

- Either the City may offer, or the client (company or developer) may request a BAP to aid in the cost of development.
- A BAP Request form is sent to the company for completion prior to a decision to locate in the City.
- The data from the BAP Request form is analyzed by Staff and a preliminary recommendation is made to the City Manager requesting assistance based upon income generation to the City, number of jobs, average salaries, job diversity, and what direct and indirect benefits this company may bring to the City.
- Discussions occur with the prospective business concerning any specific assistance needed.
- Following City Manager approval, the BAP is scheduled in Executive Session, to present the request for assistance before Council and seek policy direction.
- If Council's response is positive, staff prepares a letter to the prospect stating that the City is willing to offer a BAP, customized to the company's needs, and pending formal approval by City Council.
- Timed with the company's project nearing completion in the planning and/or building phase, staff recommends formal adoption of the BAP. The timing of the formal adoption is used to ensure that the company has met the planning and development guidelines as outlined by the City.
- At the time of formal adoption of the BAP, Council authorizes the City Manager to fund and implement the BAP.
- City staff monitors the BAP until all requirements of the agreement are met.



Town of Parker Economic Development Assistance Policy

Purpose

The Town of Parker Economic Development Assistance Policy has been adopted by the Town Council to provide incentives for the retention and/or expansion of existing businesses located within the Town of Parker and to encourage the establishment of new targeted businesses within the Town that do not otherwise qualify for the Town of Parker ESTIP Program. This policy does not commit the Town to provide economic incentives in any instance, nor does it restrict the Town from providing additional economic incentives in a specific instance as determined by the Town in the exercise of its sole discretion. This policy contains specific criteria, guidelines and procedures necessary to effectively and fairly administer the economic incentives.

Eligibility Requirements And Criteria

The Town of Parker, at its sole discretion, may provide certain economic development assistance or incentives not to exceed \$100,000 for those existing businesses and new priority businesses located within the corporate limits of Town of Parker which have not received other forms of assistance from the Town such as the ESTIP program and are consistent with one or more of the following requirements and criteria: (1) achieve community goals, as may be established and revised by the Town of Parker from time to time; (2) result in the location, expansion or retention of a priority business as described below locating within the town; (3) demonstrates the financial and business capability to implement and sustain the business.

Community Goals

The Town of Parker is committed to targeting new opportunities that diversify our economic base and continue to provide for the fiscal health of our community while respecting our environment and our unique small town feel. The Town's Master Plan 2025 identified the following Economic Development Goals and Strategies which are considered Community Goals as a part of this policy:

1. Attract and retain a variety of employment opportunities for Parker residents.
2. Encourage and support a high level of diverse, quality retail and services, with an emphasis on local businesses that contribute to Parker's sales and property tax base so that needed infrastructure, physical amenities, services and expansion of such services are provided.

3. Promote the continued development of higher educational campuses within Parker.
4. Create a vibrant, unique downtown as a “destination” for Parker.
5. Continue to support entertainment as an important contributor to our overall economic health and small town feel.
6. Sustain the long-term economic well being of the Town and its citizens through redevelopment and revitalization efforts.

Priority Businesses

Those businesses which are underrepresented within the corporate limits of the Town of Parker and which meet the stated “Community Goals” represent the “Priority Businesses” which the Town wishes to encourage by providing various incentives and assistance. Examples of these specific priority businesses which meet the Town’s stated Community Goals are as follows:

1. Primary, quality employment opportunities, which contribute to the daytime economy of the Town defined as a business which: sells goods and/or services outside of the Town of Parker that would bring new sales tax dollars into the Town, and/or create or retain 10 percent or more jobs which meet or exceed the average wage level of the Town of Parker.
2. Retail establishments which are currently underrepresented in the Town of Parker, such as, bookstores, video/music stores, specialty food stores, specialty sporting goods stores, unique non-franchise retail stores.
3. Businesses which directly support and enhance Parker’s traditional Mainstreet.
4. Cultural facilities such as art and theater venues, family oriented recreational and entertainment facilities, including aquatics facilities, ice facilities, “family fun” facilities.
5. Post high school educational facilities.

Available Assistance

The Town offers a variety of incentives and assistance options for business. The specific type of incentive or assistance will depend upon the needs of the business as well as the benefits created by the proposed business. Examples of the type of incentives and assistance available for a specific project are as follows:

- Waiver or Reduction of Town Land Development Application Fees.
- Reductions or rebates of up to 25% of the Town’s Building Permit Fees and Development Excise Tax.
- Rebate of up to 50% of the Town Property Tax for a period of time not to exceed 3 years.
- Rebate of up to 50% of Town’s portion of Building Use Tax.
- Demographic Analysis Assistance.

Application Process

To be considered for available assistance an interested party needs to submit both a preliminary and final application.

Preliminary Application

A Preliminary Application shall be submitted to Town Administrator. The purpose of the preliminary application process to determine whether the applicant meets the "Eligibility Requirements and Criteria" as described in this Policy. Applications which are determined to generally meet the Town's requirements shall be invited to submit a Final Application. All decisions made by the Town Administrator regarding Preliminary Applications shall be final.

The following information shall be provided as part of a Preliminary Application:

1. Description of the proposed project, including the type of assistance being requested, location of the project, general description of the project and project timeline.
2. Description of the applicant, including ownership information.
3. Description of the Community Goals that would be met by the project.
4. Explanation of why the proposed project constitutes a "Priority Business" which will be met by the project.
5. Description of the applicants financial and business capability to accomplish and sustain the proposed project.
6. Any other information which may be required by the Town Administrator to evaluate or describe the project.

Final Application

Upon approval of the Preliminary Application by the Town Administrator, a Final Application shall be submitted to the Town Administrator for consideration. The Town Administrator reserves the right to request addition information if it is determined necessary to fully evaluate the Final Application. A minimum of two copies of the Final Application material must be submitted. All Final Applications shall include the following information:

1. Detailed description and documentation of project ownership and management, including ownership, management, principals, and experience in the business activity for which assistance is requested.
2. Detailed description of the proposed project, including property location, annexation status, current zoning and development entitlements, and description of the proposed project.
3. Detailed description of how the proposed project meets the Community Goals including achievement of eligibility guidelines and criteria.
4. Description of the types of Economic Development Assistance being requested and how assistance will be applied to enhancing the project or achieving a greater community benefit than would occur absent the assistance.
5. Proposed project timeline through projected business opening date.

6. Demonstration of project financial viability, including (a) financial capability of applicant and/or applicant company, (b) market analysis or other information demonstrating project viability, and (c) business plan for the project.
7. Signed affidavit certifying whether (a) any ownership partner or shareholder has declared bankruptcy; (b) any ownership partner or shareholder has defaulted on a debt; and (c) any ownership partner or shareholder is a party to any pending litigation.
8. Projected project costs, including taxable construction, furnishings and equipment.
9. Projected annual sales, separated by taxable and non-taxable, for 5 years from business opening date.
10. Number of jobs being created and/or retained.
11. Description of types of economic development assistance requested.
12. Other information in support of the application.

Town Administrator Approval

The approval of any request for assistance is at the sole discretion of the Town Administrator and subject further to sufficient funds being budgeted and appropriated by the Town Council.

Redevelopment Projects Create Springboard for New Business in the City of Englewood

Englewood is poised for economic revitalization activity as a result of the many redevelopment projects currently under way or planned. As a first-tier suburb with many urban challenges and opportunities, community revitalization and economic development are high priorities for Englewood City Council. Englewood is currently working with developers and property owners on a number of redevelopment projects to accomplish Council's robust economic development goals.

Currently under way: Kent Place, located at South University Boulevard and East Hampden Avenue (former home of the Denver Seminary), is an 11.5-acre infill site under development by Continuum/Regency Partners and the Forum Real Estate Group. The project will boast 300 luxury apartments and approximately 54,000 square feet of retail shops, services, and dining establishments. The commercial anchor of the project will be a 40,000-sf *Fresh Fare* grocery store by Kroger (King Soopers) – the first of its kind in Colorado – featuring expanded organic products, bulk natural foods, gourmet meats and cheeses, and more. The market and

retail shops are coming out of the ground now, and the residential units will follow over the next two years.

The King Soopers at South Federal Boulevard and East Bellevue is being razed to make way for a new 78,000-sf King Soopers store. The expanded and updated store is expected to bring increased investment to the shopping center in the form of retailers and merchants looking to take advantage of proximity to this major anchor.

The City of Englewood provided financial incentives for this project to support public improvements that will be funded through shared sales taxes. The incentive is capped at \$510,000 and is expected to encourage further private sector investment in the shopping center. The incentive not only upgrades public infrastructure, but creates a significant return on investment by creating jobs, increasing sales tax revenues, and creating opportunities for new tenants at this revitalized shopping center.

In addition to these major redevelopment projects – or perhaps because of them – Englewood is experiencing a heightened interest in business development across the board.

Darren Hollingsworth
Economic Development Manager,
City of Englewood

Additional investments are taking place along the South Broadway commercial corridor and in Englewood's Medical District. Last year, 135 businesses pulled business licenses in Englewood. Commercial building permits are also on the rise: During first quarter 2012, the number of permits increased by 9.3% over first quarter 2011, while the value of work for the same timeframe is up an impressive 52 percent.

