

# 2022 NFRMPO Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects Guidelines

May 6, 2022

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## 1. Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will select projects to receive State and/or Federal funding from the Multimodal Transportation and Mitigations Options Fund (MMOF), a funding source initially established with Senate Bill (SB) 18-001 and amended with SB21-260. The passage of SB21-260 expanded the overall purpose and provides long-term funding for eligible projects. SB260 provides funding to the MMOF program over 10 years. The first year of funding (State Fiscal Year (FY) 2022) is Federal American Rescue Plan Act (ARPA) stimulus funds. The following nine years are State funds.

The guidelines provide information to assist project sponsors in completing project applications, including the schedule, application requirements, scoring process and criteria, and planning reference information.

More guidance from the Colorado Department of Transportation (CDOT) can be found at <https://www.codot.gov/programs/planning/grants/mmof-local>.

## 2. Available Funding

A total of \$15,457,986 in funding for the first two years is available for projects within the North Front Range (NFR) metropolitan planning area. The funding available is outlined in **Table 1**.

**Table 1: MMOF Available Funding Estimates in the NFR, FY2022-2023\***

	<b>Federal (FY2022)</b>	<b>State (FY2023)</b>	<b>Total</b>
<b>NFRMPO MMOF Allocation</b>	\$7,746,791	\$7,711,195	<b>\$15,457,986</b>
<b>Set Asides</b>			
I-25 Segment 6	\$5,000,000	\$0	<b>\$5,000,000</b>
NFRMPO			<b>\$600,000</b>
<i>Travel Demand Model LBS Data</i>	<i>\$100,000</i>	<i>\$0</i>	
<i>TMO Startup Funds</i>	<i>\$0</i>	<i>\$75,000</i>	
<i>RideNoCo Sustainable Funding</i>	<i>\$0</i>	<i>\$300,000</i>	
<i>Link NoCo</i>	<i>\$125,000</i>	<i>\$0</i>	
<b>Available for Allocation</b>	<b>\$2,521,791</b>	<b>\$7,336,195</b>	<b>\$9,857,986</b>

\*Estimates as of 2/14/2022.

CDOT has provided Projected MMOF Allocations for FY2024-2033 based on the estimated funding available through SB260 and the distribution criteria adopted by the Transportation Commission (TC).

**Table 2** includes these estimates for the NFR metropolitan planning area to help local agencies plan for future projects. Please note the estimates are based on the distribution formula for the current round of MMOF and the TC is expected to re-examine the distribution formula prior to any subsequent distributions.

**Table 2: Projected MMOF Allocations in the NFR, FY2024-2033**

<b>Allocation year</b>	<b>NFRMPO Allocation</b>
<b>FY2024</b>	\$406,273
<b>FY2025</b>	\$1,084,758
<b>FY2026</b>	\$1,119,176
<b>FY2027</b>	\$1,182,950
<b>FY2028</b>	\$1,240,551
<b>FY2029</b>	\$1,304,799
<b>FY2030</b>	\$1,358,516
<b>FY2030</b>	\$1,456,837
<b>FY2032</b>	\$1,546,771
<b>FY2033</b>	\$1,011,032

### 3. MMOF Goals

There are five programmatic goals as identified in SB21-260 and one additional goal added during the NFRMPO's 2019 MMOF Call for Projects. The goals include building a complete and integrated multimodal system that:

- Benefits seniors by making aging in place more feasible;
- Benefits residents of rural and disproportionately impacted communities by providing them with more accessible and flexible public transportation services;
- Provides enhanced mobility for persons with disabilities;
- Provides safe routes to school for children;
- Increases access to and/or usage of transit or multi-use facilities<sup>1</sup>; and
- Reduces emissions of air pollutants, including hazardous air pollutants and greenhouse gases, that contribute to adverse environmental effects, including but not limited to climate change and adverse human health effects.

### 4. Schedule

The schedule for the MMOF Call for Projects is shown in **Table 3**. The key dates highlighted in gray include the opening and closing dates of the Call, the deadline for submitting a project description, and the potential dates of the scoring meeting.

All applicants must submit a project description to NFRMPO Staff by May 18, 2022. NFRMPO staff will review project descriptions to determine project categories, data needed for Greenhouse Gas (GHG) emissions analysis, and eligibility. Projects requiring CDOT consultation, as outlined in the [CDOT Consultation](#) section of this document, must also submit the Project Description to CDOT Region 4 Staff.

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<sup>1</sup> Goal added by the NFRMPO in the 2019 MMOF Call for Projects.

**Table 3. MMOF Call for Projects Schedule**

Activity	Date
TAC Discussion on MMOF Availability	February 16
TAC Discussion on MMOF Call Process	March 16
Planning Council Discussion on MMOF Call Process	April 7
TAC Recommendation on MMOF Call Process	April 20
Planning Council Action on MMOF Call Process	May 5
<b>Call for Projects Opens</b>	<b>May 6</b>
MMOF Applicant Workshop	May 9
<b>Project Descriptions Due to CDOT &amp; NFRMPO</b>	<b>May 18</b>
CDOT & NFRMPO provide responses to applicants	May 25
<b>Applications Due to NFRMPO (4 weeks open)</b>	<b>June 3</b>
<b>Scoring Meeting</b>	<b>June 14 or 15</b>
TAC Discussion of Recommended Projects – Staff Presentation	June 15
Council Discussion of Recommended Projects – Applicant Presentations	July 7
TAC Recommendation on MMOF Awards	July 20
Council Action on MMOF Awards	August 4

## 5. Application Requirements

### Eligible Applicants

Eligible recipients include NFRMPO member governments and partner agencies. Other entities such as human service providers, school districts, and other sponsors of eligible multimodal projects may apply via an NFRMPO local government member and would count against the maximum funding request for that local government member.

### Eligible Project Types

Per SB 21-260, eligible project types include:

- Operating and capital costs for fixed-route transit;
- Operating and capital costs for on-demand transit;
- Transportation Demand Management (TDM) programs;
- Multimodal mobility projects enabled by new technology;
- Multimodal transportation studies;
- Modeling tools;
- Greenhouse Gas Mitigation Projects<sup>2</sup>; and
- Bicycle and pedestrian projects.

<sup>2</sup> A Greenhouse Gas Mitigation Project, as defined in SB21-260 is “a project that helps achieve compliance with federal or state laws or rules that regulate transportation-related greenhouse gas emissions by reducing vehicle miles traveled or increasing multimodal travel.”

**Set Asides** - The NFRMPO will receive \$600,000 off the top of the total amount of funding for NFRMPO sponsored projects. The Colorado Department of Transportation (CDOT) will receive \$5,000,000 off the top for North I-25 Segment 6 as approved by Planning Council. The projects and funding amounts are included in **Table 4**.

**Table 4. Off the Top Allocations of MMOF Funds**

<b>Project Sponsor &amp; Description</b>	<b>Local Match</b>	<b>MMOF Request</b>	<b>Project Total</b>
<b>NFRMPO - Travel Demand Model LBS Data.</b> Location Based Services data is increasingly being used to inform travel models as a supplement to household travel surveys. LBS provides travel pattern data for large sample sizes and is our consultant's recommended approach to updating the external-external / external-internal origin-destination data. LBS would also be used to improve our model's representation of work-from-home and improve trip generation estimates, which would help with modeling GHG reduction strategies.	Match with State funds as this is part of a larger state data request	<b>\$100,000</b>	<b>\$200,000</b>
<b>NFRMPO - TMO startup funds.</b> The practice of establishing Transportation Management Organizations (TMO) is often aided by funding to establish the organization and provide operational support for about 2 years. After that time, the organization would demonstrate self-reliance and could then apply for funding (CMAQ, MMOF) through the NFRMPO in support of their program.	Match of 25% from Fort Collins Exchange and 25% TMO – across 2 years	<b>\$75,000</b>	<b>\$150,000</b>
<b>NFRMPO - Ride NoCo sustainable funding.</b> The NFRMPO provided startup funds for the One Call/One Click Center, since branded as Ride NoCo, in early 2020. This funding expires on May 1, 2023, when all expenses must be submitted for reimbursement. A budget analysis has been conducted to look at the need of the program through the end of 2024 in conjunction with the upcoming call for projects. Projected needs are a bit soft as the program has only been operational for about 1 year. MPO staff is requesting funding to cover the remainder of 2023 and all of 2024.	Match is 50% from the Fort Collins exchange funds for a total amount of \$600,000.	<b>\$300,000</b>	<b>\$600,000</b>

<b>NFRMPO - Link NoCo.</b> The Link NoCo plan will be wrapping up around October 2022. This is a placeholder amount to forward at least one of the top corridors for further investment in engineering and design.	Match is 50% from the Fort Collins exchange funds for a total amount of \$250,000.	<b>\$125,000</b>	<b>\$250,000</b>
<b>CDOT - North I-25 Segment 6.</b> \$5M in MMOF funds will be used in place of the \$5M FY2025 CMAQ funds approved by Planning Council during the 2021 Call for Projects <sup>3</sup> . \$4M of the funds will go towards the Berthoud Mobility Hub and \$1M will go towards the Johnstown Park'n'Ride.	Match is 50% and will come from other funding sources in the <i>North-I-25: WCR38 to SH402</i> project	<b>\$5,000,000</b>	<b>N/A</b>
	<b>Total</b>	<b>\$5,600,000</b>	<b>\$1,200,000</b>

**Project Categories** - For the NFRMPO Call, eligible project types outlined in SB260 are organized into two broad categories: Quantifiable GHG Reducing Projects, and Non-Quantifiable or Non-GHG Reducing Projects. Each project type is classified in **Table 5**.

