



# **2024 NFRMPO Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects Guidelines**

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## 1. Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will select projects to receive State 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, providing funding to the MMOF program for 10 years.

The guidelines document is designed to assist project sponsors in completing project applications. The document includes the schedule, application requirements, scoring process and criteria, and planning reference information.

More guidance from the Colorado Department of Transportation (CDOT) can be found on the [CDOT MMOF Program page](#).

## 2. Goals

There are five programmatic goals 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.

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

### 3. Available Funding

A total of \$4.5M in funding is available for projects within the North Front Range (NFR) Metropolitan Planning Area (MPA). The available funding is outlined in **Table 1**.

**Table 1. MMOF Available Funding Estimates in the NFR, FY2024-2028**

<b>Fiscal Year</b>	<b>Initial Funding Estimate</b>	<b>Amount Awarded</b>	<b>Amount Available</b>
<b>2024</b>	\$490,061	\$106,273	\$383,788
<b>2025</b>	\$1,285,759	\$1,130,000	\$155,759
<b>2026</b>	\$1,321,473	\$170,000	\$1,151,473
<b>2027</b>	\$1,388,297	N/A	\$1,388,297
<b>2028</b>	\$1,461,971	N/A	\$1,461,971
<b>Total</b>	<b>\$5,947,561</b>	<b>\$1,406,273</b>	<b>\$4,541,288</b>

## 4. Schedule

The schedule for the MMOF Call for Projects is shown in **Table 2**. The key dates highlighted in gray include the opening and closing dates of the Call, the deadline for submitting a project description, the deadline for submitting a draft application for CDOT review, and the potential dates of the scoring meeting.

**Table 2. MMOF Call for Projects Schedule**

Activity	Date
TAC Discussion #1 on MMOF Availability	May 15
TAC Discussion #2 on MMOF Availability	July 17
Planning Council Discussion on MMOF Availability	August 1
CDOT Webinar Training for Applicants	July-August
TAC Discussion #3 on MMOF Call Process	August 21
Planning Council Discussion on MMOF Call Process	September 5
TAC Recommendation on MMOF Call Process	September 18
Planning Council Action on MMOF Call Process	October 3
<b>Call for Projects Opens</b>	<b>October 4</b>
MMOF Applicant Workshop	October 7
<b>Project Descriptions Due</b>	<b>October 11</b>
<b>Draft Project Applications due to NFRMPO - CDOT Review</b>	<b>October 25</b>
NFRMPO GHG Emissions Reduction Results Discussion	Week of November 4
CDOT feedback on Draft Applications	~November 8
<b>Call for Projects Closes - Applications Due to NFRMPO (6 weeks open)</b>	<b>November 15</b>
<b>Scoring Meeting</b>	<b>Week of December 9</b>
TAC Discussion of Recommended Projects – Staff Presentation	December 18
Council Discussion of Recommended Projects – Applicant Presentations	January 9
TAC Recommendation on MMOF Awards	January 15
Council Action on MMOF Awards	February 6

## 5. 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 a NFRMPO local government member. The funding for those projects would count against the maximum funding request for that local government member.

### Eligible Project Types

Per SB21-260, 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.

### Project Categories

For the NFRMPO Call, eligible project types outlined in SB21-260 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 3**. Generally, project types will fall under one category, or another as listed in **Table 3**. 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.

**Table 3. Project Categories and Types**

<b>Category A: Quantifiable GHG Reducing Projects</b>	<b>Category B: Non-Quantifiable or Non-GHG Reducing Projects</b>
Operating costs for new fixed- route transit <sup>3</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	

<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.”

<sup>3</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 Requests

For the 2024 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**

[CDOT's Local MMOF Program Guidelines](#) state 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. The bundling of similar projects is encouraged to meet project minimums and maximize cost efficiencies.