Here are a few of the projects on the horizon:

Groove Toyota (5460 S. Broadway) is planning a \$10 million expansion that will include a new showroom and enhanced service center. As one of Englewood's largest automotive employers, Groove automotive currently has 218 employees.

Flood Middle School, at the southeast corner of U.S. 285 (Hampden Avenue) and South Broadway, is another upcoming project that is likely to spark additional enhancements to this

commercial corridor. Barbury Holdings, LLC has an option on the property and is working with Wood Partners on plans for an estimated 300 to 350 multifamily residential units on this four-acre site. The old adage "retail follows rooftops" is expected to play out with this project as interest in adjacent commercial properties is already picking up. Hand Surgery Associates

recently announced its expansion and relocation to the medical office buildings at Swedish Medical Center, in the heart of Englewood's Medical District. The expansion will bring 75 skilled jobs to Englewood and significant investment to the area.

What Makes Englewood a Great Place to do Business?

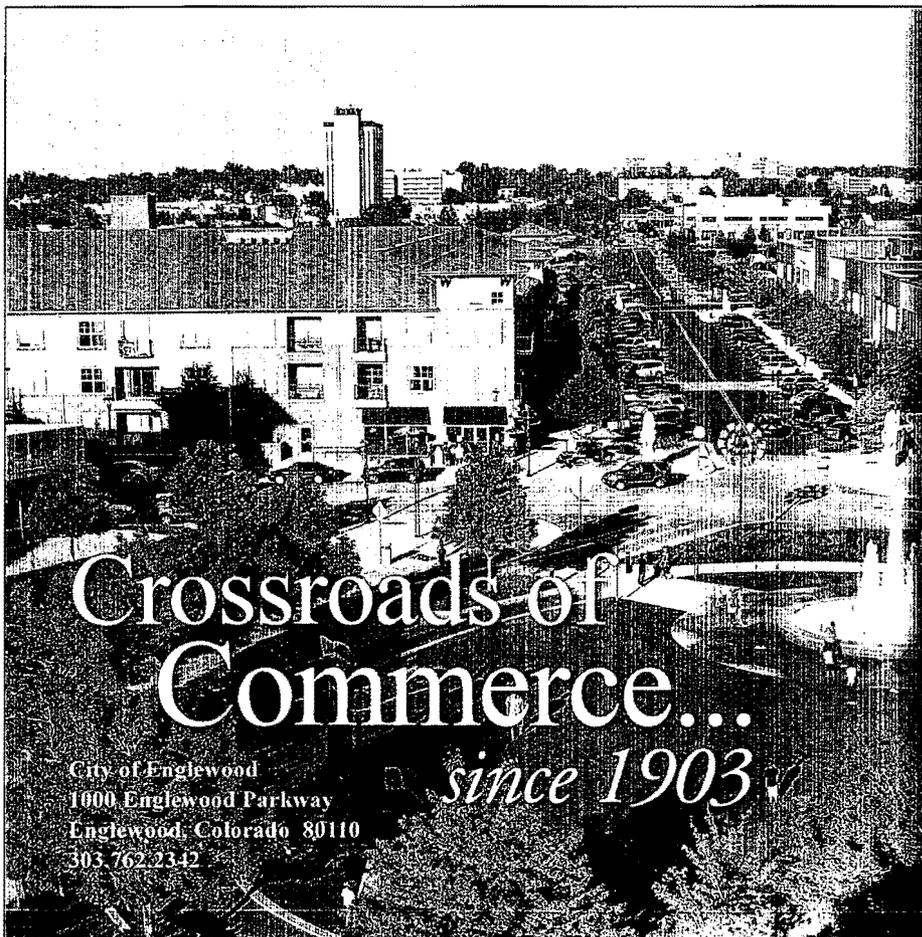
Most of Englewood's commercial districts are located in the Arapahoe County Enterprise Zone, which provides State of Colorado tax credits for a variety of business investments, including equipment purchases, job creation, job training, research and development, and rehabilitating qualified vacant buildings. Several of the community's businesses credit the Enterprise

Zone incentives as one of their primary reasons for deciding to locate in Englewood.

Englewood places a strong emphasis on business retention and expansion goals and is currently partnering with the South Metro Denver Chamber of Commerce on a broad outreach campaign to make prospective businesses aware of opportunities throughout the region.

Englewood also hosts an award-winning website, www.EnglewoodSites.com, used by commercial realtors, brokers, and business prospects alike to search and/or post available commercial buildings and properties in Englewood. This free interactive mapping site provides enhanced site selection and offers reports on demographics, consumer spending, and business analyses to help potential businesses find the perfect property.

And finally, Englewood has a central location – that famous driver of nearly every real estate decision. Englewood's central setting in the Denver metro area and its easy access to light rail and other transportation options are among the many reasons businesses choose Englewood.

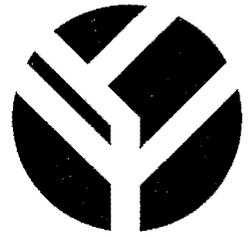


Crossroads of
Commerce...
since 1903

City of Englewood
1000 Englewood Parkway
Englewood, Colorado 80110
303.762.2342

Englewood is a full-service city centrally located within the Denver metropolitan area—a premier spot for residents, businesses, and visitors. Boasting a strong employee base and business-friendly government, Englewood has long been a location of choice for successful business. Englewood offers prime locations along South Broadway's eclectic commercial corridor, a thriving medical district, and a strong industrial sector. Add in light rail transit and easy access to downtown Denver and it's easy to picture your business in Englewood at the crossroads of commerce.

MEMORANDUM



TO: City Council

THROUGH: Gary Sears, City Manager

THROUGH: Rick Kahm, Director of Public Works ✓

FROM: David Henderson, Engineering/Capital Projects Administrator ✓

DATE: May 31, 2012

SUBJECT: DRCOG CALL FOR PROJECTS - TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) 2012-2017
POTENTIAL APPLICATIONS

The Denver Regional Council of Governments (DRCOG) formally issued a “Call for Projects” for additional projects to be included in the 2012-2017 TIP. Up to \$46 million may be available for program projects. The Call for Projects was formally issued on April 27th and project applications are due on June 6th. Englewood is limited to one project application for this special call for projects. Project submittals to DRCOG must include the following:

- Conceptual project design (plan, profile, and typical section)
- Cost estimates per Federal Funding requirements
- Documentation of the Benefit
- Documentation of the cost-effectiveness
- Documentation of the project life

Staff has reviewed the list of projects discussed with City Council in 2010 and has identified two projects that meet the application criteria at this time: **S. Broadway Medians - Quincy to Tufts**, and **S. Broadway Medians - S. H. 285 to Quincy**.

A third project, **Little Dry Creek Trail Connection**, previously discussed with City Council, was also considered. This project would provide a continuous trail connection between Cushing Park/CityCenter and the existing Little Dry Creek Trail at the Plaza. A preliminary alignment study was completed in 2008; however, the design is not far enough along to meet DRCOG project submittal requirements.

Staff considered presenting a new project, **S. Broadway Mid-Block crossing** (at Gothic Theater); however, DRCOG requires a minimum of \$300,000 in federal funds for a project to be considered. This project did not meet the threshold. Additionally, our self scoring of the mid block crossing project finds it will score low.

All projects require a minimum of 20% in local matching funds. Additional points are received for overmatching a project. Our draft applications include the minimum 20% match.

Below is a table summarizing the 4 projects discussed above:

<u>PROJECT</u>	<u>TOTAL COST</u>	<u>MATCH</u>	<u>SCORE*</u>
S. Broadway Medians, Tufts to Quincy	\$ 900,000	\$180,000	64
S. Broadway Medians, S. H. 285 to Quincy	\$1,900,000	\$380,000	71
S. Broadway Mid Block Pedestrian Signal	Under \$300,000		46**
Little Dry Creek Trail Connection	(requires refinement of scope and cost estimates)		

*Self Scoring by Englewood Staff is subject to peer review by DRCOG staff.

**DRCOG typically requires a minimum score of 50 for a project to be selected.

Due to the short time frame, DRCOG is not requiring the typical signed certification forms (committing the matching funds) for project applications. DRCOG is requiring that each application must be "agreed to" by the Chief Administrator/Elected Official/Executive Director. Project submittal means that the person listed as the contact has obtained this approval.

Staff will be present at the June 4th Study Session to discuss these potential project applications.

attachments:

- DRCOG Call for Projects
- Draft Project Application for Median Projects
- Cost Estimates for Median Projects
- Typical Section for Median Projects

/lt

Denver Regional Council of Governments

Call for Projects

Applications Due June 6, 2012 4:00pm

Applicable Eligibility Requirements from the [TIP Policy](#) for projects using 2013-2014-2015 Formula Funds

1. ROADWAY PROJECTS

Roadway Capacity Projects

- Only regionally-funded roadway widening, new road, new interchange, interchange reconstruction, and HOT projects identified in the adopted networks for testing for the fiscally constrained 2035 Metro Vision Regional Transportation Plan update (Appendix D) are eligible for implementation funding.
- Only eligible projects with a NEPA disclosure document signed by the appropriate agencies on or before the date of TIP submittal can submit for implementation funding unless CDOT concurs in writing that the project can be cleared via a categorical exclusion. If a sponsor desires funding for NEPA for an eligible project it must submit as a Roadway Capacity Study.
- Submittals can only be for “next meaningful phase” of the project jointly defined by applicant, CDOT, and DRCOG.
- 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 (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.
- Any current bicycle or transit infrastructure must as a minimum be retained in kind.

