

# 2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines

December 6, 2019

## Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will select projects to receive State funding from the Multimodal Options Fund (MMOF), a funding source established with Senate Bill (SB) 18-001. A total of \$5.58M in State funding is available for projects within the North Front Range (NFR) metropolitan planning area.

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.

## Schedule

The schedule for the MMOF Call for Projects is shown in **Table 1**.

Applicants with projects that impact a State Highway must submit a draft application to CDOT Region 4 staff by January 13, 2020 and submit a CDOT letter of support with their final application. As all awards will be administered through CDOT, it is encouraged, but not required, for sponsors of all other projects to submit a draft application to CDOT to receive feedback on the proposal.

The key dates highlighted in gray include the opening and closing dates of the Call, the deadline for submitting a draft application to CDOT for review, the deadline for submitting a match relief request to the NFRMPO, and the potential date of the scoring meeting.

**Table 1. MMOF Call for Projects Schedule**

<b>Activity</b>	<b>Date</b>
TAC Discussion on MMOF Availability	August 21, 2019
TAC Discussion on MMOF Call Process	October 16, 2019
Planning Council Discussion on MMOF Call Process	November 7, 2019
TAC Recommendation on MMOF Call Process	November 20, 2019
Planning Council Action on MMOF Call Process	December 5, 2019
<b>Call for Projects Opens</b>	<b>December 6, 2019</b>
<b>Match Relief Request Due to NFRMPO</b>	<b>December 20, 2019</b>
<b>Draft Applications Due to CDOT</b> (Required for some projects; encouraged for all others)	<b>January 13, 2020</b>
CDOT provides responses to applicants	January 24, 2020
<b>Applications Due to NFRMPO</b>	<b>January 31, 2020</b>
<b>Scoring Meeting</b>	<b>TBD February 10-12, 2020</b>
TAC Discussion of Recommended Projects – Staff Presentation	February 19, 2020
Council Discussion of Recommended Projects – Applicant Presentations	March 5, 2020
TAC Recommendation on MMOF Awards	March 18, 2020
Council Action on MMOF Awards	April 2, 2020

## Application Requirements

### Eligible Applicants

Eligible recipients include NFRMPO local government members and the NFRMPO. 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 18-001, 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; and
- Bicycle and pedestrian projects.

### **Pools, Set Asides, Maximum Requests, and Minimum Project Size**

Three project pools will be used in the NFRMPO MMOF Call, with each pool receiving \$1,858,336 in MMOF funding. The three pools include:

- Transit,
- Bicycle and pedestrian, and
- Mobility/multimodal/other.

Each applicant identifies the relevant pool for their project on the MMOF application. If the scoring committee recommends awarding less funding than is available within a specific pool or pools, the scoring committee may recommend transferring remaining funds to the other pool(s).

The mobility/multimodal/other pool has a \$600,000 set aside for the One Call/One Click Center. The set aside is contingent on Planning Council approval of providing MMOF funding for that project which is anticipated to occur at the January 9, 2020 Planning Council meeting. If Planning Council approves less than \$600,000 or no funding for the One Call/One Click Center, the remaining set-aside funds will return to the mobility/multimodal/other pool.

The maximum amount of MMOF funding each applicant may apply for within each pool is the pool total (\$1,858,336). Applicants may submit several applications to each pool as long as the total request does not exceed the total pool funding amount. Applicants may request the total pool amount within each of the three pools. *Applicants are encouraged to not request the total pool amount within a single application.*

Project size minimums are set to reduce administrative burden. Bundling of projects is encouraged to reach the minimum project size. The minimums apply to *total project size, not the MMOF funding request*, and vary based on project type:

- \$150,000 for non-transit capital/infrastructure projects
- \$50,000 for all other project types

The project size minimums for the NFR MMOF Call are the same or higher than those recommended by CDOT's MMOF Committee to the Transportation Commission, which recommended a minimum project size of \$25,000 for transit, \$150,000 for capital/infrastructure projects, and no minimums for non-transit planning projects.

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

The \$5.58M MMOF funds allocated to the NFR metropolitan planning area are from state fiscal year (FY) 2019 and are currently available. The State deadline for expending the funds is June 30, 2023; however, to promote timely use of funds the NFRMPO Call is requiring the funds to be allocated no later than state FY 2022 (which concludes June 30, 2022). 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.

### **MMOF Goals**

There are four goals of the MMOF as identified in SB 18-001. The NFRMPO Call incorporates the four goals identified in the legislation and includes one additional goal. Each application must specify

the MMOF goal(s) supported by the project. The goals include building a complete and integrated multimodal system that:

- Benefits seniors by making aging in place more feasible;
- Benefits residents of rural areas by providing them with flexible public transportation services;
- Provides enhanced mobility for persons with disabilities;
- Provides safe routes to school for children; and
- Increases access to and/or usage of transit or multi-use facilities.

### Match Requirements

SB 18-001 requires a match of 50 percent for every MMOF project. The matching funds may be from any source other than the MMOF, including local, federal, private, or other state sources.

The 50 percent match requirement may be *reduced or exempted* if the applicant is eligible to apply for match relief and their request is approved by the Colorado Transportation Commission (TC). Eligibility to apply for match relief was determined by CDOT based on population and poverty rate thresholds. Local governments are classified as eligible, eligible with additional evidence, or ineligible for match relief as shown in **Table 2**. Non-local governments are classified into the three categories based on the local government area served by the organization. Applicants classified as eligible with additional evidence must attach evidence of “extraordinary need or disadvantage” with their application.

To apply for match relief reduction or exemption, the applicant must submit a match relief request to the NFRMPO by **December 20, 2019**. The request must identify the project name, project description, MMOF request amount, match amounts, and justification for the recipient’s eligibility and merits for match relief.