**Table 5. Project Categories and Types**

Category A: Quantifiable GHG Reducing Projects	Category B: Non-Quantifiable or Non-GHG Reducing Projects
Operating costs for new fixed- route transit <sup>4</sup>	Operating costs for existing fixed-route transit
Capital costs for fixed-route transit	Operating and capital costs for on-demand transit
Transportation Demand Management (TDM) programs	Multimodal transportation studies
Multimodal mobility projects enabled by new technology	Modeling tools
Greenhouse Gas Mitigation Projects	
Bicycle and pedestrian projects	

Generally, the project types listed will fall under one category or another as listed in **Table 5**. A specific project may fall under the opposite category listed based on project details. NFRMPO Staff will coordinate with project sponsors on these specific projects upon review of Project Descriptions.

<sup>3</sup> The CMAQ funding which was held from the 2021 Call for Projects will then be available for allocation, first to the waitlisted projects identified in the Call with the remaining funds to be allocated during a supplemental Call for Projects. For information on the waitlisted CMAQ projects from the 2021 Call for Projects, see the tables on the [NFRMPO's Call for Projects webpage](#).

<sup>4</sup> New fixed-route transit, for the purposes of GHG emissions reductions, is defined as projects not included in the GHG baseline. The GHG baseline includes existing transit and transit service expansion identified in the 2045 RTP.

**Minimum MMOF Request** - For the 2022 MMOF Call for Projects, the NFRMPO will follow the recommendations from CDOT about minimum MMOF requests based on project type:

- Infrastructure Projects - \$300,000 minimum **project size**
- Transit Projects (non-infrastructure), Planning Projects & Studies - \$25,000 minimum **MMOF request**

Bundling of similar projects is encouraged to meet project minimums and maximize cost efficiencies.

CDOT's MMOF program guide states that smaller infrastructure projects may be allowed in special situations, but in no case less than \$150,000 (project size). Any project sponsor who would like to pursue a smaller infrastructure project size must coordinate with the NFRMPO and CDOT as soon as possible.

**Maximum Requests** - There is **\$9,857,986** MMOF funds available for allocation, after the set-asides. At least **three quarters** of the available funding (**\$7,393,490**) will be available for Category A projects, and no more than **one quarter** of the available funding (**\$2,464,496**) will be available for Category B projects.

The maximum amount of MMOF funding each applicant may be awarded is half the amount available per project category, as shown in **Table 6**. Each agency may submit applications totaling the full amount of funding the NFRMPO has available (\$9.9M) with an award limit per agency of \$3,696,745 for Category A projects and \$1,232,248 for Category B projects. A single agency could receive a total of \$4,928,993 across the two categories and be awarded to as many separate projects as applied for.

If the NFRMPO does not receive applications totaling the amount of funding available for each project type, the Scoring Committee can recommend awarding funding to the applications received. Additionally, if the NFRMPO does not receive enough applications to honor the funding split per agency as outlined above, the Scoring Committee could decide to recommend Planning Council award funding to an agency exceeding the limits specified. The NFRMPO Planning Council has final authority on funding.

**Table 6. Funding Goals Per Category**

	<b>Category A</b>	<b>Category B</b>
<b>Project Types</b>	Quantifiable GHG Reducing Projects	Non-Quantifiable or Non-GHG Reducing Projects
<b>Funding Available</b>	\$7,393,490	\$2,464,496
<b>Maximum Award per Agency</b>	\$3,696,745	\$1,232,248

### **MMOF Funding Years and Expenditure Timeline**

The \$15.5M MMOF funds allocated to the NFR metropolitan planning area are from State FY 2022 and 2023. FY2022 ARPA Stimulus funds **must** be obligated by December 31, 2024 and expended by December 31, 2026. Note that all project work must completed by this date, and complete and final



project reimbursement documentation must be submitted by the Local Agency to CDOT no later than January 31, 2027 and CDOT must complete all reimbursement payments by March 31, 2027.

The FY2023 State MMOF funds will carry an expiration more typical of CDOT's programs, typically 10 years. Funds must be expended within the term of the award contract.

Applicants are strongly encouraged to submit "shovel-ready" projects that can use the funds quickly. Within the application, applicants are required to specify the year(s) of each funding source for the project, including the year(s) they would expend the MMOF funding, as well as anticipated project milestone dates.

### Match Requirements

SB21-260 requires a match rate of 50 percent for every MMOF project but allows the Transportation Commission (TC) to create a formula for reducing the match requirement for local governments or agencies. The TC updated the match reduction policy and formula by granting an automatic reduction of minimum required match rate for the most fiscally challenged cities and counties and for non-government agencies based on their service areas. The formula used proven indicators that demonstrate a local agency's ability to generate revenue (median household income and median home value) and demonstrate a local agency's degree of burden on its resources (percent poverty and percent population over the age of 65). The new match reduction formula grants two possible reduced match rates: 0% or 25%.

The NFRMPO agencies affected by the match reduction are outlined below:

- Town of Garden City – 0%
- City of Greeley – 25%
- Larimer County – 25%

All other eligible agencies must provide 50 percent match. Per SB21-260, the TC may consider match reductions beyond the formula-driven reductions if recommended by both the NFRMPO Planning Council and CDOT staff. Any agency, which has not already been granted an automatic match reduction, interested in pursuing a reduced local match must consult with NFRMPO Staff and be prepared to submit evidence justifying the reduced local match in their application. Match reduction requests must be approved by the NFRMPO and CDOT Staff following which the award will be made based on the assumption of the reduced match. After the award is made, CDOT Staff will propose a resolution for TC approval. If the request is denied, NFRMPO Staff will coordinate with project sponsors to determine feasibility of the project moving forward at the 50% match rate. Please note, a reduced local match request does not guarantee approval by the NFRMPO, CDOT Staff, or the TC.

**MMOF Funds may be matched by any other federal, state, local, or private source other than MMOF itself.**

### CDOT Consultation

The NFRMPO is requiring project applicants to consult with CDOT Staff prior to submitting an application for infrastructure and transit projects. Planning projects and studies are not required to

consult with CDOT prior to submitting an application. The consultation will cover the information that is provided in the Project Description which must be submitted to the NFRMPO and CDOT by May 18, 2022.

The consultation will cover the following elements:

- Project overview - including anticipated issues or impacts for discussion, especially pertaining to environmental, utility, and Right of Way (ROW) issues;
- Location – approximate beginning and ending points of the project of the area served by the project;
- ADA compliance;
- Total project budget – all sources, amounts, and status; and
- Schedule – anticipated construction start/ completion dates.

Project sponsors should coordinate with the following CDOT Region 4 staff based on project type:

Transit – Jan Rowe, [jan.rowe@state.co.us](mailto:jan.rowe@state.co.us)

Infrastructure – Bryce Reeves, [bryce.reeves@state.co.us](mailto:bryce.reeves@state.co.us)

Projects that impact a State Highway must submit a CDOT letter of support with their final application. All other applicants of project types requiring CDOT consultation must submit proof of consultation with their application.

### Project Requirements

All project submissions must include **a complete application, project location map, Performance Measure and Environmental Justice (EJ) impact worksheets, detailed cost estimate per unit and by phase, and a letter of support from the mayor or town administrator**. A resolution of support from the local government council/board may be submitted in lieu of a letter of support if preferred by the project sponsor.

In addition, applicants may be required or may choose to submit the following attachments:

- CDOT letter of support/concurrence – **Required** for ITS projects or projects impacting a State Highway; record of consultation meeting **required** for transit and infrastructure projects.
- Applicant’s project prioritization by category – **Required** for applicants submitting more than one application per category to identify their project priorities.
- Sustainable funding plan – **Required** for applicants submitting a project for new transit service. Funding included in the plan may include FY2022 and FY2023 MMOF, and any other secured funding or funding anticipated to be available for the transit service that is not awarded through a competitive process (excluding FTA Formula Funds).
- Additional letters of support – Optional for all projects.

**All applications must meet the following requirements:**

- Projects impacting a Regionally Significant Corridor (RSC), or Regional Transit Corridor (RTC) must be consistent with the *2045 RTP* Corridor Visions. Projects impacting a Regional Active Transportation Corridor (RATC) must be consistent with the corridor visions in the 2021 Active Transportation Plan (ATP).
- Roadway projects must be on an RSC as identified in the *2045 RTP*
- Active transportation projects must impact an RATC from the *2021 Active Transportation Plan* (ATP) OR provide a safe route to school
- Match of 50 percent, unless your community qualifies for match reduction as outlined above
- Address at least one MMOF Goal
- Address at least one *2045 RTP* Goal
- Address at least one *2045 RTP* Performance Measure
- Complies with applicable local land use plans, local or regional transportation plans, and corridor studies
- Project is within the NFRMPO Boundary (attach project location map to application)
- Total funding requested across all applications by a single agency may not exceed \$9.9M
- Meets or exceeds minimum MMOF request size for each application
- ITS projects must conform to the Region 4 ITS Architecture and supporting Region 4 ITS Strategic Implementation Plan
- Project must be able to obligate funds prior to the deadlines

## **Federal Funding Requirements**

FY2022 MMOF funds must meet federal funding requirements as outlined by CDOT. These requirements are outlined in the MMOF Federal Funding Fact Sheet provided by CDOT and included in **Section 7** of this document.