Roadway Operational Improvement Projects

- Projects on any roadway shown on the 2035 Metro Vision Regional Roadway System (as updated by the DRCOG Board on February 16, 2011) are eligible.
- Grade separations of any at-grade railroad crossing on the 2035 Metro Vision Regional Roadway System (Figure 24 of the amended 2035 Metro Vision RTP) are eligible.
- Roadway operational projects can add through lanes around intersections if:
 - The intersection is between two RTP roadways or between one RTP roadway and a minor arterial (as defined by DRCOG in the conformity modeling network);
 - Turn lane additions at the intersection are part of the project; and
 - The full-width length of any added through lanes total less than 1,800 centerline feet (not including standard taper). If the distance exceeds this, the project must be submitted as a roadway capacity project subject to those eligibility criteria
 - These through lane additions are permissible even if through lanes are not reflected in the fiscally constraint 2035 RTP update or are shown as 100% local-derived funded.
- Roadway operational projects at highway interchanges may include the following:
 - Through lane or turn lane additions at the ramp terminus and/or at proximal intersections within 750 feet if benefits to the ramp terminus will be provided.

(Through lane additions subject to previous bullet.)

- Non-standard interchanges projects may include work on “hook” ramps or ramps to collector/distributor (c/d) roads and on the segments of the c/d road or road that the “hook” ramps link to between the ramp terminus and the interchanging roadway (contact DRCOG staff for clarification, if needed).
- Relocation of ramps or the building of new ramps must be submitted as roadway capacity projects.
- 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 (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.
- Any current bicycle or transit infrastructure must as a minimum be retained in kind.

Roadway Reconstruction Projects

- Projects on any roadway shown on the 2035 Metro Vision Regional Roadway System (as updated by the DRCOG Board on February 16, 2011) are eligible (exception: any project located on the 16th Street Mall in Denver is eligible)
- Projects must replace the entire existing pavement structure by the placement of the equivalent or increased pavement structure for the entire travel way; other surface treatment (rehabilitation, resurface) projects are ineligible (exception: any project proposed on the 16th Street Mall in Denver may include non-traditional reconstruction activities).
- 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.
- Any current bicycle or transit infrastructure must as a minimum be retained in kind.
- Per December 2010 MVIC action, projects with a PCI score greater than 50 are ineligible.

2. TRANSIT PROJECTS

Rapid Transit Projects

- Only fixed guideway transit projects identified in the rapid transit system of the fiscally constrained 2035 Metro Vision RTP (Figure 32 of the amended 2035 Metro Vision RTP) are eligible for funding.
- The Regional Transportation District is the only eligible implementing agency (applicant).

Transit Passenger Facilities Projects

- Any stations, transfer facilities, or park-n-Ride lots identified in the 2035 Metro Vision RTP (Appendix 2 of the amended 2035 Metro Vision RTP).
- Only RTD and CDOT are eligible as applicants for this project type.

Bus Service Projects

Two types of bus service projects are eligible for funding requests:

1. **New Bus Service** is defined as service where no other similar service by motorized transit for use by the general public currently exists.
2. **Expanded Bus Service** projects must meet the following eligibility requirements:
 - Project must be for the expanded service only; extended hours, shorter headways, additional route distance, etc.
 - Funds are required to be for operational purposes only; not capital improvements (bus purchase).
 - The expanded service must result in an increase in transit ridership for the specific routes funding is applied to; quantified estimates are required by the evaluation criteria.

All Projects:

- Funding: Bus service proposals must provide a minimum of 3 years of detailed and allocated program funding that includes line item budgets for vehicles, physical improvements, marketing, and operations. TIP funding will cover a maximum of 3 years of federal funding.
- Marketing program: Bus service 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 within the transit agency's service area must enter into a verbal understanding before the project is submitted for funding and a written understanding with that transit agency to do so before an IGA is signed. The transit agency will only consider this request if sponsors submit formal desires to the transit agency as soon as possible after the solicitation for funding requests is announced.
- Any requests for a transit agency's concurrence on other aspects of bus 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 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.

3. BICYCLE/PEDESTRIAN PROJECTS

New Bicycle/Pedestrian Projects

1. New construction projects are defined as projects that will result in a new facility where pedestrian and/or bicycle infrastructure does not currently exist. Infrastructure is defined as having asphalt, concrete, or similar hard-pavement type.
2. Pedestrian and bicycle projects must be on facilities contained in an adopted local or regional plan.
3. Any new pavement must be designed and constructed to withstand occasional vehicle travel (emergency vehicles).
4. If project consists of multiple, non-contiguous elements, all elements must either be a) on the same facility (primary corridor) OR b) within ¼ mile of the largest element of the project.

5. Projects that consist of both a new construction element and an upgrade and/or reconstruction element must be categorized as either one or the other to score the project. That categorization is determined by the element proposed in the largest contiguous segment of the project, based on linear feet.
6. 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.
7. New construction projects must accomplish connectivity. Examples of connectivity include, but are not limited to:
 - Closing a gap between two existing bicycle facility sections
 - Providing access to transit (stations, park-n-Rides, stops)
 - Providing pedestrian and bicycle connections to schools, parks, shopping, and/or employment
 - Eliminating barriers
 - Linking a bicycle facility to a 2035 Metro Vision RTP roadway that serves bicyclists

Upgrade/Reconstruction Bicycle/Pedestrian Projects

1. Upgrade construction projects are defined as projects that are an upgrade or operational enhancement to an existing facility that does NOT currently meet ADA/AASHTO design standards.
2. Reconstruction projects are defined as projects that reconstruct the total pavement of a facility due to pavement deterioration. For a project to be proposed as a pavement reconstruction project, the Pavement Condition Index, must have a PCI score 25 or less for asphalt surfaces and/or 35 or less for concrete surfaces AND the original pavement must be more than 20 years old.
3. Reconstruction of existing bicycle/pedestrian grade separation structure is not eligible for funding.
4. Pedestrian and bicycle projects must be on facilities contained in an adopted local or regional plan.
5. Any new pavement must be designed and constructed to withstand occasional vehicle travel (emergency vehicles).
6. If project consists of multiple, non-contiguous elements, all elements must either be a) on the same facility (primary corridor) OR b) within ¼ mile of the largest element of the project.
7. Projects that consist of both a new construction element and an upgrade and/or reconstruction element must be categorized as either one or the other to score the project. That categorization is determined by the element proposed in the largest contiguous segment of the project, based on linear feet.
8. 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.
9. Any project proposing a new grade separation must be submitted as a new bicycle/pedestrian project.

4. OTHER PROJECTS

Other Enhancement Projects

- The following types of transportation-related projects contained in Appendix B of the [TIP Policy](#) are eligible. Only construction projects will be considered.

- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification/streetscape
- Historic preservation
- Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- Construction of features that mitigate water pollution due to highway runoff
- Projects that reduce vehicle-caused wildlife mortality while maintaining habitat connectivity

Air Quality Improvement Projects

CMAQ-eligible transportation-related air quality improvement projects, except as limited below. Note that improvements that reduce freight-related pollution are eligible in this category.

- All submitted funding requests must provide an estimate of air pollutant emissions reduction.
- ITS projects eligible for funding in the ITS pool are ineligible to be submitted as funding requests in the TIP process.
- TDM projects with a minimum federal funding request of \$200,000 are eligible for funding in this category. TMOs/TMAs are eligible to submit such projects provided they have letters of support from affected local governments.
- “Large” traffic signal system/coordination projects are eligible for funding in this category IF, after receiving a recommendation from the traffic signal stakeholders, the individual projects are approved to be submitted for TIP funding by the Transportation Advisory Committee (TAC) and Metro Vision Issues Committee (MVIC).
- Pedestrian/bicycle, rapid transit, HOV, new bus service, roadway operations, and study funding requests must be submitted in appropriate project types, not as air quality improvement projects.

Studies

Only four types of transportation studies are eligible for funding requests in this project:

- **Roadway capacity project** studies further project development for regionally-funded roadway widening, new road, new interchange, interchange reconstruction, and HOT projects identified in the adopted networks for testing for the fiscally constrained 2035 Metro Vision RTP (Appendix D); this can include design and NEPA.
- **Roadway operational improvement** studies identify low-cost system management and operational improvements to reduce congestion on an arterial corridor (or portion thereof but not less than one mile in length) shown on the 2035 Metro Vision Regional Roadway System (as updated by the DRCOG Board on February 16, 2011).
- **Planning and Environmental Linkage (PEL)** studies for corridors that include segments shown as regionally funded in the adopted networks for testing for the fiscally constrained 2035 Metro Vision RTP (Appendix D). Information about PEL studies is available at www.environment.fhwa.dot.gov/integ/index.asp.
- **Passenger rail/bus transit** studies that extend outside the region to major metropolitan areas. To be eligible, the other MPO(s) must be participants in the study (sponsor must provide specifics in the submittal).