## Maximum Requests

For the 2024 MMOF Call for Projects, the NFRMPO will award funds by project category:

- **Category A Projects - three quarters** of the available funding (**\$3,405,966**)
- **Category B Projects - no more than one quarter** of the available funding (**\$1,135,322**)
- The maximum amount of MMOF funding each applicant may be awarded is half the amount available per project category, as shown in **Table 4**, with an award limit per agency of \$1,702,983 for Category A projects and \$567,661 for Category B projects.
- A single agency could receive a total of \$2,270,644 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, 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 4. Funding Goals Per Category**

	Project Types		Total
	Category A	Category B	
	Quantifiable GHG Reducing Projects	Non-Quantifiable or Non-GHG Reducing Projects	
<b>Funding Available</b>	\$3,405,966	\$1,135,322	\$4,541,288
<b>Maximum Award per Agency</b>	\$1,702,983	\$567,661	\$2,270,644

## Funding Years and Expenditure Timeline

MMOF funds in FY2024 and beyond are fully state funded and will carry an expiration period of 10-years, typical of other CDOT programs. 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

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

## Match Reduction Policy and Formula

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%.

Match rates for NFRMPO member communities are outlined in **Table 5**.

**Table 5. NFRMPO Member Community Match Rate**

Match Rate	Community
50 percent	Berthoud
	Eaton
	Fort Collins
	Johnstown
	LaSalle
	Milliken
	Severance
	Timnath
	Weld County
	Windsor
25 percent	Evans
	Greeley
	Loveland
	Larimer County
0 Percent	Garden City

## Match Reduction Request

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 and is 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 Planning Council and CDOT Staff. 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. A reduced local match request does not guarantee approval by the NFRMPO Planning Council, CDOT Staff, or the TC.

## Project Description

All applicants must submit a project description to [NFRMPO Staff](#) by October 11, 2024. NFRMPO staff will review project descriptions to determine project categories, data needed for Greenhouse Gas (GHG) emissions analysis, and eligibility.

## CDOT Application Review

CDOT Staff will review and provide feedback on draft and final applications. Project sponsors will have the opportunity to have follow-up conversations with CDOT Staff, if needed. Applications will be reviewed by individual CDOT Staff based on the project type.

The following CDOT points-of-contact will be reviewing project applications for the 2024 Call:

- [Bryce Reeves](#), CDOT Region 4 – Infrastructure Projects
- [John Marcantonio](#), CDOT Office of Innovative Mobility (OIM) - Electrification and TDM Projects
- [Kelly Smith](#), CDOT Division of Transit & Rail (DTR) – Transit Projects
- [Michael Snow](#), CDOT Division of Transportation Development (DTD) - Planning and Programmatic Projects

## Application Requirements

All applications must meet the following requirements:

- **MMOF Program**
  - Match of 50 percent (unless your community qualifies for match reduction)
  - Projects address at least one MMOF Goal
  - Projects meet or exceed minimum MMOF request size for each application
- **Funding**
  - The maximum amount of MMOF funding each applicant may be awarded is half the amount available per project category
    - Project must be able to obligate funds prior to the deadlines
- **2050 RTP**
  - Roadway projects must be on an RSC as identified in the *2050 Regional Transportation Plan (RTP)*

- Projects impacting a Regionally Significant Corridor (RSC) or Regional Transit Corridor (RTC) must be consistent with the *2050 RTP* Corridor Visions
- Projects address at least one *2050 RTP* Goal and at least one *2050 RTP* Performance Measure
- **2021 ATP**
  - Active transportation projects must impact an RATC from the *2021 Active Transportation Plan* (ATP) OR provide a safe route to school
  - Projects impacting a Regional Active Transportation Corridor (RATC) must be consistent with the corridor visions in the *2021 Active Transportation Plan* (ATP)
- **Other**
  - Projects must comply with applicable local land use plans, local or regional transportation plans, and corridor studies
  - Projects are within the NFRMPO Boundary (attach project location map to application)
  - ITS projects must conform to the Region 4 ITS Architecture and supporting Region 4 ITS Strategic Implementation Plan

### Equity Analysis

All project sponsors are required to complete an equity analysis worksheet as part of the project application, as seen in **Figure 1**. The worksheet includes project information, short- and long-term anticipated project burdens, anticipated project benefits, and project outreach. To assist in the analysis, the NFRMPO is providing an Equity Index map (**Figure 2**) to illustrate the census block groups in the region which qualify as disadvantaged based on the overall Justice40, Disproportionately Impacted (DI) Community, or Environmental Justice (EJ) definitions.

### Submission Requirements

All project submissions must include **a complete project application, project location map, an equity analysis worksheet, 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:

#### Required:

- **CDOT letter of support/concurrence** – Required for ITS projects or projects impacting a State Highway.
- **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 FY2024 to FY2028 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).


