



**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION (TAC)
October 10, 2023
9:00 a.m.
211 E D Street, Pueblo, CO 81003**

Zoom - <https://pueblo.zoom.us/j/94613129536>
Meeting ID: 946 1312 9536
Password: 598875
Dial by your location
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)

**Agenda items marked with * indicate additional materials are included in the packet.
Agenda items marked with ** indicate additional materials will be sent out later.**

Individuals requiring Special Accommodations should notify the City MPO's Office (719) 553-2242 by Noon on the Friday preceding the meeting.

- 1. Call Meeting to Order**
- 2. Self-Introductions and Public Comments (non-agenda items only)**
- 3. Approval of Minutes
September 12, 2023 Minutes*
Action Required: Approve/Disapprove**
- 4. PACOG RPP FY25-28 Updates*
Action Required: Approve/Disapprove**
- 5. Performance Measures* – Jacob Kershner
Requested: Presentation**
- 6. 2023 MMOF/Carbon Reduction Call for Projects*
Requested: Informational**
- 7. Federal Notice of Funding Opportunities (NOFOs)
Requested: Informational**
- 8. TAC ByLaws draft*
Action Requested: Discussion**

9. Other Local Agencies Updates

Action Requested: Discussion

10. CDOT Updates

Action Requested: Informational

11. MPO Update and AMPO Conference

Action Requested: Informational

12. Federal Highway and Federal Transit Updates (If needed)

Action Requested: Informational

13. CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)*

FY 2023 - 2027 Transportation Improvement Program

Administrative notification:

a) TIP Amendment #2023.055

Project Name: K-19-V Emergency Repair

STIP Number: SR25164.079

Project Location and Description: Repairs to structure K-19-V at US50B near DOT Road/PuebloPlex

Fund Source(s): FY24 Region 2 Construction Bridge Program (CBP)

Federal Program Funds: \$ 4,968

State Matching Funds: \$ 1,032

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 6,000

This administrative action adds FY24 funds to the miscellaneous phase of this project

b) TIP Amendment #2023.056

Project Name: I-25 Resurfacing near Colorado City -MP 64 - 80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek

Fund Source(s): FY24 Region 2 Construction Bridge Program (CBP)

Federal Program Funds: \$ 1,714,748

State Matching Funds: \$ 165,252

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 1,880,000

This administrative action adds FY24 funds to the construction phase of this project

c) TIP Amendment #2023.057

Project Name: I-25 Resurfacing near Colorado City -MP 64 - 80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek

Fund Source(s): FY25 Region 2 Construction Bridge Program (CBP)

Federal Program Funds: \$ 13,893

State Matching Funds: \$ 6,107

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 20,000

This administrative action adds \$20,000 in FY25 funds to the construction phase of this project

d) TIP Amendment #2023.058

Project Name: US50C Drainage Improvements
STIP Number: SR26867.059

Project Location and Description: Design and construction of drainage improvements along US50C

Fund Source(s): FY27 Region 2 Regional Priority Program (RPP)

Federal Program Funds: \$ 1,407,430

State Matching Funds: \$ 292,570

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 1,700,000

This administrative action programs \$1,700,000 to the construction phase in FY27

e) TIP Amendment #2023.059

Administrative Action:

Project Name: PUEBLO/MPO General Fund

STIP Number: TBD

Project Location and Description: To Be Allocated

Fund Source(s): FY24 Federal Multimodal Mitigation Option Funds

Federal Program Funds: \$ 85,200.00

State Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 85,200.00

Was supposed to be a match for SS4A, City has funded the entire 20% match. The \$85,200 will be returned to MPO MMOF pool and be allocated in Jan. 2024.

f) TIP Amendment #2023.060

Administrative Action:

Project Name: Pueblo Transit 5307 ARP Act Grant

STIP Number: TBD

Project Location and Description: Pueblo Transit Computer Replacement, Capital, Operating, PM, & Paratransit Operating

Fund Source(s): FY21 5307 ARP Act Grant

Federal Program Funds: \$ 297,737

State Funds: \$

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 297,737

This is a FY 2021 Section 5307 ARP Act Grant for \$297,737.00 allocation. Per the ARP Act, the Grant provided is 100% Federal Share. This Grant utilizes ARP Act funding to prevent, prepare for, and respond to COVID-19.