Additional Studies

- Only studies endorsed by the DRCOG Board for DRCOG-submitted studies and the RAQC Board for RAQC-submitted studies are eligible for funding.
- DRCOG and the RAQC are the only eligible applicants.

5. INELIGIBLE PROJECTS

- Ineligible projects as part of this call for funding requests are:
 - Design-only projects
 - Safety improvement projects that are normally eligible for CDOT hazard elimination funding (such as signal reconstruction, new signals, guardrail, etc.)
 - Bridge reconstruction projects that are normally eligible for CDOT bridge funds
 - Signal, ITS and TDM projects that are principally equipment acquisition (e.g., system acquisition, equipment acquisition, equipment upgrades)
 - ITS, JARC, New Freedom, TDM, Signal (except Denver), Station Area Master Plan Studies, and Urban Center Studies
 - Overlays
 - Projects on minor arterials or collectors (roadways not on the RTP network)
 - Projects shown in the fiscally-constrained RTP with 100% locally-derived funds
 - Projects already advertised or under contract

6. SPONSOR ELIGIBILITY

- Eligible applicants for projects to be selected by DRCOG as part of this call for funding requests are:
 - County and municipal governments
 - Regional agencies; specifically, RTD, the Regional Air Quality Council (RAQC), and DRCOG
 - The State
 - Independent Transportation Management Organizations (TMOs) or Transportation Management Associations (TMAs)—eligible to submit only TDM projects in the Air Quality Improvement project type, with concurrence of affected local governments (see Table 13 for details). Those eligible are:
 - Transportation Solutions TMA
 - Stapleton TMA
 - Boulder East TMO
 - South I-25 Urban Corridor TMA
 - Downtown Denver Partnership TMA
 - 36 Commuting Solutions TMA
- The maximum number of submittals that are allowed for each eligible applicant are listed on the following table:

Maximum Project Submittals, 2012 Call for Projects

Local Governments	Maximum # of Submittals
Adams County	2
Arapahoe County	2
Boulder County	2
Douglas County	2
Jefferson County	2
Weld County (SW Only)	2
Arvada	2
Aurora	2
Bennett	1
Boulder	2
Bow Mar	1
Brighton	1
Broomfield (City & County)*	3
Castle Pines	1
Castle Rock	1
Centennial	2
Cherry Hills Village	1
Columbine Valley	1
Commerce City	1
Denver (City & County)*	4
Dacono	1
Deer Trail **	1
Edgewater	1
Englewood	1
Erie	1
Federal Heights	1
Firestone	1
Fort Lupton	1
Foxfield	1
Frederick	1
Glendale	1
Golden	1
Greenwood Village	2
Hudson	1
Jamestown	1
Lafayette	1
Lakeside	1
Lakewood	2
Larkspur	1
Littleton	1
Lochbuie	1
Lone Tree	1
Longmont	2
Louisville	1
Lyons	1
Mead	1
Morrison	1

Local Governments	Maximum # of Submittals
Mountain View	1
Nederland	1
Northglenn	1
Parker	1
Sheridan	1
Superior	1
Thornton	2
Ward	1
Westminster	2
Wheat Ridge	1

Local Governments	Maximum # of Submittals
Independent TMA's	1
Regional Agencies (e.g., RTD, DRCOG, RAQC)	2
CDOT: Total all regions/departments	2
State agencies other than CDOT (e.g., CU, CDPHE)	2

* = designated as both a city and a county

** = eligible for CMAQ funding only

Project Application for Additional FY2013-14-15 TIP Formula Funds - Spring 2012

Applications Due June 6, 4:00pm

Sponsor:

By providing a contact name below, you confirm that your Chief Administrator/Elected Official/Executive Director has agreed to your submittal of this application

Contact Name:

Phone: Email:

Project Name:

Project Location (cross streets, from/to): *Attach map to your email submittal if available*

Project Description:
 Please provide one paragraph scope - including all major components and elements for which you are claiming points.

Project Type:

Phone: Email:

Remove existing medians, construct raised landscaped medians with left turn pociets between Quincy and Tufts on S. Broadway. The entire project to be constructed within the existing ROW. Environmental studies, design, & construction are included in project scope. Raised landscape medians will improve the visual environment of the S. Broadway corridor. Medians to be constructed to same standard as three preciously constructed TIP projects on S. Broadway. Pedestrian crossing safety on Broadway will improve. The City of Englewood commts to long term maintenance of the landscaped medians.

Other

Enter one of the Following:
 Roadway Capacity, Roadway Operational, Roadway Reconstruction, Rapid Transit Construction, Transit Passenger Facility, Bus Service (New or Expanded), New Bicycle/Pedestrian, Upgrade/Reconstruct Bicycle/Pedestrian, Other Enhancement, Air Quality Improvements, Roadway/Transit Studies, Additional Studies, Traffic Signal Greater than \$1 million (discuss with DRCOG staff first)

*Please note that the following project types are NOT eligible for this Call for Projects:
 ITS, JARC, New Freedom, Traffic Signal less than \$1 million federal, TDM less than \$200,000 federal, Station Area Master Plan Studies, Urban Center Studies*

Please Enter Funding in Thousands (i.e., a request for \$1 million should be entered as \$1,000)

Please note that a local match of at least 20% is required in each fiscal year.

Funds Requested by Type and Year:

* Make sure to include construction, engineering, and contingency as applicable

Ensure that local match is greater than or equal to 20% in each fiscal year

	FY2013	FY2014	FY2015	
Federal	\$81	\$638		Total Federal Funds Total Project Cost
State				
Local	\$21	\$160		
Total Match	21%	20%		

Match Computations

Local = 20% State = 0%

Total Percent Match	20%
Federal	80%

* A CDOT letter of concurrence is needed if CDOT funds are being pledged.

Project Phase Details

In accordance to the adopted TIP Policy regarding project delays, sponsors must identify the major work item(s) to be **Initiated** for each year of federal funding identified.

Below are boxes that must contain the specific project phase in accordance to the major work item(s) you plan to **Initiate** for each year of federal funding requested.

<input type="text" value="Initiate design & environm"/>	FY13	Please enter one or more of the following project phases for each year federal funding is requested: Initiate Design, Initiate Environmental, Initiate ROW, Initiate Construction, Initiate Study, Initiate Bus Service
<input type="text" value="Initiate Construction"/>	FY14	
<input type="text"/>	FY15	

Total Submitted Score

63.0

Other Enhancements Project Scoring

Evaluation Criteria	For project eligibility details and supplemental documentation, please see this web page.
Benefits	<p>Up to 30 points will be awarded to projects for benefit.</p> <p>Please select one of the following four categories of Other Enhancement project types first, and then select the appropriate characteristics that apply to the funding request being scored. Include documentation of the selected characteristics in your final submittal packet.</p> <ul style="list-style-type: none"> ○ Transportation-Related Historic Preservation / Archeological Project (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> The project is part of a local, regional, or state preservation or archeological effort (20 points) <input type="checkbox"/> This project positively affects the regional transportation system (see 2035 Metro Vision RTP) (10 points) ● Transportation Aesthetics and Scenic Values Project (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> This project is part of the state's scenic highway program (10 points) <input checked="" type="checkbox"/> This project removes visual blight (10 points) <input checked="" type="checkbox"/> This project enhances the visual environment (10 points) ○ Projects which Mitigate Water Pollution due to Highway Runoff (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> This project implements mitigation measures identified in the Colorado Department of Health Non-Point Source Management Program and/or DRCOG Clean Water Plan for a demonstrated water quality problem (20 points) <input type="checkbox"/> Evidence is provided that the proposed mitigation will improve water quality, preserve wetlands, or create new ones (10 points) ○ Projects that Reduce Vehicle-caused Wildlife Mortality (select only one of these features): <ul style="list-style-type: none"> <input type="checkbox"/> This project installs a wildlife overpass or underpass on an arterial roadway or higher (30 points) <input type="checkbox"/> This project installs culverts, retaining walls, or combination along an arterial roadway or higher (20 points) <input type="checkbox"/> This project installs gates, extends fences, or combination along an arterial roadway or higher (10 points) <p>DRCOG Score 20</p>
Cost Effectiveness	<p>Projects with an annual estimated economic benefit in the next five years that are 5 or more times the project cost divided by the project life, will receive 32 points; projects with an annual estimated economic benefit in the next five years that are equal or less than the project cost divided by the project life, will receive 0 points; with straight line interpolation between.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p style="text-align: center;">Scoring Assumptions</p> <p>Formula: economic benefits (average annual in next five years) / [project cost (total)/project life]</p> <p>Sponsor must quantify the economic benefits and provide documentation to DRCOG.</p> <p>Total project cost is supplied from project input.</p> <p>Sponsor must enter the project life and provide documentation to DRCOG.</p> </div> <p style="text-align: right;">Project Total Cost: <input type="text" value="\$900"/></p> <p>Enter the economic benefits for the project (avg annual in next five years): <input type="text" value="\$90,000"/></p> <p style="text-align: right;">Enter the project life (in years): <input type="text" value="50"/></p> <p>DRCOG Score 32.0</p>

Environmental Justice

3 points will be awarded if 75% or more of the project length is located with an RTP-defined environmental justice area. See the documents web page for the EJ areas, including a more detailed map of the specific locations.