## **6. Scoring Process and Criteria**

### **Scoring Committee**

Membership on the scoring committee is open to any member of the TAC, NoCo Bike & Ped Collaborative, Larimer County Mobility Committee, and/or Weld County Mobility Committee. Each agency applying for funding is required to have a representative on the scoring committee. Submitted applications will be sent to committee members for review prior to the scoring meeting. The scoring committee consists of voting and non-voting members:

- Voting members of the scoring committee include NFR member local governments. Each NFR member local government has one vote. Multiple agency staff may contribute to the scoring of all project types.
- Non-voting members of the scoring committee include NFRMPO staff, representatives from agencies other than local governments, and any additional scoring committee members from a particular NFR member local government.

Applicants are encouraged to include subject matter experts from their agency on the scoring committee such as experts from the non-motorized, transit, mobility, and public health domains. Applicants are also encouraged to consult their local agency and county-level subject matter experts during application development.

## Scoring Criteria

The submitted applications will be scored using the scoring criteria identified in **Table 7**. Projects will be scored based on which category the project types fall under.

**Table 7: 2022 MMOF Scoring Criteria**

Scoring Criterion	Category A	Category B
<b>Strategic Connections, Multimodal Improvements, &amp; Network Connectivity:</b> Increases access to an activity centers or schools, parks, libraries, transit stations, park and rides, etc. Closes gap between two existing facilities or extends existing facility.	25	30
<b>Community Benefits:</b> Enhance Safety, Quality of Life, and/or Improve Public Health	20	30
<b>Provide Transportation Equity:</b> Includes consideration for EJ, COC, DI; documentation of benefits and burdens; and community outreach	10	15
<b>GHG Emissions reductions:</b> Cost effectiveness of GHG emissions reductions	20	-
<b>Integration with Local and Regional Plans:</b> Including 2045 RTP, Performance measures, and other local plans	20	20
<b>Partnerships:</b> Each partner must contribute at least 2% of total project cost for full points	5	5
<b>TOTAL</b>	<b>100</b>	<b>100</b>

## 7. Reporting Requirements

As outlined in SB21-260, the MMOF program requires annual reporting of the status of all active MMOF projects. The project sponsor will be required to submit an annual status report including current expenditure amounts and projected annual expenditures to the NFRMPO. The NFRMPO will submit the information to CDOT who will prepare a report to the Transportation Legislation Review Committee (TLRC) of the Colorado Legislature.

## 8. Planning References

### CDOT Program Overview

The [CDOT MMOF Local Fund Program Overview](#) is available on the CDOT website. This document, updated in April 2022, identifies CDOT requirements for eligible projects and minimum project size,

funding administration, the match reduction or exemption process, and the population and poverty rate data used to categorize municipalities and counties for the match relief option.

Additional resources from CDOT on the MMOF include SB 21-260 and the MMOF memo to the TC, available at <https://www.codot.gov/programs/planning/grants/mmof-local>.

## 2045 RTP Corridors

Applications impacting an RSC or RTC identified in the *2045 RTP* must demonstrate consistency with the corridor vision in the Plan. The *2045 RTP* corridor visions are found in Chapter 3, Section 2 (<https://nfrmpo.org/wp-content/uploads/2045-rtp-chapter-3-section-2.pdf>). Applications impacting an RATC must demonstrate consistency with the corridor vision in the 2021 ATP. The RATC Corridor Visions are found in Chapter 4 (<https://nfrmpo.org/wp-content/uploads/2021-atp-chapter-4.pdf>).

## 2045 RTP Goals and Performance Measures

Project applications must identify at least one goal from the *2045 RTP* supported by the project. The *2045 RTP* goals include:

- Economic Development / Quality of Life: Foster a transportation system that supports economic development and improves residents' quality of life
- Mobility: Provide a transportation system that moves people and goods safely, efficiently, and reliably
- Multi-Modal: Provide a multi-modal system that improves accessibility and transportation system continuity
- Operations: Optimize operations of transportation facilities

Applications must also identify the *2045 RTP* performance measure(s) for which the project would contribute toward target achievement. **Table 8** identifies the *2045 RTP* performance measures and the applicable coverage area of the measure.

**Table 8: 2045 RTP Performance Measures**

Performance Area	Performance Measure	Coverage
Highway Safety	Number of Fatalities	All Public Roads
	Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	
	Number of Serious Injuries	
	Rate of Serious Injuries per 100M VMT	
	Number of Non-motorized Fatalities and Serious Injuries	
Pavement Condition	Percentage of pavement on the Interstate System in Good condition <sup>5</sup>	National Highway
	Percentage of pavement on the Interstate System in Poor Condition	

<sup>5</sup> Good and poor pavement conditions are based on the International Roughness Index (IRI), Cracking, Rutting, Faulting, and/or Present Serviceability Rating (RSC) as described in [23 CFR Part 490 Subpart C](#).

Performance Area	Performance Measure	Coverage
	Percentage of pavement on the non-Interstate NHS in Good Condition	System (NHS)
	Percentage of pavement on the non-interstate NHS in Poor Condition	
Bridge Condition	Percentage of NHS bridges classified as in Good Condition <sup>6</sup>	NHS
	Percentage of NHS bridges classified as in Poor Condition	
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable <sup>7</sup>	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index <sup>8</sup>	Interstate
CMAQ Emissions	VOC Reduction	Non-attainment areas
	Carbon Monoxide Reduction	
	Nitrogen Oxides Reduction	
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	System-wide
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB	
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	
Transit Safety	Number of reportable fatalities by mode	System-wide
	Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode	
	Number of reportable injuries by mode	
	Rate of reportable injuries per TVRM by mode	
	Number of reportable safety events by mode	
	Rate of reportable safety events per TVRM by mode	
	Mean distance between major mechanical failures by mode	
MPO-Specific	Population and essential destinations within paratransit and demand response service area within the MPO boundary	System-wide
	Non-motorized facility miles	
	Percent of non-single occupant vehicle commute trips	
	Fixed-route revenue hours per capita within service areas	
	Daily VMT per capita	

<sup>6</sup> Good and poor bridge conditions are assessed based on the National Bridge Inventory (NBI) condition ratings as described in [23 CFR Part 490 Subpart D](#).

<sup>7</sup> A segment is considered reliable if its Level of Travel Time Reliability (LOTTR) is less than 1.5. LOTTR is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the “normal” (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

<sup>8</sup> The Truck Travel Time Reliability (TTTR) Index measures the 95<sup>th</sup> percentile truck travel time against the 50<sup>th</sup> percentile truck travel time.

Performance Area	Performance Measure	Coverage
	Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters	
	Miles of fiber for connected roadways	
	Travel Time Index on RSCs	RSCs

To better integrate the performance measure impact into the Call for Projects and to prepare the scoring committee to assign scores relating to performance measures, applicants must complete a Performance Measure Impact Analysis with their application. See [Section 10](#) for the Performance Measure Impact Worksheet. A worksheet will be provided to all applicants and listed on the NFRMPO's Call for Projects webpage.

### Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)

The NFRMPO's [Coordinated Plan](#) identifies improvements to the regional transit and human services transportation networks to improve mobility for older adults, individuals with disabilities, and low-income individuals. There are five strategies to address existing and perceived gaps: coordination; education; collaboration; infrastructure and funding; and non-mobility improvements. A proposed project list is included in the Plan, and the Plan supports unlisted projects that can benefit vulnerable populations.

### Environmental Justice

In April 2021, the NFRMPO Planning Council adopted the first *Environmental Justice (EJ) Plan*. The EJ Plan identifies the areas within the region having Census Block Groups with a higher percentage than the regional average of low income and/or minority residents. **Figure 1** identifies these areas.

The EJ Plan identified additional populations which have been historically disadvantaged, vulnerable, or faced hardships related to transportation. These Communities of Concern (COC) include limited English proficiency (LEP), older adults and youths, populations with a disability, female-headed households, the homeless and unhoused populations, and zero-car households. Although they are not considered EJ populations, the EJ Plan recommended these additional COC should be analyzed and considered alongside the minority and low income EJ categories as part of the Call for Project. **Figure 2** identifies the location and density of the COC in the NFRMPO region. More information on the COCs can be found within Section III: Demographic Analysis of the EJ Plan<sup>9</sup>.

In June 2021, the State of Colorado passed two bills into law: House Bill 21-1266 (Environmental Justice Disproportionate Impacted (DI) Community) and Senate Bill 21-260 (Sustainability of the Transportation System). HB-1266 addresses efforts to redress the effects of environmental injustice on DI communities and defines a DI community as "a community that is in a census block group where the

<sup>9</sup> *Environmental Justice (EJ) Plan*, NFRMPO, <https://nfrmpo.org/wp-content/uploads/2021-environmental-justice-plan.pdf>, 2021

proportion of households that are low income, identify as minority, or that are housing cost-burdened is greater than 40 percent.<sup>10</sup> SB21-260 seeks to improve transportation infrastructure and mitigate environmental and health impacts of the transportation system<sup>11</sup>. **Figure 3** illustrates NFRMPO Staff interpretation of DI communities.