14. Next TAC – October 10, 2023 - Planning Conf Room, 211 E D St 81003

Action Requested: Informational

15. Items from TAC Members or scheduling of future Agenda Items

Roundtable Discussion

16. Adjourn at or before 11:00 am



**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMISSION (TAC)
September 12, 2023
9:00 a.m.
211 E D Street, Pueblo, CO 81003**

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1. Call Meeting to Order

Chairwoman: Eva Cosyleon

Time of Call: 9:01 a.m.

MPO Members Present: Eva Cosyleon, Hannah Haunert

TAC Members Present: Aaron Willis, Geoff Guthrie, Shawn Winters, Lindsey Jaquez, Lachelle Davis, Ben Valdez

CAC Members Present: Don Bruestle, Cheryl Spinuzzi, Richard Arko

Others Present: Macario Torrez, Wendy Pettit, Chuck Lopez, Isabel Rollins, Luann Martinez, James Eccher, Sanjiv Gupta, Emily Barden, Jamie Grim, Scott Hobson

2. Self-Introductions and Public Comments (non-agenda items only)

Richard Arko is from the Pueblo County Planning Zoning and Commission. Sanjiv Gupta is from CDOT HQ Safety. Emily Barden is from CDOT Division Transit and Rail.

3. Approval of Minutes

August 8, 2023 Minutes*

Action Required: Approve/Disapprove

Motion to Approve: Don Bruestle

Second: Cheryl Spinuzzi

Unanimous:

4. SB 23-1101 – TPR Boundaries – Jamie Grim

Action Requested: Presentation

Jamie Grim is with the Office of Policy and Government Relations. A review was added to look at the Transportation Planning Regions (TPR) structure, membership of Statewide Transportation Advisory Commission (STAC), membership of Transit and Rail Advisory Committee (TRAC), and the TPR boundaries. It was discussed if a representative from TRAC and STAC should be attending each meeting. There were no objections to this suggestion. There are quite a lot of boundaries in Colorado, these include COGs, AAA, TPRs, water conservation district, etc... Jamie said they started looking at Intergovernmental Agreements (IGAs) and bylaws. They wanted to know who was in which TPR and how they are voting. There wasn't a lot of consistency, and in 2017, CDOT helped a few TPRs with their IGAs. Jamie said that they will be creating a template IGA and then make suggestions for what can be in the bylaws. The report is due November 30th to the Transportation Commission (TC) and State Legislature. The plan is to present the draft report and recommendations at the November TC meeting. While looking at the TPR boundaries, they also looked at population, center line miles, VMT, tourism, affordable housing, access to Transit Orientated Development (TODs). There were observation meetings in each region to look at the TPRs. An example is Chaffee County is in the upper Arkansas COG but they are part of San Luis Valley TPR. The question was asked if Chaffee County has more in common with Central Front Range or with San Luis Valley. Jamie gave a few more examples of what was looked at. The questions asked if counties should be planned by one organization or split into 2 with PPACG. It was talked about Southeast and South Central admin combining, there were no recommendations yet but considerations. It was discussed to split up inner mountain TPR, so Garfield, Pitkin, and Eagle would combine, or Summit and Lake, or Summit, Lake Grand, Gilpin County or Clear Creek County. PPACG could do planning for non-Metropolitan Planning Organization (MPOs) in El Paso, or Combining Southeast and South Central. Statutory, CDOT is only allowed 15 TPRs in the state unless a new MPO is created. 10 Rural and 5 Urban TPR. The two suggestions in Region 2 will not impact funding, the money will remain. It was suggested that Huerfano County joins PACOG. Jamie thinks this wouldn't work because PACOG is a COG and MPO. Cheryl Spinuzzi asked how it would affect us, Eva Cosyleon said that it shouldn't affect us at all. Don Bruestle asked if there is an existing planning organization, James Eccher said it was Huerfano Las Animas COG. Wendy Pettit asked what CDOT Region 2 (Shane) thinks about these changes, Jamie said that Region 2 has the most TPRs, and to combine them means less travel and management. CDOT is responsible for all non MPO areas when it comes to GHG modeling. Wendy asked if the GHG will be in place when the 2050 plan gets developed or after, Jamie said that TC will decide. TC will review the recommendations and open the planning rules (public comment). TC is not required to open the rule until June 2024. Jamie said that all the materials they have created (maps, GIS tools) will be used as part of the 2050. Wendy asked if they have talked to Stephanie/John about being one TPR, Jamie said they are not thrilled and it would create an administrative challenge.