You must identify the benefits and disadvantages of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.

What is the estimated percentage of your project located within an RTP-defined environmental justice area?

0.0 %

What are the benefits and disadvantages of the project to the environmental justice community?

Please explain supporting evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.

DRCOG Score 0

Overmatch

One of the requirements for a project to be awarded federal funds, is the applicant must guarantee to match federal funds applied for, through a combination of local and/or state funds, with a minimum match being 20% of the total cost of the funding request.

Sponsors will be awarded points for overmatching. 9 points will be awarded to projects with the combination of a local and/or state match of 47 percent or more; 0 points to projects with the minimum 20 percent combination of local and/or state match; with straight-line interpolation between.

Total project cost and match contributions must be entered before the program can calculate the overmatch points. Please return to the General Information tab and complete the Funding section, including local funding if you receive an error.

Computed local + state (project match) %: 20.1 %

DRCOG Score 0.0

Please select the appropriate project-related actions. Up to 18 points will be awarded for these evaluation criteria.

Urban Centers (select only one of the following):

- Project is entirely within an urban center that is within 1/4 mile of a rapid transit station shown on the adopted Metro Vision 2035 RTP or is in the proximity and helps support the functioning of it by directly or indirectly serving it (6 points)
- Project is entirely within an urban center currently served by transit with 15 minute headways or less or is in the proximity and helps support the functioning of it by directly or indirectly serving it (5 points)
- Project is entirely within an urban center currently served by transit with 30 minute headways or less or is in the proximity and helps support the functioning of it by directly or indirectly serving it (4 points)
- Project is entirely within an urban center (not mentioned above) or a rapid transit station (that is not an urban center) or is in the proximity and helps support the functioning of it by directly or indirectly serving it (2 points)
- None of the above

The documents web page contains both details on urban centers and proximity definitions.

Features of the Urban Center that the project is entirely within or with the proximity (as claimed above) (please select all that are applicable)

- An urban center where the community has implemented zoning or development plans that allow a mix of uses with minimum gross densities that promote population and/or employment densities higher than the minimum required for urban center designation (as specified in the Metro Vision 2035 Growth and Development Supplement) (1 point)
- An urban center where the community has adopted parking management strategies that increase the competitiveness of non-SOV travel modes (e.g., parking maximums, elimination of parking minimums, shared parking and pricing strategies) (1 point)
- An urban center where the community has committed to preserve or develop mixed-income housing (see proximity definitions above) (1 point)
- An urban center where the relevant capital improvement program, operating budget or equivalent has allocated funding over the next four years to the construction or implementation of supportive infrastructure, facilities or programs located in the urban center (see proximity definitions above). This funding allocation must be in addition to the TIP funding request and associated local match, and be equivalent to at least 20% of the TIP funding request (1 point)

Urban Growth Boundary/Area (UGB/A) (select only one of the following)

- Project is at least 90% contained within the established UGB of a UGB community or the "committed area" of a UGA community (3 points)
- Project is at least 40% contained within the established UGB of a UGB community or the "committed area" of a UGA community (1 point)
- Neither of the above

The documents web page contains a UGB/A map.

Denver International Airport (DIA) (check if applicable)

- Project is in or within one-half mile of DIA and provides convenient access to DIA (1 point)

Strategic Corridors (select only one of the following)

- Project is entirely on two or more strategic corridors (including relevant transit lines), or is within proximity of and helps support the functioning of the strategic corridors by directly or indirectly serving it (4 points)
- Project is entirely on one strategic corridor (including relevant transit lines), or is within proximity of and helps support the functioning of the strategic corridor by directly or indirectly serving it (2 points)
- Neither of the above

The documents web page contains a strategic corridors map.

Please review the following evaluation criteria before you begin to score. If you believe that your score has not changed since the last time this criteria was filled out (TIP applications; Fall 2010), you may use the spreadsheet that contains the sponsor-related Metro Vision score for each jurisdiction ([found on the documents web page](#)) and enter it into the box below. If you enter a score in this box, you will **not** be allowed to submit a new score from the criteria below.

If you are one of the following agencies, please do not fill out the criteria for sponsor-related Metro Vision Implementation: **CDOT Regions 1, 4 and 6, RTD, RAQC, CDPHE, CHS, all TMO's/TMA's, and DRCOG.** These agencies earn points for Sponsor-Related Metro Vision Implementation and PM10 conformity, based on Metro Vision implementation of the local government that is the primary location of the project. If you are one of the above agencies, please fill in the box below with the project location jurisdiction. **Your score will be computed by DRCOG staff.**

Score from Fall 2010 (optional; see text above):

Project location jurisdiction (see text above):

Complete these boxes ONLY if you did not submit any applications in 2010 OR if you feel your score from that application has changed in any way.

Please select the actions that are being implemented by the sponsor or the project location's jurisdiction. Up to 8 points will be awarded for these evaluation criteria.

- Adopt Metro Vision community design policies, including policies that promote senior-friendly development.** Demonstrate that Metro Vision community design policies, including policies that promote senior-friendly development, have been incorporated into local plans and development regulations are being implemented (1 point)
- Implement alternative mode plans.** Show adopted plans for bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel are being implemented by demonstrating that at least \$3/resident*/year (average) has been allocated to the construction or implementation of facilities/programs in the plan(s) by the agency's capital improvement program or operating budget, or equivalent, during the past five years. (*for counties, residents are those in the unincorporated area) (1 point)
- Signed the Mile High Compact.** Provide the date when the local jurisdiction signed the Mile High Compact (2 points)

Date of signing:

AND

Communities within the PM10 model area and asked to make a conformity commitment for the horizon year 2035 will receive points based on the level of their commitment, as shown in the table on the documents web page, using the thresholds noted below. Enter 0 in the points box if your community did not make a commitment.

Equal or greater than a 30 percent reduction, enter **1 point** in the box.

Equal or greater than a 45 percent reduction, enter **2 points** in the box.

Equal or greater than a 55 percent reduction, enter **3 points** in the box.

point(s)

- Meeting 2015 conformity commitment in the current practice.** The survey of past performance conducted annually in June by the RAQC will be compared to the conformity commitments identified in the RTP conformity document. If the sponsor or project's local jurisdiction is meeting its 2015 conformity commitments in current practice, then 1 point will be awarded in addition to the PM10 points scored above (1 point)

OR

~~Communities not within the PM10 model area are not asked to make a conformity commitment for the horizon year 2035 but will receive points based on their current practice, as reported to RAQC, using the thresholds below. Enter 0 in the points box if your community did not report current practice.~~

~~Equal or greater than a 30 percent reduction, enter **1 point** in the box.~~

~~Equal or greater than a 45 percent reduction, enter **2 points** in the box.~~

~~Equal or greater than a 55 percent reduction, enter **3 points** in the box.~~

point(s)

DRCOG Score

Project Application for Additional FY2013-14-15 TIP Formula Funds - Spring 2012

Applications Due June 6, 4:00pm

Sponsor:

By providing a contact name below, you confirm that your Chief Administrator/Elected Official/Executive Director has agreed to your submittal of this application

Contact Name:

Phone: | Email:

Project Name:

Project Location (cross streets, from/to): *Attach map to your email submittal if available*

Project Description:
 Please provide one paragraph scope - including all major components and elements for which you are claiming points.

Project Type:

Enter one of the Following:
 Roadway Capacity, Roadway Operational, Roadway Reconstruction, Rapid Transit Construction, Transit Passenger Facility, Bus Service (New or Expanded), New Bicycle/Pedestrian, Upgrade/Reconstruct Bicycle/Pedestrian, Other Enhancement, Air Quality Improvements, Roadway/Transit Studies, Additional Studies, Traffic Signal Greater than \$1 million (discuss with DRCOG staff first)

Please note that the following project types are NOT eligible for this Call for Projects:
 ITS, JARC, New Freedom, Traffic Signal less than \$1 million federal, TDM less than \$200,000 federal, Station Area Master Plan Studies, Urban Center Studies

Please Enter Funding in Thousands (i.e., a request for \$1 million should be entered as \$1,000)

Please note that a local match of at least 20% is required in each fiscal year.

Funds Requested by Type and Year:

* Make sure to include construction, engineering, and contingency as applicable

Ensure that local match is greater than or equal to 20% in each fiscal year

	FY2013	FY2014	FY2015	
Federal	<input type="text" value="\$176"/>	<input type="text" value="\$1,344"/>	<input type="text" value=""/>	\$1,520 Total Federal Funds
State	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
Local	<input type="text" value="\$44"/>	<input type="text" value="\$336"/>	<input type="text" value=""/>	\$1,900 Total Project Cost
Total Match	<input type="text" value="20%"/>	<input type="text" value="20%"/>	<input type="text" value=""/>	

Match Computations

Local = 20% State = 0%

Total Percent Match	<input type="text" value="20%"/>
Federal	<input type="text" value="80%"/>

* A CDOT letter of concurrence is needed if CDOT funds are being pledged.