The NFRMPO *Transportation Improvement Program* (TIP) includes an Environmental Justice Analysis performed by staff on all location specific projects included in the TIP. To better integrate EJ analysis into the Call for Projects and the TIP, the EJ Plan recommended including an EJ analysis in the Call for Projects Application process. In this Call for Projects, applicants must complete an EJ analysis identifying benefits, burdens, a description of outreach conducted to identify the project, and any mitigation strategies to offset undue burdens. See [Section 10](#) for the EJ Analysis Worksheet.

It is important to identify where significant numbers of minority and low-income households are located within the region to comply with the requirements of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, and DOT Order 5610.2(a). These Orders were enacted to ensure the full and fair participation of potentially affected communities in transportation decisions. The intent of EJ is to avoid, minimize, or mitigate disproportionately high and adverse impacts on minority populations and low income populations. **Figures 1-3** are provided to project applicants as a resource in identifying what projects may impact EJ and DI communities.

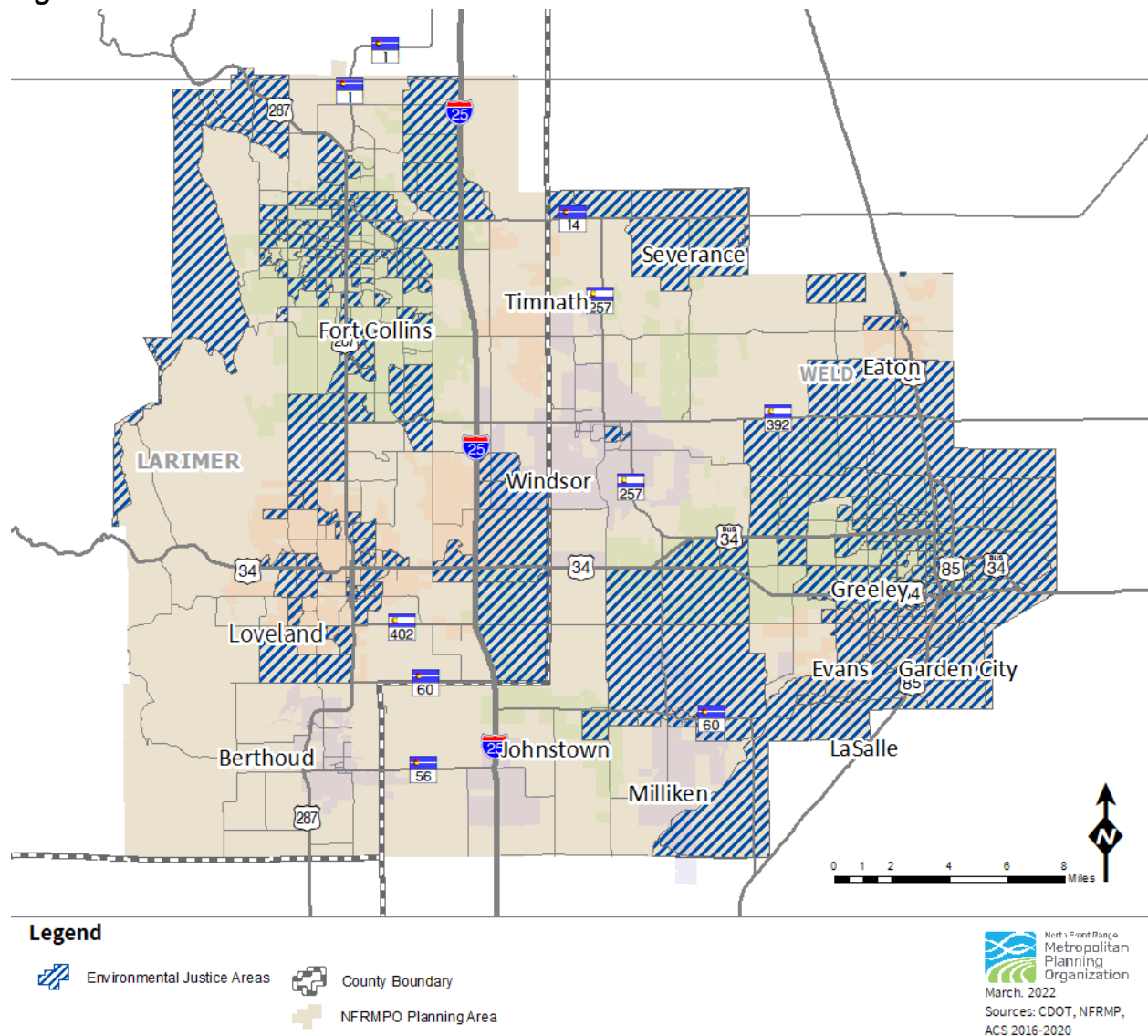
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<sup>10</sup> <https://leg.colorado.gov/bills/hb21-1266>