5. Teen and Pedestrian Crash Data*

Action Requested: Presentation

Hannah Haunert did a presentation on Crash Data, she included that there are two different years. 2016-2023 for the City of Pueblo and 2016-2021 for Pueblo County. City of Pueblo's data was corrected by Hannah and there is a new software called DiExSys

that is doing Pueblo County's data. City of Pueblo had 413 pedestrian crashes, 31 serious injury(A) crashes, and 29 fatal crashes. Geoff Guthrie asked if the serious injuries means that they are transported by ambulance, Hannah said more than likely. Of the pedestrian crashes in the City, 12 were alcohol use and 5 were drug use. Of the pedestrian crashes in Pueblo County, 1 was alcohol use and 2 were drug use. In the City of Pueblo, there were 1,432 teen crashes, 14 were serious injuries, and 7 were fatal. Pueblo County had 1,037 teen crashes, 27 serious injuries, and 11 fatal. These numbers are included in the total crashes. On the next page, there was a chart on the Top 10 locations in the City of Pueblo and Pueblo County. – teen vs pedestrians. These numbers are a rough draft because the officers didn't fill out the data. Hannah went over the heat maps on the next pages. Ben Valdez would like more information on Northern, time of month/day. This data will be used in grant funding. Cheryl Spinuzzi asked if Hannah still needs to input the data, Eva Cosyleon said that she will still double check the data. Since Hannah will not be doing this on a daily basis, she will start using TransCAD. Ben Valdez asked if CDOT, MPO, and City had talked about education on a roundabout. He said he is going to talk to his crew. He also suggested making a roundabout adequate for the overflow of semis. Don Bruestle said there should be public participation, this includes that the residents get notified of what is going to happen months before. Luann Martinez suggested talking to Haley for creating content for channel 17 and social media, Eva said that she will talk to her.

6. Federal Notice of Funding Opportunities (NOFOs)

Requested: Informational

Isabel Rollins (PACOG Grant Navigator) said that she is finishing an infrastructure survey. This survey will ask what the highest priorities is. Isabel said that she can help in any way, by looking over the NOFO or matching funds. This is only IJJA or IRA grants. Reconnecting Communities is due September 28th, Bridge investment program in the next couple weeks, Emergency relief has funding but Pueblo County may not qualify. Off-system bridge is due at the end of October. The MPO can help with letters of support or data. Don Bruestle asked about the West 11th Bridge, Luann said there are 2 applications for this bridge, MVPD and Reconnecting Communities. She said this is for a planning grant. This is for the corridor (Hwy 45 to downtown) and not just the bridge. Lachelle Davis said that the Off-system bridge is construction only (shovel ready). Transit on-demand pilot program is October 10th. Scott Hobson said that SB 23-213 may be resurrected and have a requirement of analysis of growth and transportation. This will need to be completed by 2025. He thinks that a lot of what they require has been done already and just minor updates.

7. TAC ByLaws draft*

Action Requested: Discussion

In the packet is the TAC ByLaws draft. A special meeting will be held for a vote, there will be no vote by email. Eva Cosyleon wanted to highlight voting, quorum, and membership. Don Bruestle said that proxy voting is when you designate somebody in your absence. Ben Valdez suggested that it should be from the same department. This is number one, then this is number two. There will be no email or mail voting. Quorum is 30% of the voting members (which would be 4 votes). Eva separated the City of Pueblo and Aviation. Don had a concern about the At-Large members to be term limited, he suggested consecutive and limitless. Cheryl Spinuzzi had a concern about the term of membership, she thought it was conflicting when it says they can serve

until they resign or get removed but cannot have more than 2 consecutive terms. Don said that you can have a term but can be served consecutive. Cheryl asked if they are elected or appointed, they would be appointed by PACOG Board. The chair would be able to vote to break a tie. Eva asked if anyone had a suggestion on the words, to think about it for next meeting. Don said Pueblo County has a book on their policies and wording on terms. There are no bylaws. One thing that would change is in the PACOG Bylaws would be removing the Citizen Advisory Committee (CAC.) Don said that we need to revisit the CAC and ask why it is separate, basically staff and no staff. Wendy Pettit said that the larger MPOs have a CAC but it might be because of the size.

8. Other Local Agencies Updates

Action Requested: Discussion

Pueblo West

Shawn Winters said that TAP 3 construction is complete, just waiting to close it out, Joe Martinez trail is in design, Purcell Trail IGA request has been sent to CDOT, FLAP is complete besides the pedestrian bridge, this will be done before Christmas.