**Table 2. Match Relief Eligibility**

Local Government	Eligible	Eligible with Additional Evidence	Ineligible
Berthoud		X	
Eaton		X	
Evans	X		
Fort Collins			X
Garden City	X		
Greeley			X
Johnstown		X	
LaSalle		X	
Loveland			X
Milliken		X	
Severance		X	
Timnath		X	
Windsor			X
Larimer County			X
Weld County			X

Source: CDOT

### Integration with CDOT Transportation Alternatives Program (TAP)

Sponsors of bicycle and pedestrian projects may opt to apply for federal TAP funding through the FY2021-2023 Call held by CDOT in addition to applying for MMOF funding. The draft application deadline for the CDOT TAP Call is December 2, 2019 and the final application deadline is January 20, 2020. CDOT will score projects in February 2020 and award funding in April 2020. For more information, see the CDOT TAP Guidelines and Application at <https://www.codot.gov/programs/planning/documents/grants/tap/TAP-guidelines.pdf>.

The TAP program has a non-federal share requirement of 20 percent, which can be met through MMOF funding. Likewise, the 50 percent match requirement of the MMOF funding can be met through a federal TAP award. If applying for both funding sources, project sponsors are strongly encouraged to provide a local contribution to the project even though the match requirements can be fulfilled without a local contribution.

As the status of TAP funding will not be known at the time of submitting the MMOF application, sponsors can identify their TAP request as “unsecured” on the MMOF application. Then, sponsors must identify within the Contingencies section of the application if and how the project will proceed if any unsecured funding is unsuccessful. If a sponsor is requesting more funding than is needed to implement the project, the sponsor must also identify which funding source(s) will be reduced/returned if the project is awarded more funding than is necessary.

## Project Requirements

All project submissions must include a **complete application, project location map, description of project's impact on Performance Measure(s), 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 – Required for projects impacting a State Highway; optional for all other projects.
- Applicant's project prioritization by pool – Required for applicants submitting more than one application per pool to identify their project priorities.
- Evidence of extraordinary need or disadvantage – Required for applicants requesting match relief who are designated as "eligible with additional evidence" by CDOT.
- Additional letters of support – Optional for all projects.

### All applications must meet the following requirements:

- Projects impacting a Regionally Significant Corridor (RSC), Regional Non-Motorized Corridor (RNMC), or Regional Transit Corridor (RTC) must be consistent with the *2045 RTP Corridor Visions*
- Roadway projects must be on an RSC as identified in the *2045 RTP*
- Non-motorized projects must impact an RNMC from the *2016 NFRMPO Non-Motorized Plan (NMP)* OR provide a safe route to school
- Match of 50 percent, unless requesting match relief reduction or exemption
- 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 may not exceed \$1,858,336 per funding pool per applicant
- Minimum project size of \$150,000 for non-transit capital/infrastructure projects and \$50,000 for all other project types
- ITS projects must conform to the Region 4 ITS Architecture<sup>1</sup> and supporting Region 4 ITS Strategic Implementation Plan<sup>2</sup>

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<sup>1</sup> CDOT Region 4 Intelligent Transportation Systems Architecture Plan, [http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Architecture\\_08-31-2011.pdf](http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Architecture_08-31-2011.pdf), August 2011.

<sup>2</sup> CDOT Region 4 Intelligent Transportation Systems Strategic Implementation Plan, [http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Strategic%20Implementation%20Plan\\_06-30-11.pdf](http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Strategic%20Implementation%20Plan_06-30-11.pdf), June 2011.

## 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 local government 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. The vote may be submitted by one individual for all pools or may be submitted by different individuals for each pool.
- 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 community 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 community and county-level subject matter experts during application development.

### Scoring Criteria

The submitted applications will be scored using the scoring criteria identified in **Table 3**. Projects will be scored within each of the three pools:

- Transit,
- Bicycle and pedestrian, and
- Mobility/multimodal/other.

Key terms from the scoring criteria are defined as follows:

- **Recreational Opportunities** – Locations that facilitate recreation including parks, trails, sidewalks, and on-street bicycle facilities.
- **Quality of Life** – Accessibility of essential services and/or community amenities.
- **Public Health** – Transportation that improves public health includes active transportation options such as walking, biking, and public transit.
- **Transportation Equity** – Transportation services for areas with low income, minority, older adult (60+), limited mobility, rural and/or traditionally underserved residents.
- **Project Readiness** – Ability to use the MMOF award by FY2022 or earlier.
- **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.

**Table 3. NFRMPO MMOF Scoring Criteria**

Evaluation Criterion	Possible Points
Maximize Transportation Investment / Network Connectivity Improvement	20
Enhance Safety	20
Expand Recreational Opportunities, Enhance Quality of Life, and/or Improve Public Health	10
Provide Transportation Equity	10
Project Readiness	10
Integration with Plans and Community Documented Support	10
Support 2045 RTP Goals and Performance Measures	10
Partnerships (Each partner must contribute at least 2% of total project cost for full points)	10
<b>TOTAL</b>	<b>100</b>

## Planning References

### CDOT Program Overview

The CDOT MMOF Local Fund Program Overview is available on the CDOT website at <https://www.codot.gov/programs/planning/documents/grants/mmof/mmof-local-fund-overview-final-14oct2019.pdf>. This document, released in October 2019, 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 18-001 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, RNMC, 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>).

### 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 4** identifies the 2045 RTP performance measures and the applicable coverage area of the measure.

**Table 4. 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	

Performance Area	Performance Measure	Coverage
Pavement Condition	Percentage of pavement on the Interstate System in Good condition <sup>3</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>4</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>5</sup>	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index <sup>6</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	
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	

<sup>3</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>4</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>5</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>6</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.