#### Optional:

- **Additional letters of support** – Optional for all projects.

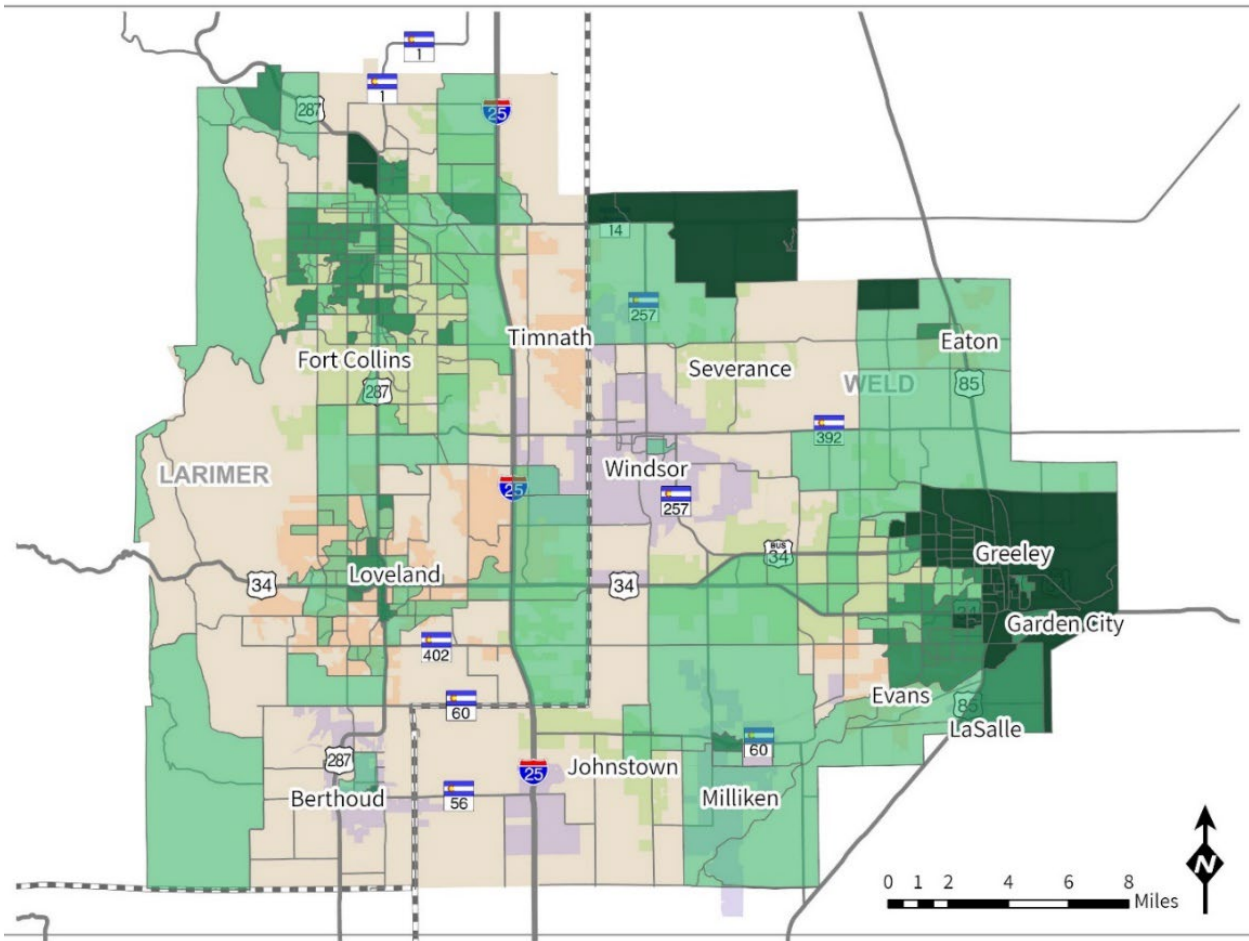
## Reporting Requirements

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 CDOT. More information regarding reporting requirements can be found in [CDOT's Local MMOF Program Guidelines](#).