Project Phase Details

In accordance to the adopted TIP Policy regarding project delays, sponsors must identify the major work item(s) to be **initiated** for each year of federal funding identified.

Below are boxes that must contain the specific project phase in accordance to the major work item(s) you plan to **initiate** for each year of **federal** funding requested.

Initiate Design & Environm	FY13	Please enter one or more of the following project phases for each year federal funding is requested: Initiate Design, Initiate Environmental, Initiate ROW, Initiate Construction, Initiate Study, Initiate Bus Service
Initiate Construction	FY14	
	FY15	

Total Submitted Score

71.0

Other Enhancements Project Scoring

Evaluation Criteria	For project eligibility details and supplemental documentation, please see this web page.
Benefits	<p>Up to 30 points will be awarded to projects for benefit.</p> <p>Please select <u>one of the following four categories</u> of Other Enhancement project types first, and then select the appropriate characteristics that apply to the funding request being scored. Include documentation of the selected characteristics in your final submittal packet.</p> <ul style="list-style-type: none"> <input type="radio"/> Transportation-Related Historic Preservation / Archeological Project (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> The project is part of a local, regional, or state preservation or archeological effort (20 points) <input type="checkbox"/> This project positively affects the regional transportation system (see 2035 Metro Vision RTP) (10 points) <input checked="" type="radio"/> Transportation Aesthetics and Scenic Values Project (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> This project is part of the state's scenic highway program (10 points) <input checked="" type="checkbox"/> This project removes visual blight (10 points) <input checked="" type="checkbox"/> This project enhances the visual environment (10 points) <input type="radio"/> Projects which Mitigate Water Pollution due to Highway Runoff (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> This project implements mitigation measures identified in the Colorado Department of Health Non-Point Source Management Program and/or DRCOG Clean Water Plan for a demonstrated water quality problem (20 points) <input type="checkbox"/> Evidence is provided that the proposed mitigation will improve water quality, preserve wetlands, or create new ones (10 points) <input type="radio"/> Projects that Reduce Vehicle-caused Wildlife Mortality (select only one of these features): <ul style="list-style-type: none"> <input type="radio"/> This project installs a wildlife overpass or underpass on an arterial roadway or higher (30 points) <input type="radio"/> This project installs culverts, retaining walls, or combination along an arterial roadway or higher (20 points) <input type="radio"/> This project installs gates, extends fences, or combination along an arterial roadway or higher (10 points) <p>DRCOG Score 20</p>
Cost Effectiveness	<p>Projects with an annual estimated economic benefit in the next five years that are 5 or more times the project cost divided by the project life, will receive 32 points; projects with an annual estimated economic benefit in the next five years that are equal or less than the project cost divided by the project life, will receive 0 points; with straight line interpolation between.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p style="text-align: center;">Scoring Assumptions</p> <p>Formula: economic benefits (average annual in next five years) / [project cost (total)/project life]</p> <p>Sponsor must quantify the economic benefits and provide documentation to DRCOG.</p> <p>Total project cost is supplied from project input.</p> <p>Sponsor must enter the project life and provide documentation to DRCOG.</p> </div> <p style="text-align: right;">Project Total Cost: <input type="text" value="\$1,900"/></p> <p style="text-align: right;">Enter the economic benefits for the project (avg annual in next five years): <input type="text" value="\$190,000"/></p> <p style="text-align: right;">Enter the project life (in years): <input type="text" value="50"/></p> <p>DRCOG Score 32.0</p>

Environmental Justice

3 points will be awarded if 75% or more of the project length is located with an RTP-defined environmental justice area. See the documents web page for the EJ areas, including a more detailed map of the specific locations.

You must identify the benefits and disadvantages of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.

What is the estimated percentage of your project located within an RTP-defined environmental justice area?

0.0 %

What are the benefits and disadvantages of the project to the environmental justice community?

Please explain supporting evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.

DRCOG Score 0

Overmatch

One of the requirements for a project to be awarded federal funds, is the applicant must guarantee to match federal funds applied for, through a combination of local and/or state funds, with a minimum match being 20% of the total cost of the funding request.

Sponsors will be awarded points for overmatching. 9 points will be awarded to projects with the combination of a local and/or state match of 47 percent or more; 0 points to projects with the minimum 20 percent combination of local and/or state match; with straight-line interpolation between.

Total project cost and match contributions must be entered before the program can calculate the overmatch points. Please return to the General Information tab and complete the Funding section, including local funding if you receive an error.

Computed local + state (project match) %: 20.0 %

DRCOG Score 0.0

Please select the appropriate project-related actions. Up to 18 points will be awarded for these evaluation criteria.

Urban Centers (select only one of the following):

- Project is entirely within an urban center that is within 1/4 mile of a rapid transit station shown on the adopted Metro Vision 2035 RTP or is in the proximity and helps support the functioning of it by directly or indirectly serving it (6 points)
- Project is entirely within an urban center currently served by transit with 15 minute headways or less or is in the proximity and helps support the functioning of it by directly or indirectly serving it (5 points)
- Project is entirely within an urban center currently served by transit with 30 minute headways or less or is in the proximity and helps support the functioning of it by directly or indirectly serving it (4 points)
- Project is entirely within an urban center (not mentioned above) or a rapid transit station (that is not an urban center) or is in the proximity and helps support the functioning of it by directly or indirectly serving it (2 points)
- None of the above

The documents web page contains both details on urban centers and proximity definitions.

Features of the Urban Center that the project is entirely within or with the proximity (as claimed above) (please select all that are applicable)

- An urban center where the community has implemented zoning or development plans that allow a mix of uses with minimum gross densities that promote population and/or employment densities higher than the minimum required for urban center designation (as specified in the Metro Vision 2035 Growth and Development Supplement) (1 point)
- An urban center where the community has adopted parking management strategies that increase the competitiveness of non-SOV travel modes (e.g., parking maximums, elimination of parking minimums, shared parking and pricing strategies) (1 point)
- An urban center where the community has committed to preserve or develop mixed-income housing (see proximity definitions above) (1 point)
- An urban center where the relevant capital improvement program, operating budget or equivalent has allocated funding over the next four years to the construction or implementation of supportive infrastructure, facilities or programs located in the urban center (see proximity definitions above). This funding allocation must be in addition to the TIP funding request and associated local match, and be equivalent to at least 20% of the TIP funding request (1 point)

Urban Growth Boundary/Area (UGB/A) (select only one of the following)

- Project is at least 90% contained within the established UGB of a UGB community or the "committed area" of a UGA community (3 points)
- Project is at least 40% contained within the established UGB of a UGB community or the "committed area" of a UGA community (1 point)
- Neither of the above

The documents web page contains a UGB/A map.

Denver International Airport (DIA) (check if applicable)

- Project is in or within one-half mile of DIA and provides convenient access to DIA (1 point)

Strategic Corridors (select only one of the following)

- Project is entirely on two or more strategic corridors (including relevant transit lines), or is within proximity of and helps support the functioning of the strategic corridors by directly or indirectly serving it (4 points)
- Project is entirely on one strategic corridor (including relevant transit lines), or is within proximity of and helps support the functioning of the strategic corridor by directly or indirectly serving it (2 points)
- Neither of the above

The documents web page contains a strategic corridors map.

Please review the following evaluation criteria before you begin to score. If you believe that your score has not changed since the last time this criteria was filled out (TIP applications; Fall 2010), you may use the spreadsheet that contains the sponsor-related Metro Vision score for each jurisdiction (found on the documents web page) and enter it into the box below. If you enter a score in this box, you will not be allowed to submit a new score from the criteria below.

If you are one of the following agencies, please do not fill out the criteria for sponsor-related Metro Vision Implementation: CDOT Regions 1, 4 and 6, RTD, RAQC, CDPHE, CHS, all TMO's/TMA's, and DRCOG. These agencies earn points for Sponsor-Related Metro Vision Implementation and PM10 conformity, based on Metro Vision Implementation of the local government that is the primary location of the project. If you are one of the above agencies, please fill in the box below with the project location jurisdiction. Your score will be computed by DRCOG staff.

Score from Fall 2010 (optional; see text above):

Project location jurisdiction (see text above):

Complete these boxes ONLY if you did not submit any applications in 2010 OR if you feel your score from that application has changed in any way.

Please select the actions that are being implemented by the sponsor or the project location's jurisdiction. Up to 8 points will be awarded for these evaluation criteria.

- Adopt Metro Vision community design policies, including policies that promote senior-friendly development.** Demonstrate that Metro Vision community design policies, including policies that promote senior-friendly development, have been incorporated into local plans and development regulations are being implemented (1 point)
- Implement alternative mode plans.** Show adopted plans for bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel are being implemented by demonstrating that at least \$3/resident*/year (average) has been allocated to the construction or implementation of facilities/programs in the plan(s) by the agency's capital improvement program or operating budget, or equivalent, during the past five years. (*for counties, residents are those in the unincorporated area) (1 point)
- Signed the Mile High Compact.** Provide the date when the local jurisdiction signed the Mile High Compact (2 points)

Date of signing:

AND

Communities within the PM10 model area and asked to make a conformity commitment for the horizon year 2035 will receive points based on the level of their commitment, as shown in the table on the documents web page, using the thresholds noted below. Enter 0 in the points box if your community did not make a commitment.