Pueblo Transit

Ben Valdez said that Transit was earmarked \$2.8m (state funding) for their facility out of SB 2-67. This money will acquire the property and the rest will be spent on design, around 7% design. The property is behind Val'U'Stay (10 acres). This will accommodate expansion and electric buses. There is already a categorical exclusion on the property. This facility will house maintenance, admin, and storage. Free Fare for All increased ridership by 30% in June, 35% in July and 15% in August. Transit cannot expand until they get their new facility. The new property is just over 3 times the current size. The new ridership does qualify for more formula funding – next fiscal year.

City of Pueblo

Macario Torrez gave an update on the table below.

Project Name	Update
Asphalt Improvements – Prairie Avenue Pueblo Blvd to Mesa Ave	Paving should start 9/25/23
Asphalt Improvements – Joplin Ave	Paving should start 10/10/23
Asphalt Improvements – Baltimore Ave	Paving should start 10/10/23
Asphalt Improvements – Regency Crest	Tentative start mid. October
Asphalt Improvements – Crestview Hills	Tentative start mid. October
Asphalt Improvements – W. 11 th Street	Paving has been completed for this project
Asphalt Improvements – Starlight Drive	Tentative start mid. October
Asphalt Improvements – 6 th Ave	Paving has been completed for this project
Asphalt Paving – City Park Pool Parking Lot	Paving has been completed. Waiting for BHE Light Poles
Asphalt Improvements – Troy Ave	Paving has been completed for this project
Asphalt Improvements – Prairie Ave Farabaugh to Prairie Hawk	Tentative start late October
Asphalt Improvements – Lime Road	Bids came in over budget. Will rebid n 2024
Adams and Jackson Roundabout	FOR plans finalized – waiting for environmental and ROW clearance
Arkansas River Trail Phase 4	Construction at 75% completed, sidewalks and asphalt next
Bessemer Commerce Revitalization Grant	Approved by City Council and working on bid docs
Dillon and Eagleridge Roundabout	FIR review with CDOT on September 21 st
Grand and 13 th Roundabout	Preparing IGA docs
Jerr Murphy and Chinook (SRTS)	Bids due September 15th
Lake and Jones Roundabout	IGA docs
Lake and Orman roundabout	Submitted bid document for review, bid once approved
Mel Harmon Bridge improvements	Finalizing design
Northern Ave Trail Phase 3	Design along Prairie Ave, FOR complete
Prairie Ave Concrete	Construction is about 30% done
Prairie Ave and Lake Minnequa Trail	Construction is about 65% done
8 th Street Bridge	IGA with CDOT
RAISE Grant	Working with FHWA on agreement
Monument SRTS (Walk and Roll)	Forms submitted, IGA checklist
SS4A (Safe Streets for All) Grant	Approved by City Council, working on transportation studies
Union and Main Streetscape	Temp easements and ROW, utility conflicts,
Union Ave Bridge repair	No bids received, rebid in spring 2024
Westside Trail	Bid out on September 2023

Don Bruestle suggested to look at the City Council meeting because a few complained about the roads. Ben Valdez said they talked about the curb infrastructure around the State Fair. It was also talked about South Pointe. Ben said that he is going to pull the buses off Prairie when they repave, it is not safe. There will be advanced notification to the public. There will be a call for projects for 2023 MMOF, this could be used around the State Fair. Don said there was accumulation of water around that area.

9. CDOT Updates

Requested: Informational

Aaron Willis said there are still conversations about the Consolidated Planning Grant (CPG) distribution. CPG includes Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds that operate all the MPO's. Lachelle Davis said the funding deadline for PACOG is low risk. Geoff Guthrie said they are reconciling the 2 MPO TIPS with the Statewide Transportation Improvement Plan (STIP). They are getting ready for the next Long Range Transportation Plan (LRTP). STAC is still talking about program distribution, this is future money from different funding programs that are distributed statewide to the MPOs/Rural. There will be a tentative project list for Fiscal Year 2028 in October TAC. Eva Cosyleon said that the previous MMOF did not include 65+ years old. Transit performance measures were changed. See the new formula below.

Criteria	Rural Share
% Population	20%
% School-Aged Children (5-17)	5%
% Population in DI Communities	10%
% Disabled Population	10%
% Population 65+	10%
% Zero Vehicle Households	5%
% Transit Revenue Miles	0%
% Transit Unlinked Trips	15%
% of Bike Crashes	10%
% of Pedestrian Crashes	10%
% of Jobs	5%

Don Bruestle asked if this is state, Geoff said this is State's projected revenue. Ben Valdez asked if this is all modes operate or just fixed, Aaron said he will have to check. Fixed route vs van-pool (unlinked). Unlinked trips are head counts.