<sup>11</sup> <https://leg.colorado.gov/bills/sb21-260>

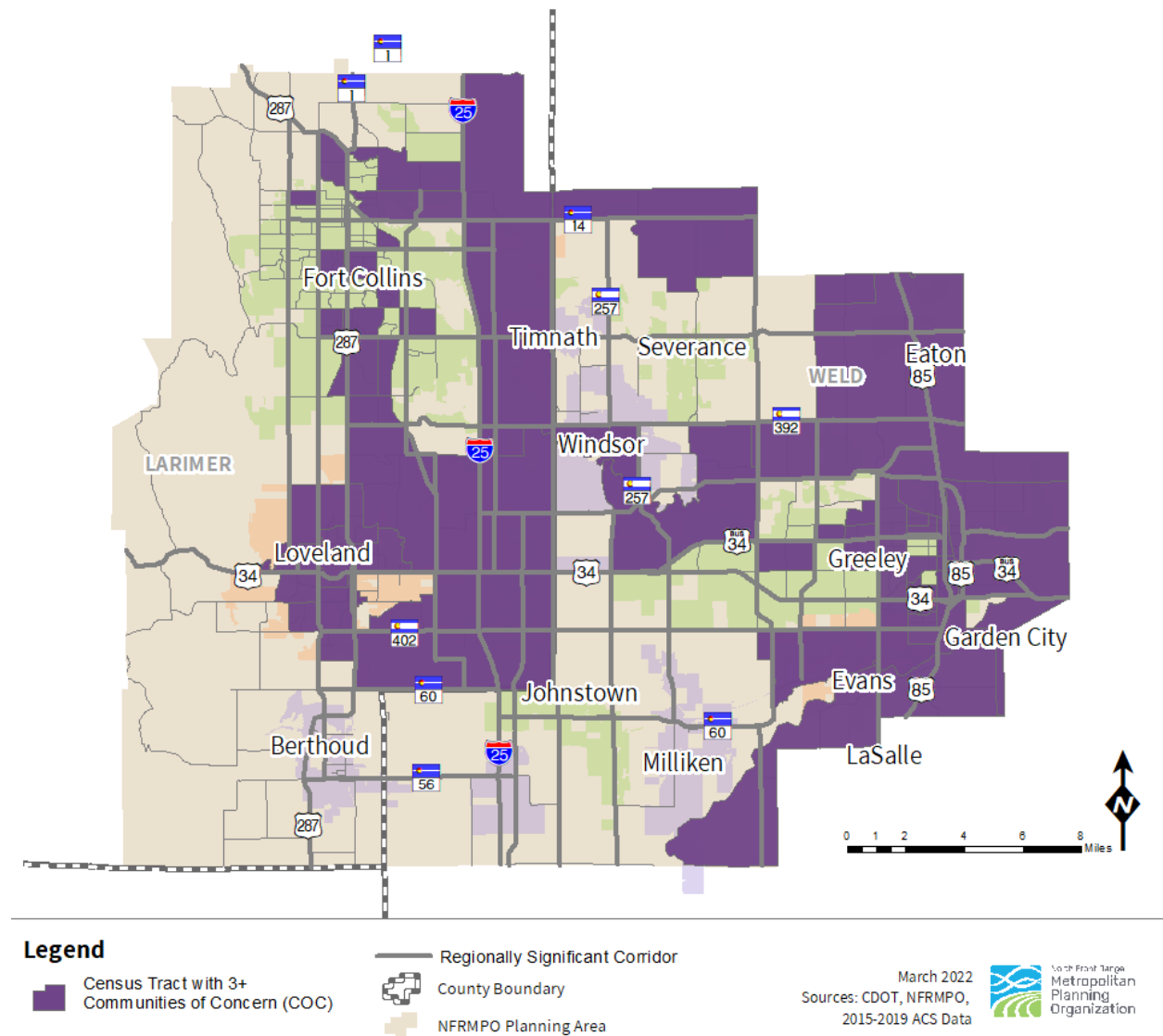


**Figure 1: Environmental Justice Areas<sup>12</sup>**



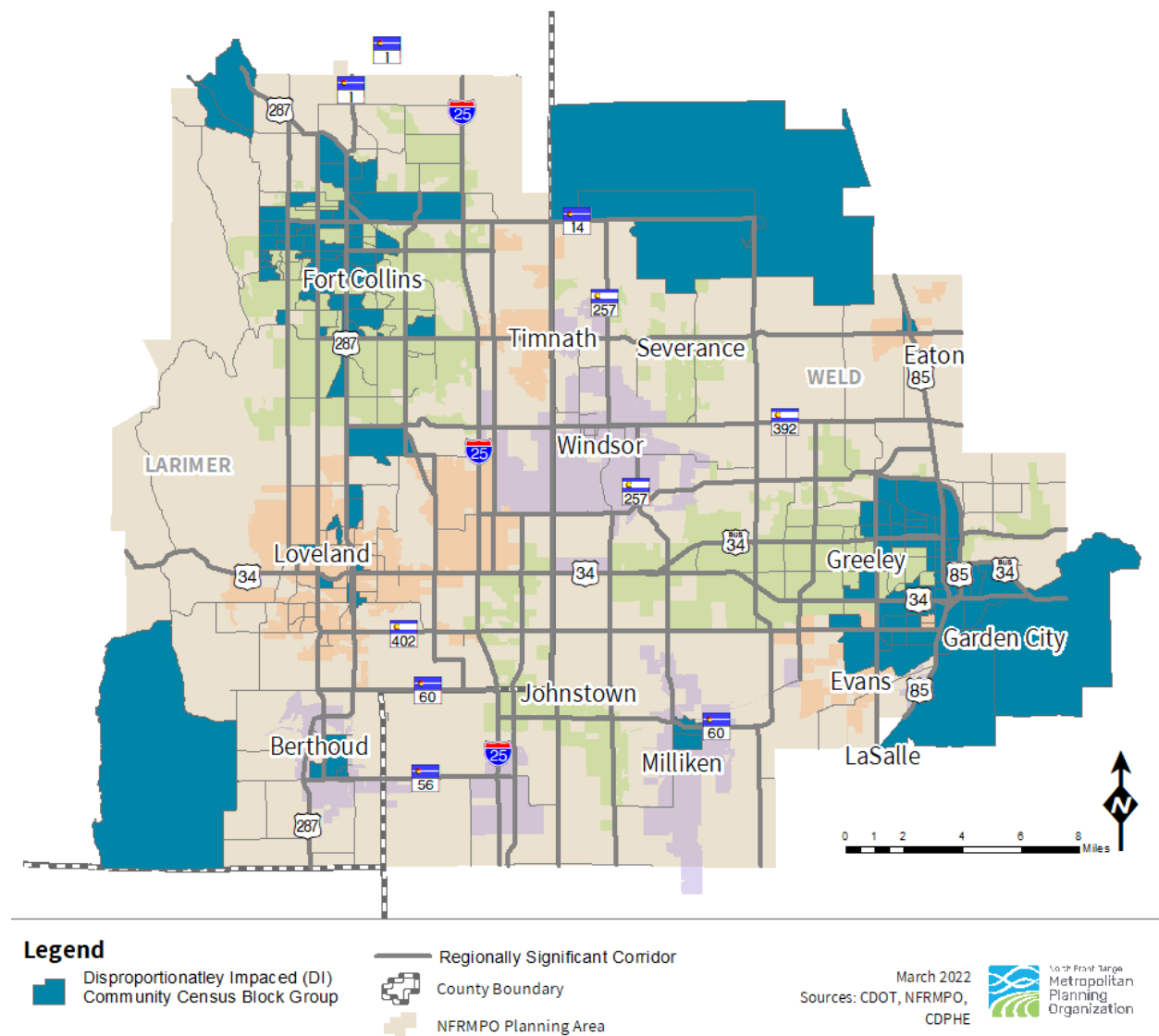
<sup>12</sup> Environmental Justice (EJ) areas use 2016-2020 American Community Survey (ACS) data and 2020 block group boundaries.

**Figure 2: Communities of Concern (COC) Areas<sup>13</sup>**



<sup>13</sup> Communities of Concern (COC) map uses 2015-2019 American Community Survey (ACS) Data and are based on 2019 Census Tracts.

**Figure 3: Disproportionately Impacted (DI) Communities<sup>14</sup>**



<sup>14</sup> Disproportionately Impacted (DI) Community areas in the NFRMPO are based on data downloaded from the Colorado Department of Public Health and Environment (CDPHE) [Data Viewer for Disproportionately Impacted Communities in Colorado](#). Data is based on 2015-2019 ACS as of November 1, 2021.

## Definitions

**Activity Centers** – Activity Centers include higher education main campuses, all major medical centers, regional airports, major business and industrial parks, and major commercial centers and corridors.

**Communities of Concern (COC)** – limited English proficiency (LEP), older adults and youths, populations with a disability, female-headed households, the homeless and unhoused populations, and zero-car households.

**Community Documented Support** – Inclusion of project in a local and/or regional plan, extent of local match, and/or breadth of support as reflected by additional letter(s) of support attached to application.

**Disproportionately Impacted (DI) Communities** – defined in House Bill 21-1266 as a community that is in a census block group where the proportion of households that are low income, identify as minority, or that are housing cost-burdened is greater than 40 percent.<sup>15</sup>

**Environmental Justice (EJ) Area** – areas within the region having Census Block Groups with a higher percentage than the regional average of low income and/or minority residents

**Greenhouse Gas Mitigation Project** – a project that helps achieve compliance with federal or state laws or rules that regulate transportation-related greenhouse gas emissions by reducing vehicle miles traveled or increasing multimodal travel.

**Multimodal projects** – capital or operating costs for fixed route and on-demand transit, transportation demand management programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, modeling tools, greenhouse gas mitigation projects and bicycle and pedestrian projects.

**Public Health** – Transportation that improves public health includes active transportation options such as walking, biking, and public transit.

**Quality of Life** – Accessibility of essential services and/or community amenities.

**Transportation Equity** – Transportation services for areas with low income, minority, older adult (60+), limited mobility, rural and/or traditionally underserved residents.

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<sup>15</sup> <https://leg.colorado.gov/bills/hb21-1266>

## **9. MMOF Federal & State Funding Fact Sheets**



**COLORADO**

**Department of Transportation**

2829 W. Howard Place  
Denver, CO 80204-2305

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**Multimodal Transportation and Mitigation Options Fund (MMOF)  
Federal Recovery Funds (ARPA / SLFRF) Fact Sheet - Updated April 14, 2022**  
Senate Bill 2021-260 (SB 260)

*This fact sheet provides information specific to **infrastructure projects** funded with MMOF Federal Recovery Funds (ARPA / SLFRF).*

**Program Overview**

Colorado Senate Bill 2018-001 established a Multimodal Options Fund (MMOF) within the state Treasury to promote a “complete and integrated multimodal system.” Senate Bill 2021- 260 revised the program name to Multimodal Transportation and Mitigation Options Fund (MMOF), expanded the program’s focus and directed general state funds and also federal funds received under the Coronavirus State & Local Fiscal Recovery Funds (SLFRF) under Section 9901 of Title IX, Subtitle M of the Federal “American Rescue Plan Act of 2021” (ARPA), Pub.L. 117-2 to the program.

Comprehensive information on the MMOF program, funding and requirements may be found in the [Local MMOF Program Guide](#).

**Program features**

*Unique Requirements*

- Changing conditions: As of February 2022, requirements and regulations of the Federal Recovery Funds continue to evolve as directed by the US Treasury. CDOT will provide updates to MPOs/TPRs and to Local Agencies (Subrecipients) as information becomes available.
- Documentation: As stated by the Office of State Controller (OSC), documentation is critical on projects containing Federal Recovery Funds. If compliance with a requirement is not documented, it is presumed that it did not happen. Therefore, documentation requirements must be adhered to strictly.

*Combo Project Requirements*

- Local Agency “combo” projects (those with multiple sources of awarded funds) must comply with the most stringent requirements of each funding program and apply those requirements to the entire project. An example is a project containing both Federal-aid Highway program funds (such as TAP, HSIP, SRTS, etc.) and MMOF program Federal Recovery Funds.

*Match Requirements*

- MMOF projects require match funding in an amount that is equal to or greater than the awarded MMOF funds. Match funding may come from any other source, including other federal, state or local programs. For instance, MMOF funding may be matched with funds from another federal program (e.g., TAP, STBG, etc.). As of March 2022, in accordance with the final ARPA / SLFRF rule, the Federal Recovery Funds administered under MMOF can be used to satisfy the matching requirements of other federal programs, and CDOT has obtained approval at this time for its use to match FHWA and FTA programs. For federal programs managed by awarding



agencies other than FHWA/FTA, Local Agencies must obtain the awarding agency's approval for use of the MMOF Federal Recovery funds as match.

- Refer to the [Local MMOF Program Guide](#) for additional information on matching requirements under different funding scenarios.