Equal or greater than a 30 percent reduction, enter 1 point in the box.

Equal or greater than a 45 percent reduction, enter 2 points in the box.

Equal or greater than a 55 percent reduction, enter 3 points in the box.

point(s)

- Meeting 2015 conformity commitment in the current practice.** The survey of past performance conducted annually in June by the RAQC will be compared to the conformity commitments identified in the RTP conformity document. If the sponsor or project's local jurisdiction is meeting its 2015 conformity commitments in current practice, then 1 point will be awarded in addition to the PM10 points scored above (1 point)

OR

Communities not within the PM10 model area are not asked to make a conformity commitment for the horizon year 2035 but will receive points based on their current practice, as reported to RAQC, using the thresholds below. Enter 0 in the points box if your community did not report current practice.

Equal or greater than a 30 percent reduction, enter 1 point in the box.

Equal or greater than a 45 percent reduction, enter 2 points in the box.

Equal or greater than a 55 percent reduction, enter 4 points in the box.

point(s)

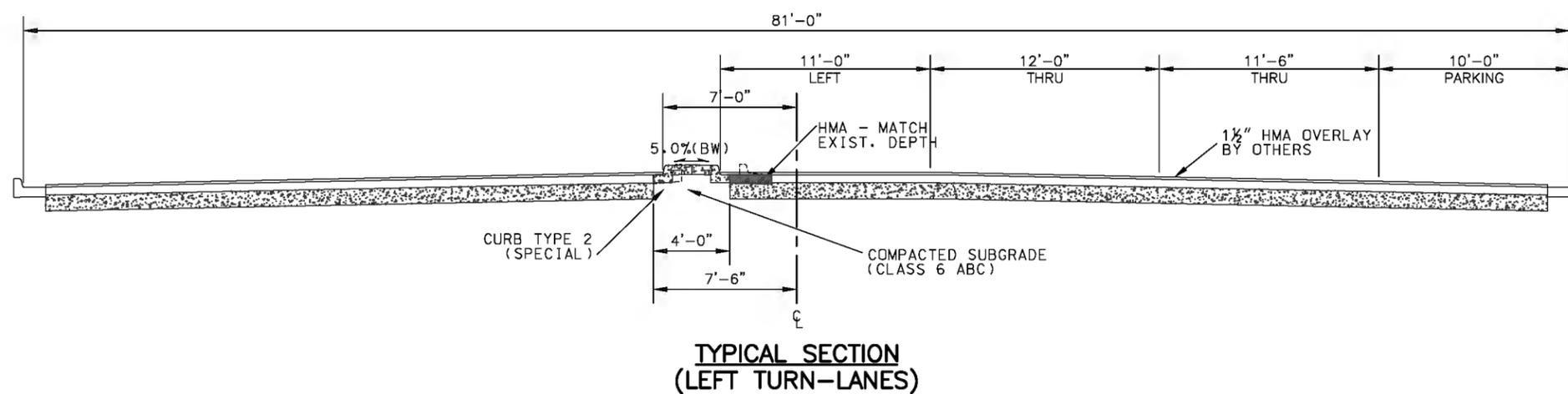
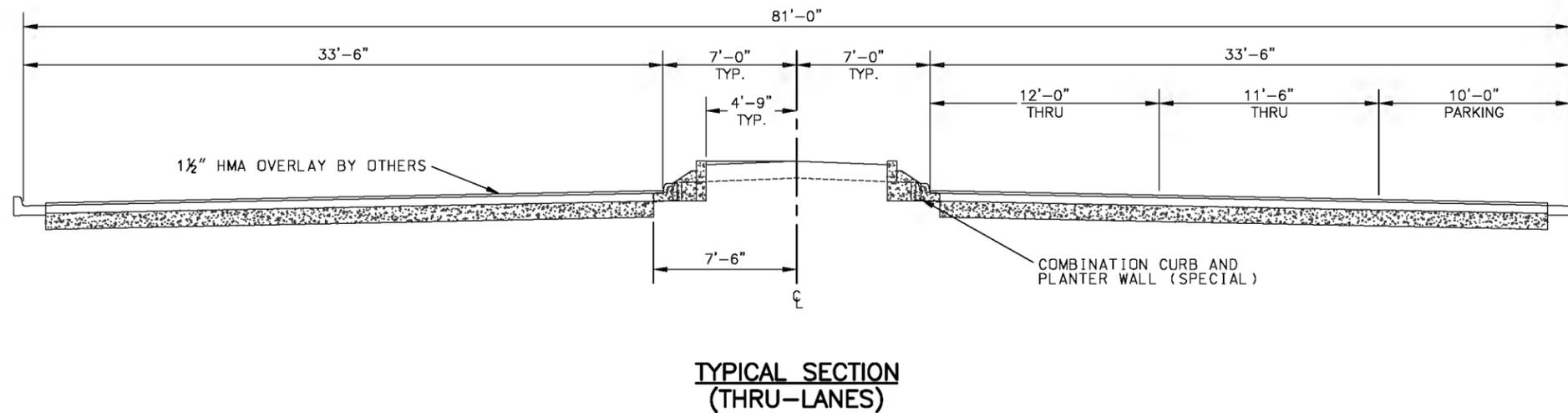
DRCOG Score

Project Name: S. Broadway Medians: Tufts to Quincy

City of Englewood				
	% Range		% Used	Cost
Project Construction Items				\$387,900.00 (A)
Contingencies	(15% - 30%) of (A)		20.00%	\$77,600.00 (B)
ITS	(6-10%) of (A+B) Default = 6%		0.00%	\$0.00 (C)
Drainage/Water/Sewer	(3-10%) of (A+B) Default = 6%		6.00%	\$28,000.00 (D)
Signing and Striping	(1-5% of (A+B+C+D)) Default = 5%		5.00%	\$24,700.00 (E)
Construction Signing & Traffic Control	(5 to 25% of (A+B+C+D+E)) Default = 20%		10.00%	\$51,900.00 (F)
Mobilization	(4 to 10% of (A+B+C+D+E+F)) Default = 7%		5.00%	\$28,600.00 (G)
Total of Construction Items	(A+B+C+D+E+F+G)			\$598,700.00 (H)
Force Account - Utilities	(1 to 2%) of (H) Default = 2%		2.00%	\$12,000.00 (I)
Force Account - Misc.	(10 to 15%) of (H) Default = 12%		12.00%	\$71,900.00 (J)
Subtotal of Construction Cost	(H+I+J)			\$682,600.00 (K)
Total Construction Engineering	24% of (K)		15.00%	\$102,400.00 (L)
Total Preliminary Engineering	15% of (K)		15.00%	\$102,400.00 (M)
Right of Way	Project Dependent		N/A	\$0.00 (N)
Utilities	Project Dependent		N/A	\$0.00 (O)
Total Project Cost				\$887,400.00 (P)

Project Name: S. Broadway Medians: U.S. 285 to Quincy

City of Englewood					
	% Range		% Used	Cost	
Project Construction Items				\$816,400.00	(A)
Contingencies	(15% - 30%) of (A)		20.00%	\$163,300.00	(B)
ITS	(6-10%) of (A+B) Default = 6%		0.00%	\$0.00	(C)
Drainage/Water/Sewer	(3-10%) of (A+B) Default = 6%		6.00%	\$58,800.00	(D)
Signing and Striping	(1-5% of (A+B+C+D)) Default = 5%		5.00%	\$52,000.00	(E)
Construction Signing & Traffic Control	(5 to 25% of (A+B+C+D+E)) Default = 20%		10.00%	\$109,100.00	(F)
Mobilization	(4 to 10% of (A+B+C+D+E+F)) Default = 7%		5.00%	\$60,000.00	(G)
Total of Construction Items	(A+B+C+D+E+F+G)			\$1,259,600.00	(H)
Force Account - Utilities	(1 to 2%) of (H) Default = 2%		2.00%	\$25,200.00	(I)
Force Account - Misc.	(10 to 15%) of (H) Default = 12%		12.00%	\$151,200.00	(J)
Subtotal of Construction Cost	(H+I+J)			\$1,436,000.00	(K)
Total Construction Engineering	24% of (K)		15.00%	\$215,400.00	(L)
Total Preliminary Engineering	15% of (K)		15.00%	\$215,400.00	(M)
Right of Way	Project Dependent		N/A	\$0.00	(N)
Utilities	Project Dependent		N/A	\$0.00	(O)
Total Project Cost				\$1,866,800.00	(P)



Revision Dates (Preliminary Stage Only)			
Revision	Date	By	Checked

QUANTITIES			
Quantity	Initial	Date	Checked

DESIGN			
Designed by	Checked by	Date	Checked

Computer File Information			
Creation Date:	5/10/07	Initials:	JND
Last Modification Date:	5/14/07	Initials:	JND
Full Path:	Z:\ENGLEWOOD\dwg\		
Drawing File Name:	EN-ESBW-TYPICAL SECTIONS		
Microstation Ver.	Scale:	Units:	ENGLISH

Sheet Revisions			
(R-1)			
(R-2)			
(R-3)			
(R-4)			
(R-5)			



CITY OF ENGLEWOOD
SOUTH BROADWAY
MEDIAN STREETSCAPE

HEDRICK & ASSOCIATES, LLC
CONSULTING ENGINEERING SERVICES

PRELIMINARY	
No Revisions:	
Revised:	
Void:	

TYPICAL SECTIONS			
Designer:	C. DREESEN	Structure Numbers:	
Detailer:	J. DINKEL	Sheet Subset:	
		Subset Sheets:	of

Project No./Code	
ENGLEWOOD SOUTH BROADWAY WIDENING	
Sheet Number	3



Memorandum

City Manager's Office

TO: Mayor Penn and Members of City Council

THROUGH: Gary Sears, City Manager

FROM: Michael Flaherty, Deputy City Manager

DATE: May 29, 2012

SUBJECT: Humane Society of South Platte Valley – Supplemental Request

At the City Council Study Session on June 4, Council will discuss a supplemental appropriation of \$41,000 to the Police Department 2012 budget for animal sheltering. This supplemental is the result of a request by the Humane Society of South Platte Valley that Council was previously discussed during the joint Englewood-Littleton Study Session of April 23rd.