**Figure 1: Equity Analysis Worksheet**

2024 NFRMPO Multimodal Transportation and Mitigations Options Fund (MMOF) Equity Analysis Worksheet		
Project Information		
Project Sponsor		
Project Name		
Project Type		
Funding Source		
Call Awarded		
Project included in the FY 2023-2026 TIP	Yes/No	
Project located 1/4 mile from NFRMPO Equity Index Area	Yes/No	
Anticipated Project Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	Yes/No	Yes/No
Air, noise, and water pollution and soil contamination	Yes/No	Yes/No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes/No	Yes/No
Adverse impacts on community cohesion or economic vitality	Yes/No	Yes/No
Noise and vibration	Yes/No	Yes/No
Increased traffic congestion, isolation, exclusion, or separation	Yes/No	Yes/No
<b>Additional Anticipated Burdens</b>		
Anticipated Project Benefits		
Decrease in travel time	Yes/No	
Improved air quality	Yes/No	
Expanded access to employment opportunities	Yes/No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes/No	
<b>Additional Anticipated Benefits</b>		
Outreach		

**Figure 2: Equity Index Map**



**Legend**

- Equity Index
  - One Equity Area
  - Two Equity Areas
  - Three Equity Areas
- County Boundary
- NFRMPO Planning Area

June 2023 Sources: ACS 2017-2021, CDPHE, USDOT, CDOT, NFRMPO



## 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 6**. Projects will be scored based on which category the project types fall under.

**Table 6. 2024 MMOF Scoring Criteria**

Scoring Criterion	Category A	Category B
<b>Strategic Connections, Multimodal Improvements, &amp; Network Connectivity:</b> Increases access to 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>



## 8. Planning References

### CDOT Program Overview

The [CDOT Local MMOF Program Guidelines](#) is available on the CDOT website. This document, updated in August 2024, identifies CDOT requirements for eligible projects and minimum project size, funding administration, the match reduction or exemption process, and the data used to categorize municipalities and counties for the match relief option.

Additional resources from CDOT on the MMOF including SB 21-260 and the MMOF memo to the Transportation Commission are available on the [CDOT MMOF Program page](#).

### 2050 RTP Corridors

Applications impacting an RSC or RTC identified in the *2050 RTP* must demonstrate consistency with the corridor vision in the Plan. The *2050 RTP* corridor visions are found in [Chapter 3, Section 1](#).

Applications impacting an RATC must demonstrate consistency with the corridor vision in the 2021 ATP. The RATC Corridor Visions are found in [Chapter 4](#).

### 2050 RTP Goals and Performance Measures

Project applications must identify at least one goal from the *2050 RTP* which is supported by the project. The *2050 RTP* goals include:

- **Safety:** Reduce the number of roadway related fatalities and serious injuries within the region
- **Regional Health:** Improve economic development, residents' quality of life, and air quality
- **Mobility:** Moves people and goods safely, efficiently, and reliably on a continuous transportation system
- **Multimodal:** Improve accessibility of and access to transit and alternative modes of Transportation
- **Operations:** Optimize operations, planning, and funding of transportation facilities

Applications must also identify the *2050 RTP* performance measure(s) for which the project would contribute toward target achievement. **Table 7** identifies the *2050 RTP* performance measures and the applicable coverage area of the measure.

**Table 7. 2050 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>4</sup>	National Highway System (NHS)
	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	
Bridge Condition	Percentage of NHS bridges classified as in Good Condition <sup>5</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>6</sup>	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index <sup>7</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	

<sup>4</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](#).

<sup>5</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>6</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>7</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
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	
	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

### 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 (EJ) Plan

The NFRMPO has implemented policies and practices to address environmental justice within the transportation planning process, including the development of an [Environmental Justice \(EJ\) Plan](#) in 2021. The Plan creates a framework for better integrating EJ and equity throughout the NFRMPO’s work. The *EJ Plan* serves as a toolkit for NFRMPO staff, local agencies, and other partners.

The *EJ Plan* includes:

- Analysis of access to the decision-making process across the region
- Identification of partnerships and engagement strategies
- Clearly defined benefits and burdens that fit our local and regional context
- Consideration of additional EJ populations, including those with above average rates of limited English proficiency (LEP), older adults, individuals with disabilities (ambulatory, self-care, independent living, hearing, vision, or cognitive difficulties), and zero-car households
- Recommended actions to improve EJ and equity considerations in transportation planning

## 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>8</sup>

**Equity Index** – Census block groups in the region which qualify as disadvantaged based on the overall Justice40, DI Community, or EJ definitions.