#### *Technical Requirements*

- Administrative Requirements of each project:
  - Compliance with applicable requirements in the Intergovernmental Agreement (IGA) and the Exhibits contained in the IGA.
    - One of the IGA Exhibits contains a Subrecipient Certification form which is similar to the form required by US Treasury and signed by the Office of the State Controller (OSC) on behalf of the State of Colorado. This form provides terms and conditions for Federal Recovery Funds. An authorized representative of the Local Agency is required to sign this form when the IGA is signed.
    - Local Agencies are encouraged to read the IGA and Exhibits as terms and conditions may be unique to state, federal, FTA or FHWA sourced funds. For example, the Title VI/Nondiscrimination Assurances for the Federal Recovery Funds are different from the assurances utilized on US DOT-assisted contracts.
  - Compliance with [2 CFR §200](#) (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards or "Uniform Guidance"), including but not limited to the following:
    - Completion of a Subrecipient Risk Assessment v2.2 (2 CFR §200.332 (b)): CDOT Staff will provide the risk assessment form to each awarded Local Agency which must be completed and returned during the preparation of the IGA. This form has been updated for Federal Recovery Fund projects.
    - Period of Performance (2 CFR §200.332 (a)(1)(v)): In accordance with US [Treasury Guidance](#) (SLFRF - Final Rule, page 354), funds under this program must be obligated by December 31, 2024 and expended by December 31, 2026. As stated on the IGA Scope of Work Exhibit, all bills must be submitted to CDOT for payment by January 31, 2027 and bills must be paid by CDOT by March 31, 2027.
    - Record Retention: Records must be retained for a period of five years after all Federal Recovery Funds have been expended or returned to the US Treasury, whichever is later in accordance with the ARPA [SLFRF Compliance and Reporting Guidance](#) (page 10). This is a longer period of time than for other federal programs.
  - Designation of a qualified Local Agency employee who is responsible and in charge of the project to ensure that the work being done is complete, accurate, and consistent with the terms, conditions, and specifications of the contract in accordance with the [Local Agency Manual](#) or with the [2019 CDOT State Management Plan](#) for transit projects. On projects funded with Federal Recovery Funds, and consistent with all Local Agency projects with pass-through funding, this must be a full-time employee of the Local Agency, although the person does not have to be an engineer nor dedicated full-time to the project. The name of this employee is shown on the CDOT Form 1243, Local Agency Contract Administration Checklist, which is part of the IGA. The Local Agency employee must do the following:
    - Supervise all project administration activities and coordinate with CDOT based on the assignment of responsibilities
    - Maintain familiarity with day-to-day project operations, including safety issues
    - Approve contract changes based on the IGA with CDOT



- Perform field reviews with a frequency appropriate to the project size and complexity, including a final inspection to compare against the plans and specifications
  - Review project financials to ensure that safeguards are in place to minimize fraud, waste, and abuse, and
  - Direct staff to carry out project administration and ensure it is done satisfactorily
- Consistent with Federal-aid Highway program projects, for Infrastructure projects, Professional Services Consultant Selection requirements must follow the documented procedures in Chapter 5 of the Local Agency Manual, or with the prior approval of CDOT's Engineering Contract Services, the Local Agency may use its own consultant selection process. In order to obtain this prior approval, the Local Agency must have its attorney certify that the Local Agency Request for Proposals (RFP) and Consultant Selection Process is in conformance with federal and state laws. The DBE program will not apply to the RFP unless the project is combined with Federal-aid Highway program funds. Prompt Payment requirements will apply to professional service contracts.
- Use of CDOT [Compliance Software Systems, B2GNow and LCPTracker](#) on contracts advertised on or after July 1, 2022.
- Compliance with all applicable federal statutes, regulations and Executive Orders and requirements of the American Rescue Plan Act ([31 CFR §35.9](#))
- **Project Development Requirements:** As applicable, compliance with the following:
  - Standard project delivery processes, [CDOT Local Agency Manuals](#) or [2019 CDOT State Management Plan for transit projects](#), and other guidance documents
  - ROW Clearance: Uniform Relocation Assistance (Uniform Act) requirements per the [CDOT Right of Way Manual](#)
  - Environmental Clearance: Environmental requirements per the [CDOT NEPA Manual](#). Interim requirements per SB 260 / C.R.S. 43-1-128 are under development and are anticipated to be issued before 7/1/2022. If a project is a regionally significant transportation capacity project, additional air monitoring and modeling may be required. Attention to greenhouse gas reduction mitigations should be considered.
  - Utility Clearance: Utility requirements per the [CDOT Utility Manual](#), including Subsurface Underground Engineering requirements found at C.R.S. 9-1.5-101, et seq.
  - Compliance with Americans with Disability Act (ADA) requirements
  - Compliance with ITS System Engineering Analysis (SEA) requirements for Local Agencies per CDOT policy, currently drafted to require Local Agencies to follow CDOT procedures in certain instances (project connects to CDOT network, maintained by CDOT or involve CDOT technology assets)
- **Construction Requirements:** As applicable, compliance with the following:
  - Standard project delivery processes, [CDOT Manuals](#) and other guidance documents
  - Designation of a Local Agency Professional Engineer in-responsible-charge of construction supervision per the Colorado AES Board Rules (4 CCR 730-1) and C.R.S. 12-120-202(8). The name of the Professional Engineer is shown on the CDOT Form 1243, Local Agency Contract Administration Checklist. The full-time Local Agency employee and the Professional Engineer in-responsible-charge of construction supervision may be the same person but only if the Professional Engineer is an employee of the Local Agency.
  - Prompt Payment requirements found in C.R.S. 24-91-103
  - [Davis-Bacon and Related Acts Provisions](#) Standard exclusions apply.
  - [Equal Employment Opportunity](#) (Executive Order 11246, as amended)
  - Permit requirements, as applicable (e.g., Special use, erosion control, landscape, 404,





- CDPS stormwater construction permit, dewatering, license agreements, etc.)
  - Environmental / Greenhouse Gas mitigations found at C.R.S.43-1-128 and 2 CCR 601-22
  - Project-specific documentation as indicated on CDOT's construction checklists, including the latest version of the Construction Oversight Checklist
  - Construction elements **NOT** required (unless the MMOF project is combined with Federal-aid Highway program or FTA funding):
    - Disadvantaged Business Enterprise (DBE) Regulations, 49 CFR Part 26
    - Emerging Small Business Requirements, 2 CCR 604-1 and 49 CFR Part 26.39
    - On-the-Job Training (OJT) Requirements, 23 CFR Part 230
- Other Considerations
  - Buy America Requirements. On MMOF projects funded with Federal Recovery funds combined with Federal-aid Highway funds, Buy America requirements for iron and steel will apply (23 CFR §635.410 & 23 USC §313) in accordance with the *CDOT Field Materials Manual, Special Notice to Contractors, Section 4*. However, the waiver process outlined in 23 CFR 635.410, *Buy America*, will not be allowed.
  - Domestic Preferences for Procurements Requirements. If a project has MMOF Federal Recovery Funds, with or without Local Funds, in accordance with the IGA and 2 CFR 200.322, *Domestic preferences for procurements*, the Local Agency must indicate a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products) in all subcontractor Agreements and purchase orders for work or products under the award.
  - Competitive Sealed Bids. Many Local Agencies received direct transfers of ARPA / SLFRF funding. OSC FAQs indicate that there are restrictions on how Local Agencies spend the direct transfer money received under SB 260, and Local Agencies are required to follow both HUTF and SLFRF requirements. This can have implications on technical requirements if the Local Agency uses the direct transfers of funds as match.
    - For example, C.R.S. 29-1-704 (1) Construction of public projects – competitive sealed bidding states, “All construction contracts for state-funded public projects shall be awarded by competitive sealed bidding...” A state-funded public project is defined as, “any construction...by any agency of local government...which are funded in whole or in part from the highway users tax fund...” If a local government is using the direct transfer as match and meets the other requirements in this statute (population of 30,000 or more, project size >\$150,000), and wants to use an alternative delivery method like Design-Build, the local government would be required to explain to CDOT why it is legal for them to use a method that is different than competitive sealed bidding.





# **COLORADO**

## **Department of Transportation**

2829 W. Howard Place  
Denver, CO 80204-2305

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### **Multimodal Transportation and Mitigation Options Fund (MMOF)** **State General Funds Fact Sheet – April 12, 2022** Senate Bill 2021-260 (SB 260)

*This fact sheet provides information specific to MMOF infrastructure projects funded solely with state general funds provided under SB 260.*

#### **Program Overview**

The Multimodal Transportation and Mitigation Options Fund (MMOF), established in the State Treasury in 2018 and governed by Colorado Revised Statutes 43-4-1103, seeks to promote a “complete and integrated multimodal system.” Changes implemented in Senate Bill 2021- 260 expanded the program’s focus and directed general state funds and Federal Recovery funds received under the Coronavirus State & Local Fiscal Recovery Funds (SLFRF) under Section 9901 of Title IX, Subtitle M of the Federal “American Rescue Plan Act of 2021” (ARPA), Pub.L. 117-2 to the program.

Comprehensive information on the MMOF program and its funding requirements may be found on the [MMOF Program webpage](#).

#### **Program features**

##### *Combo Project Requirements*

- Local Agency “combo” projects (those with multiple sources of awarded funds) must comply with the most stringent requirements of each funding program and apply those requirements to the entire project. An example is a project containing Federal-aid Highway program funds (such as TAP, HSIP, SRTS, etc.) and MMOF program state general funds.

##### *Match Requirements*

- MMOF match funding may come from any other source, including other federal, state or local programs. For instance, MMOF funding may be matched with funds from another federal program (TAP, FTA 5339, etc.), other state program funds (e.g., RMS), or local funding. Refer to the [Local MMOF Program Guide](#) for additional information on matching requirements under different funding scenarios.