I have attached a memorandum from Nick Fisher, CEO of the Humane Society in which he provides a review of governmental funding sources since their opening in 2009 and responds to other questions from the April 23rd meeting. Although the cities of Englewood and Littleton have agreements with the Humane Society that set annual sheltering fees at \$50,000 for each, the Humane Society has never reached the anticipated level of governmental funding on which their pro-forma was based. Consequently, during 2010 and 2011 they have operated at a loss. Mr. Fisher's memorandum further explains the actual cost basis for sheltering and caring for animals.

By way of information, the City of Littleton approved the supplemental request for the Humane Society on May 15.



HUMANE SOCIETY
OF THE SOUTH PLATTE VALLEY

MEMORANDUM

TO: Mike Flaherty, Deputy City Manager
City of Englewood

FROM: Nick Fisher, CEO
Humane Society of the South Platte Valley

DATE: May 4, 2012

SUBJECT: RE: Request for Supplemental Funding for 2012

Per your request, the objective of this memo is to reiterate and refresh some of the main points of discussion that HSSPV has made to the staff and elected officials regarding the necessity for adequate funding through our government agreements.

Every discussion we have had at the city staff and council level, we continue to emphasize the point that adequate funding is not only necessary but also essential to our survival. Our hope is that everyone will realize and understand the need to create an equitable partnership with us in order to sustain the long-term financial viability of HSSPV.

As originally outlined in our financial projections during the formation of HSSPV, financial and statistical projections were based on a hypothetical guess of serving 3000 animals per year. We projected that in order to sustain HSSPV through start up and the first five years, we would need at a minimum, \$200,000 of funding through the compensation for services from government agreements. We felt that the \$200,000 minimum was fair for four initial government agencies to support and it would comprise about 33% of the revenue we would need for operations. We felt confident that we would be able to add additional government agreements to increase the funding level in this area over the next few years.

As history has revealed, we knew that we had strong commitments from Englewood and Littleton to pay the \$50,000 per year. We moved forward with forming HSSPV based on verbal commitments from Arapahoe County and Centennial that they would also be willing to participate at a \$50,000 level.

As we established HSSPV in late 2009, we quickly came to sheltering agreements with Englewood and Littleton, the commitments quickly faded with Arapahoe County and Centennial, although we continued having conversations. During the entire year of 2010, we worked on negotiating a deal with Centennial. The verbal commitment of \$50,000 quickly disappeared, but we all continued to work to compromise and come up with a deal that would work. By December of 2010, we reached an impasse.

Centennial's last offer to compensate HSSPV for services had dropped significantly below 50% of the original \$50,000 commitment that was discussed, and negotiations ceased.

Two years of patience, ongoing discussions and negotiations with Arapahoe County have finally resulted in an agreement that is fair for both parties but is far under the \$50,000 that was originally discussed.

The original premise of having \$200,000 (33%) of our funding come from government agreements has never come to fruition. In 2010, compensation from government agreements was only \$100,500 (17%). This was \$105,000 short of our \$205,000 budget projection (based on the verbal commitments of Arapahoe County and Centennial) in our inaugural budget of \$745,000. In 2010 we negotiated additional agreements with Sheridan, Lone Tree and the Town of Columbine Valley which were all relatively small contracts based on their small impound projections. Because of our inability to convert the commitments to actual agreements with Centennial and Arapahoe County, we finished the 2010 budget year with a \$99,000 shortfall. The original budget projection of \$205,000 from government agreements in 2010 would have comprised 28% of our total budget; instead, the funding we received comprised just 17% of our total budgeted revenue.

In 2011, we projected and budgeted to receive just \$135,250 through government agreements. These funds were projected to comprise 22% of our total projected budget of \$625,000. We also cut our budget \$125,000 in 2011, knowing we would not have the original \$200,000 that was committed by the four government organizations. This was a budget reduction of 16% from our 2010 budget. We were successful in adding the Town of Parker and the City of Cherry Hills Village in new agreements.

HSSPV has never waived from our need to have the governments contribute compensation through sheltering agreements at a level of \$200,000 or above. The fact that we have not had this level of funding is the primary reason for our financial struggles. Even with loans and prepayments from the cities of Englewood and Littleton, we continually struggle financially to meet the standard of animal care and customer care that we want to provide to the communities we serve.

As discussions have progressed regarding supplemental funding for 2012 and subsequent years, we understand everyone's desire for cost certainty. All we are asking is to have some certainty that our funding from government agreements will be sustainable. We will continue to emphasize that for us to be successful and provide the high quality services that we all want HSSPV to provide to the communities we serve, that everyone needs to pay their fair share of the costs.

During our financial struggles of 2010 and 2011, we have funded our shelter programs through fees for service, grants and donations to the tune of 83% in 2010 and 78% in 2011. The fact that we are still in business and starting to gain some traction in the communities we serve, is not only a testament to the governments that support us but also to our staff, board and the volunteers who have worked tirelessly to make HSSPV work.

Our 2012 Supplemental Funding Request is based on our mutual discussions with everyone at the city staff level and with the mayors and managers. We all want the same thing. The cities want cost certainty and we want to insure that we will have adequate funding in order to meet our mission and offer quality services to the citizens in our community.

We can break costs down into a per animal cost, but this does not adequately tell the whole story of the cost associated with animals brought in by animal control agencies. In order to run an animal control service facility, HSSPV is required to be an "Open Admission" shelter. This means we accept every animal that is presented from both animal control and from the communities we serve.

Many government organizations feel their costs should equate to only the time the animal is legally required to be held. Many government organizations also feel once the animal is off the mandated hold, their responsibility for that animal should cease. The truth is that many of the animals brought in by animal control are more difficult to place into new homes because of behavioral or medical issues, which caused their impoundment by animal control in the first place. Many of these animals require intensive resources to make them adoptable.

The average stay for all animals at HSSPV is twenty (20) days. This equates to an average cost of \$15 per day per animal. \$15 per day doesn't come anywhere close to the amount of staff time and resources some of the harder to place animals require either through medical care, behavioral rehabilitation or basic day to day care to make them adoptable. Because we don't euthanize animals at the end of their stray hold period, (nor does our community want us to), we all have an obligation to contribute financially to the care these animals need. The financial burden should not fall solely on HSSPV once the animal is past the legally required hold period.

Our 2012 budget projections for government agreements is \$224,500, this includes receiving the supplemental funding from Englewood and Littleton for \$51,000 each. The 2012 projection did not factor in the agreement with Arapahoe County. We are currently negotiating with the City of Sheridan, which will comprise \$10,000 if an agreement is reached. We will only be receiving \$41,000 from Englewood and Littleton because of our request for pre-payments of \$10,000 each in 2011. If we receive all funding projected in 2012 our compensation from government agreements will be \$234,500.

In conclusion, all we are asking is that each city fund through their agreements, their appropriate share of what it takes to run a quality, full service humane society. We believe that it only fair that we should all share the costs and everyone should pay their fair share. We also understand and are sympathetic to the fact that there is a threshold where the cities feel comfortable paying for animal sheltering services. We believe there is common ground for all of us to work out a plan for the future where appropriate compensation and funding levels are determined. HSSPV wants to thank you, Gary Sears, Mayor Penn and the City Council for all of your support and understanding through this process. I have included the invoice per your request and would request the supplemental funding payment be distributed by June 15th if that is acceptable to the city. Please contact me if you have any further questions regarding the request.

Humane Society of the South Platte Valley
 2129 W. Chenango Avenue, Unit A
 Littleton, CO 80120
 303-703-2938



Invoice

Date	Invoice #
05/04/2012	2012-4
Terms	Due Date
Due on receipt	06/15/2012

Bill To
 City of Englewood
 Attn: Michael Flaherty, Deputy City Mgr.
 Englewood Civic Center
 1000 Englewood Parkway
 Englewood, CO 80110

Amount Due	Enclosed
\$41,000.00	

Please detach top portion and return with your payment.

Activity	Quantity	Rate	Amount
• 2012 Animal Sheltering Services - Supplemental Funding Request	1	41,000.00	41,000.00
Total			\$41,000.00