**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>8</sup> <https://leg.colorado.gov/bills/hb21-1266>

## 9. Data

### *Crash Rate*

The crash rate for safety scoring criteria is based off fatalities and serious injuries over a five-year period. For NFRMPO projects the following definitions will be used:

- **Fatal Crash:** A fatal injury is any injury that results in a death within 30 days of the crash
- **Serious Injury:** A serious injury crash results in an evident incapacitating injury and is any injury (other than a fatal injury) that prevents the injured person from walking, driving, or normally continuing the activities the person could perform before the injury.
- **Vulnerable Road User (VRU):** A crash which involved one or more pedestrians or bicyclists.

The NFRMPO will provide project sponsors with five-year crash data for 2019-2023. Project sponsors which have more recent crash data may provide more recent data so long as the same severity thresholds are used.

### *Weighted Crash Value*

Crash values will be assigned to each crash instance based on the number of fatalities, serious injuries, and the presence of a vulnerable road user (VRU). A VRU multiplier will be used to elevate fatal and serious injury crashes which involved a pedestrian or bicyclist. A weighted value of 0.5 will be added to fatal crashes involving a VRU and a weighted value of 0.25 will be added to serious injury crashes involving a VRU.

The cumulative crash value within ¼ mile of the project location will be used to calculate the crash rate. Crash rates will be calculated using the following formulas.

$$\text{Intersection Crash Rate} = \frac{\text{Number of Crashes in the 5-year period}}{\text{MEV for the 5-year period}}$$

Where:

$$\text{Million Entering Vehicles (MEV)} = \frac{\text{TEV per day} \times 365 \times \text{number of years}}{1,000,000}$$

Total Entering Vehicles (TEV)= Average of the Average Annual Daily Traffic (AADT) of each leg of an intersection.

$$\text{Segment Crash Rate} = \frac{\text{Number of Crashes in the 5-year period}}{\text{MVM for the 5-year period}}$$

Where:

$$\text{Million Vehicle Miles (MVM)} = \frac{\text{AADT} \times \text{Segment length} \times 365 \times \text{number of years}}{1,000,000}$$

The NFRMPO will use AADT data for 2021 (midpoint of the five years of crash data) as provided by CDOT for volume within the crash rate calculations.

Project locations which have a crash rate of zero based on no history of crashes within the last five years may be permitted to substitute crash data for a location with similar characteristics as a surrogate measure. The substitute location must be comparable in volume and have similar characteristics to the project location. Project sponsors which intend to include a surrogate crash rate must consult with NFRMPO staff prior to submitting their project application to determine eligibility of surrogate project location. If surrogate data is unavailable, the Scoring Committee may award a portion of the crash rate points based on the information included in the project application and discussion at the Scoring Committee meeting.

#### *Countermeasures and Proactive Interventions*

The FHWA developed a list of infrastructure-oriented safety treatments and strategies which can be implemented by local agencies to reduce serious injuries and fatalities on American roadways. These treatments and strategies were chosen based on proven effectiveness and benefits and have been designated by FHWA as Proven Safety Countermeasures. The 28 countermeasures and strategies address are designed to address at least one safety focus area – speed management, intersections, roadway departures, pedestrians and bicyclists, or crosscutting strategies.

Project sponsors are requested to identify either a countermeasure to address an existing safety issue at the project location, or a proactive intervention to address anticipated safety concerns. Project sponsors may utilize the FHWA Proven Safety Countermeasures to fulfill the requirement for this section by identifying the most prevalent crash type at the project location and the countermeasures which will specifically address that crash type. FHWA provides a [Proven Safety Countermeasure Filter Tool](#) to help filter countermeasures by roadway and crash characteristics.

Project sponsors are not required to use the Proven Safety Countermeasures but are requested to provide a description of the safety intervention (countermeasure or proactive) as well as a justification as to why that specific intervention was selected for the project location.

## 10. Applications and Worksheets

- [MMOF Project Description](#)
- [MMOF Project Application](#)
- [Equity Analysis Worksheet](#)