*Technical Requirements for MMOF projects funded solely with state funds (with or without local funds, but not combined with any federal funds)*

- Administrative Requirements of each project:
  - Compliance with applicable requirements in the Intergovernmental Agreement (IGA) and the Exhibits contained in the IGA. Funding expiration dates will coincide with the term of the IGA, typically 10 years.
  - Record Retention: Under this program, records must be retained in accordance with CDOT Procedural Directive 21.1, *Requirements for Capital Engineering Program Records*. For most Local Agency projects, records are required to be maintained for 3.5



- years from the Form 950 project closure date. Your CDOT Project Manager will provide a copy of the Form 950 at project close.
- Designation of a Local Agency administrative “Employee in Responsible Charge” for each project, including projects that employ consultants. This must be a full-time employee of the local agency, although the person does not have to be an engineer nor dedicated full time to a project. The person in responsible charge must do the following:
    - Supervise all project administration activities and coordinate with CDOT based on the assignment of responsibilities
    - Maintain familiarity with day-to-day project operations, including safety issues
    - Approve contract changes based on the IGA with CDOT
    - Perform field reviews with a frequency appropriate to the project size and complexity, including a final inspection to compare against the plans and specifications
    - Review project financials to ensure that safeguards are in place to minimize fraud, waste, and abuse, and
    - Direct staff to carry out project administration and ensure it is done satisfactorily.
  - Use of designated Compliance Software System B2GNow on contracts advertised on or after July 1, 2022. Projects funded with only state general funds and local funds are not required to use LCPTracker.
  - For Infrastructure projects, Professional Services Consultant Selection requirements must follow the documented procedures in Chapter 5 of the Local Agency Manual, or with the prior approval of CDOT’s Engineering Contract Services, the Local Agency may use its own consultant selection process. In order to obtain this prior approval, the Local Agency must have its attorney certify that the Local Agency Request for Proposals (RFP) and Consultant Selection Process is in conformance with federal and state laws. The DBE program will not apply to the RFP unless the project is combined with Federal-aid Highway program funds. Prompt Payment requirements will apply to professional service contracts.
  - Project Development Requirements: As applicable, compliance with the following:
    - Standard project delivery processes, [CDOT Manuals](#) and other guidance documents
    - ROW Clearance: Uniform Relocation Assistance (Uniform Act) requirements per the [CDOT Right of Way Manual](#)
    - Environmental Clearance: Environmental requirements per the [CDOT NEPA Manual](#) (including State Historical Clearance). Interim requirements per SB 260 / C.R.S. 43-1-128 are under development and are anticipated to be issued before 7/1/2022. If a project is a regionally significant transportation capacity project, additional air monitoring and modeling may be required. Attention to greenhouse gas reduction mitigations should be considered.
    - Utility Clearance: Utility requirements per the [CDOT Utility Manual](#), including Subsurface Underground Engineering requirements found at C.R.S. 9-1.5-101, et seq.
    - Compliance with Americans with Disability Act (ADA) requirements
    - Compliance with ITS System Engineering Analysis (SEA) requirements for Local Agencies per CDOT policy which requires Local Agencies to follow CDOT procedures in certain instances (on CDOT’s right of way, will be owned, operated or maintained by CDOT, impacts CDOT devices, uses CDOT’s network or involves multiple local agencies)
  - Construction Requirements: As applicable, compliance with the following:
    - Standard project delivery processes, [CDOT Manuals](#) and other guidance documents



- Designation of a Local Agency Professional Engineer in-responsible-charge of construction supervision per the Colorado AES Board Rules (4 CCR 730-1) and C.R.S. 12-120-202(8). The name of the Professional Engineer is shown on the CDOT Form 1243, Local Agency Contract Administration Checklist. The full-time Local Agency employee and the Professional Engineer in-responsible-charge of construction supervision may be the same person but only if the Professional Engineer is an employee of the Local Agency.
- Prompt Payment requirements found in C.R.S. 24-91-103
- [Equal Employment Opportunity](#) (Executive Order 11246, as amended)
- Permit requirements, as applicable (e.g., Special use, erosion control, landscape, 404, CDPS stormwater construction permit, dewatering, license agreements, etc.)
- Environmental / Greenhouse Gas mitigations found at C.R.S.43-1-128 and 2 CCR 601-22
- Project-specific documentation as indicated on CDOT's construction checklists, including the latest version of the Construction Oversight Checklist
- Project elements that are **NOT** required (unless the MMOF project is combined with Federal-aid Highway program or other federal funding):
  - Disadvantaged Business Enterprise (DBE) Regulations, 49 CFR Part 26
  - On-the-Job Training (OJT) Requirements, 23 CFR Part 230
  - Davis-Bacon and Related Acts Provisions
  - Buy America requirements
  - 2 CFR 200 requirements and compliance



## **10. Applications and Worksheets**

- MMOF Project Description
- MMOF Project Application
- Environmental Justice Impact Worksheet
- Performance Measure Impact Worksheet

# 2022 NFRMPO Multimodal Transportation and Mitigations Options Fund (MMOF) Project Description



## Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:
Mailing Address:	City:	State:	Zip Code:
Additional Financial Sponsors (if applicable):			

## Project Description

Project Name (60-character limit):	Jurisdiction(s):		
Project Limits (to and from):	Project Length (miles):		
Project Type (select all that apply): <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <b>Category A:</b>            Quantifiable GHG Reducing Projects           <ul style="list-style-type: none"> <li><input type="checkbox"/> Operating cost for new fixed-route transit</li> <li><input type="checkbox"/> Capital cost for fixed-route transit</li> <li><input type="checkbox"/> Transportation Demand Management (TDM) program</li> <li><input type="checkbox"/> Multimodal mobility project enabled by new technology</li> <li><input type="checkbox"/> Bicycle and pedestrian project</li> <li><input type="checkbox"/> Greenhouse Gas Mitigation projects (reduces VMT or increases multimodal travel)</li> </ul> </td> <td style="width: 50%; vertical-align: top;"> <b>Category B:</b>            Non-Quantifiable or Non-GHG Reducing Projects           <ul style="list-style-type: none"> <li><input type="checkbox"/> Operating cost for on-demand transit</li> <li><input type="checkbox"/> Capital cost for on-demand transit</li> <li><input type="checkbox"/> Operating cost for existing fixed-route transit</li> <li><input type="checkbox"/> Multimodal transportation study</li> <li><input type="checkbox"/> Modeling tools</li> </ul> </td> </tr> </table>		<b>Category A:</b> Quantifiable GHG Reducing Projects <ul style="list-style-type: none"> <li><input type="checkbox"/> Operating cost for new fixed-route transit</li> <li><input type="checkbox"/> Capital cost for fixed-route transit</li> <li><input type="checkbox"/> Transportation Demand Management (TDM) program</li> <li><input type="checkbox"/> Multimodal mobility project enabled by new technology</li> <li><input type="checkbox"/> Bicycle and pedestrian project</li> <li><input type="checkbox"/> Greenhouse Gas Mitigation projects (reduces VMT or increases multimodal travel)</li> </ul>	<b>Category B:</b> Non-Quantifiable or Non-GHG Reducing Projects <ul style="list-style-type: none"> <li><input type="checkbox"/> Operating cost for on-demand transit</li> <li><input type="checkbox"/> Capital cost for on-demand transit</li> <li><input type="checkbox"/> Operating cost for existing fixed-route transit</li> <li><input type="checkbox"/> Multimodal transportation study</li> <li><input type="checkbox"/> Modeling tools</li> </ul>
<b>Category A:</b> Quantifiable GHG Reducing Projects <ul style="list-style-type: none"> <li><input type="checkbox"/> Operating cost for new fixed-route transit</li> <li><input type="checkbox"/> Capital cost for fixed-route transit</li> <li><input type="checkbox"/> Transportation Demand Management (TDM) program</li> <li><input type="checkbox"/> Multimodal mobility project enabled by new technology</li> <li><input type="checkbox"/> Bicycle and pedestrian project</li> <li><input type="checkbox"/> Greenhouse Gas Mitigation projects (reduces VMT or increases multimodal travel)</li> </ul>	<b>Category B:</b> Non-Quantifiable or Non-GHG Reducing Projects <ul style="list-style-type: none"> <li><input type="checkbox"/> Operating cost for on-demand transit</li> <li><input type="checkbox"/> Capital cost for on-demand transit</li> <li><input type="checkbox"/> Operating cost for existing fixed-route transit</li> <li><input type="checkbox"/> Multimodal transportation study</li> <li><input type="checkbox"/> Modeling tools</li> </ul>		

Description of project scope: (what work will be done; **do NOT include why it will be done**)

Funding and Phase by Year					
Funding Source	Source	FY 2022 (Federal)*	FY 2023 (State)	FY 2024	Total
MMOF Request	MMOF			N/A	
Matching Funds 50% unless otherwise specified				N/A	
				N/A	
Overmatch and/or Other Funding					
Total Project Cost					
Phase(s) Initiated: Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other					N/A
Match Rate:	Garden City	Greeley	Larimer County	Standard	Requested reduced match rate
Check which applies	0%	25%	25%	50%	____%
Anticipated Project Milestone Dates					
				Month-Year	
Advertisement Date or Notice to Proceed					
Project Completion					

**Submit project description to the NFRMPO (planning@nfrmpo.org) and  
CDOT (josie.hadley@state.co.us) by 5:00 PM on May 18, 2022.**

# 2022 NFRMPO Multimodal Transportation and Mitigations Options Fund (MMOF) Call for Projects Application



## Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:
Mailing Address:	City:	State:	Zip Code:
Additional Financial Sponsors (if applicable):			

## Project Description

Project Name (60-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):

Is this part of an ongoing project? If so, please describe:

Project Type (select all that apply):

### Category A:

Quantifiable GHG Reducing Projects

- ☐ Operating cost for new fixed-route transit
- ☐ Capital cost for fixed-route transit
- ☐ Transportation Demand Management (TDM) program
- ☐ Multimodal mobility project enabled by new technology
- ☐ Bicycle and pedestrian project
- ☐ Greenhouse Gas Mitigation projects  
(reduces VMT or increases multimodal travel)

### Category B:

Non-Quantifiable or Non-GHG Reducing Projects

- ☐ Operating cost for on-demand transit
- ☐ Capital cost for on-demand transit
- ☐ Operating cost for existing fixed-route transit
- ☐ Multimodal transportation study
- ☐ Modeling tools

Brief description of project scope: (what work will be done; **do NOT include why it will be done**)

Project Justification (Address project's impact on the scoring criteria related to strategic connections, multimodal improvements, network connectivity, community benefits, and/or transportation equity):



## MMOF Goals

**The MMOF is for projects that contribute to a complete and integrated multimodal system. Does this project:**

- Benefit seniors (60+) by making aging in place more feasible for them? ☐ Yes ☐ No
- Benefits residents of rural and disproportionately impacted communities by providing them with more accessible and flexible public transportation services; ☐ Yes ☐ No
- Provide enhanced mobility for persons with disabilities? ☐ Yes ☐ No
- Provide safe routes to school for children? ☐ Yes ☐ No
- Increase access to and/or usage of transit or multi-use facilities? ☐ Yes ☐ No
- Reduce emissions of air pollutants, including hazardous air pollutants and greenhouse gases, that contribute to adverse environmental effects, including but not limited to climate change and adverse human health effects? ☐ Yes ☐ No

## Integration with Local and Regional Planning Documents

### NFRMPO Planning Documents

Which, if any, *2045 RTP* or *2021 Active Transportation Plan* (ATP) corridor(s) is(are) impacted by the project?

If applicable, how does the project fit with the impacted corridor's vision as described in the *2045 RTP* or *2021 ATP*?

The project must impact at least one 2045 RTP performance measure. Identify the Performance Measure(s) impacted by the project. (Completed Performance Measure Impact Worksheet is also required)

PM 1: Highway Safety

PM 3: System Performance

Regional Performance Measures

Transit Asset Management

Transit Safety

### Integration with Other Plans

List any other planning documents (i.e. local, regional, or state) that identify the project:

### Intelligent Transportation System (ITS)

If this project is ITS, is the ITS Equipment identified in the Region 4 ITS Architecture Plan and Region 4 ITS Strategic Implementation Plan?

## Partnerships

Partnership contributions of at least 2% of the total project cost are worth 5 points in the scoring criteria. If other agencies or organizations are partnering with you on this project, describe each agency's role, list the monetary value of their contribution, and identify the status of any agreements (e.g. ROW donations or easements):

## Environmental Considerations

Which type of clearance (Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement) is anticipated and what is the status of the environmental clearance?

## Funding and Phase by Year

Funding Source	Source	FY 2022 (Federal)*	FY 2023 (State)	FY 2024	Total
<b>MMOF Request</b>	MMOF			N/A	
<b>Matching Funds</b> 50% unless otherwise specified				N/A	
				N/A	
<b>Overmatch and/or Other Funding</b>					

### Total Project Cost

<b>Phase(s) Initiated:</b> Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other				N/A
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#### Match Rate:

**Check which  
applies**

Garden City

0%

Greeley

25%

Larimer County

25%

Standard

50%

Requested reduced match rate -  
additional documentation required

\_\_\_\_%

## Contingencies: Partial Awards, Funding Alternatives, and Scalability

If a partial award is acceptable, what is the minimum amount of MMOF funding the project would accept?

If the project receives a partial award, unsecured funding is unsuccessful, and/or if a match relief request is denied, identify if/how the project could proceed (e.g. extent of scope reduction, source(s) of alternative funding, timeline adjustments, etc.):

Please check one statement below:

- ☐ Project application is for FY2022 funds and can meet the obligation deadline of December 31, 2024 and expenditure deadline of December 31, 2026.
- ☐ Project can only accept FY2023 State Funds.
- ☐ Project can accept either FY2022 Federal or FY2023 State funds.

## Operations and Maintenance

If the completed project will generate the need for operational and/or maintenance funds, identify the estimated annual cost and the status and source of funding:

## Anticipated Project Milestone Dates

	Month-Year
Advertisement Date or Notice to Proceed	
Project Completion	

## Attachments

#### Required for all projects:

- ☐ Project location map
- ☐ Performance Measure Impact Worksheet
- ☐ Environmental Justice Impact Worksheet
- ☐ Detailed cost estimate per unit and by phase
- ☐ Letter of support from mayor/town administrator\*

#### Optional:

- ☐ Additional letters of support

#### Required for some projects:

- ☐ CDOT letter of support, evidence of CDOT Consultation
- ☐ Applicant's project prioritization
- ☐ Match relief request with evidence of extraordinary need
- ☐ GHG Emissions Analysis
- ☐ Sustainable Funding Plan (Transit Service Projects only)

\*A resolution of support from the local government council/board may be submitted in lieu of a letter if preferred by the project sponsor.

Submit final applications with attachments to [planning@nfrmpo.org](mailto:planning@nfrmpo.org)

by 5:00 PM on June 3, 2022.

# Environmental Justice Impact Worksheet

## 2022 MMOF Call for Projects

**Project Sponsor Agency:**

**Project Name:**

Project Information		Yes/No	
EJ Project: Project located in an EJ Area or within 1/4 mile of an EJ Area			
Anticipated Project Burdens	Short Term (Construction)	Long Term (Post Construction)	
Bodily impairment, infirmity, illness, or death			
Air, noise, and water pollution and soil contamination			
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services			
Adverse impacts on community cohesion or economic vitality			
Noise and vibration			
Increased traffic congestion, isolation, exclusion, or separation			
Please describe anticipated burdens and list any additional anticipated burdens.			
Anticipated Project Benefits		Yes/No	
Decrease in travel time			
Improved air quality			
Expanded access to employment opportunities			
Improved access to transit options and alternative modes of transportation (walking and bicycling)			
Please describe anticipated benefits and list any additional anticipated benefits.			
Outreach			
Please briefly describe the outreach or public involvement that went into choosing this project and/or any planned outreach			

Please contact Alex Gordon at [agordon@nfrmpo.org](mailto:agordon@nfrmpo.org)  
with questions about the Environmental Justice Impact Worksheet

# Performance Measure Impact Worksheet

2022 MMOF Call for Projects

Project Sponsor Agency:

Project Name:

Performance Measure	Extent	Project Contributes to Achievement of Target (Yes/No)*	Impact Description (Quantitative and/or Qualitative)
<b>Federally Required Performance Measures</b>			
<b>Highway Safety</b>			
Number of Fatalities	All Public Roads		
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)			
Number of Serious Injuries			
Rate of Serious Injuries per 100M VMT			
Number of Non-motorized Fatalities and Serious Injuries			
<b>Pavement Condition</b>			
Percentage of pavement on the Interstate System in Good Condition	National Highway System (NHS)		Not Applicable
Percentage of pavement on the Interstate System in Poor Condition			
Percentage of pavement on the non-Interstate NHS in Good Condition			
Percentage of pavement on the non-interstate NHS in Poor Condition			
<b>Bridge Condition</b>			
Percentage of NHS bridges classified as in Good Condition	NHS		Not Applicable
Percentage of NHS bridges classified as in Poor Condition			
<b>System Reliability</b>			
Percent of person-miles traveled on the Interstate System that are reliable	Interstate	Not Applicable	
Percent of person-miles traveled on the non-Interstate NHS that are reliable	NHS		
<b>Freight Movement</b>			
Truck Travel Time Reliability Index	Interstate		Not Applicable
<b>CMAQ Emissions (Non-attainment areas)</b>			
VOC Reduction	CMAQ Projects Only		Not Applicable
Carbon Monoxide Reduction			
Nitrogen Oxides Reduction			

\*Targets which cannot be addressed through eligible MMOF project type~~s~~ are marked as 'Not Applicable'

# Performance Measure Impact Worksheet

2022 MMOF Call for Projects

Performance Measure	Extent	Project Contributes to Achievement of Target (Yes/No)*	Impact Description (Quantitative or Qualitative)
<b>Transit Asset Management</b>			
Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	System Wide		
Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB			
Percentage of assets with condition rating below 3.0 on FTA TERM Scale			
<b>Transit Safety</b>			
Number of reportable fatalities by mode	System Wide		
Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode			
Number of reportable injuries by mode			
Rate of reportable injuries per TVRM by mode			
Number of reportable safety events by mode			
Rate of reportable safety events per TVRM by mode			
Mean distance between major mechanical failures by mode			
<b>Regional Performance Measures</b>			
Population within Publicly-Operated paratransit and demand response service area within the NFRMPO Boundary	System Wide		
Fixed-route revenue hours per capita within service areas			
Non-motorized facility miles			
Percent of non-single occupant vehicle commute trips			
Daily VMT per capita			
Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters			
Miles of fiber for connected roadways			
Travel Time Index on RSCs	Regionally Significant Corridors		

Please contact AnnaRose Cunningham at [arcunningham@nfrmpo.org](mailto:arcunningham@nfrmpo.org) with questions about the Performance Measure Impact Worksheet

\*Targets which cannot be addressed through eligible MMOF project type2 are marked as 'Not Applicable'