10. Federal Highway and Federal Transit Updates (If needed)

Action Requested: Informational

11. CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)*

211 East "D" Street Pueblo, CO 81003-4132 Phone: (719) 553-2259 FAX: (719) 553-2359
E-mail: pueblo_mpo@pueblo.us

FY 2023 - 2027 Transportation Improvement Program

Administrative notification to roll forward:

a) **TIP Amendment #2023.047**

Administrative Action:

Project Name: Pueblo Transit Vanpool

STIP Number:

Project Location and Description: Provide Pueblo employers with a subsidized vanpool.

Fund Source(s): FY24 MMOF State funds

Federal Program Funds: **\$ 249,800**

State Matching Funds: **\$ 150,200**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 400,000

This amendment is redistributing previous Federal MMOF from \$400,000 to \$249,800 and to State MMOF of \$150,200. This is not additional money towards this project.

Federal funding has an expiration date. This will provide more flexibility on the funding. Don Bruestle asked who designated the funds to, Ben Valdez said this will go to the Industrial Estates (south and east).

b) **TIP Amendment #2023.048**

Administrative Action:

Project Name: US50B & US50C at SH231 Safety Improvements

STIP Number: SR27002.078

Project Location and Description: Safety improvements at the intersections of both US50B and US50C at CO231

Fund Source(s): FY25 Region 2 FASTER Safety Allocation (FSA)

Federal Program Funds: **\$**

State Matching Funds: **\$ 445,122**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 445,122

This administrative action adds funds to the construction phase of this project

c) **TIP Amendment #2023.049**

Administrative Action:

Project Name: I-25A Pavement Rehabilitation MP 92 – 102.6

STIP Number: SR25216.178

Project Location and Description: Pavement rehabilitation I-25 vicinity Salt Creek bridges to north of Eagleridge

Fund Source(s): FY24 Region 2 Surface Treatment Pool (SUR)

Federal Program Funds: **\$ 319,235**

State Matching Funds: **\$ 30,765**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 350,000

This administrative action programs funds to the design phase of this project

d) **TIP Amendment #2023.050**

Administrative Action:

Project Name: Adams and Jackson Roundabout

STIP Number: SR26644.104

Project Location and Description: Design and construction of new roundabout

Fund Source(s): FY24 Region 2 Hazard Elimination- Local Projects (HLZ)

Federal Program Funds: **\$ (110,714)**

State Matching Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ (110,714)

This administrative action transfers project savings from design phase to construction phase in FY24

e) **TIP Amendment #2023.051**

Administrative Action:

Project Name: Adams and Jackson Roundabout

STIP Number: SR26644.104

Project Location and Description: Design and construction of new roundabout

Fund Source(s): FY24 Region 2 Hazard Elimination- Local Projects (HLZ)

Federal Program Funds: **\$ 900,000**

State Matching Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 900,000

This administrative action programs \$900,000 to the construction phase in FY24

f) **TIP Amendment #2023.052**

Administrative Action:

Project Name: SS4A

STIP Number: TBD

Project Location and Description: SS4A Safety Action Planning Grant Match

Fund Source(s): FY24 Federal Multimodal Mitigation Option Funds

Federal Program Funds: **\$ 85,200.00**

State Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 85,200.00

This amount is contributing 10% of the total 20% matching funds need for the \$852,000 Federal SS4A grant. The city will contribute the other 10% match. This amendment is swapping MMOF state to MMOF federal.

g) **TIP Amendment #2023.053**

Administrative Action:

Project Name: Transit Youth Ride

STIP Number: TBD

Project Location and Description:

Fund Source(s): FY 24 Federal MMOF

Federal MMOF Funds: **\$ 65,000**

State Program Funds: **\$**

Local Matching Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 65,000

This is to provide free youth rides for Pueblo Transit. This amendment is swapping MMOF state to MMOF

federal.

h) TIP Amendment #2023.054

Administrative Action:

Project Name: Pueblo County Blvd Extension Trail

STIP Number: SR27017.001

Project Location and Description: Design & construction of new shared use path along Medal of Honor Blvd

Fund Source(s): FY24 Region 2 Carbon Reduction Program (6PU)

Federal Program Funds: **\$ 539,770**

State Matching Funds: **\$**

Local Matching Funds: **\$**

Other Project Funds: **\$**

TOTAL PROJECT FUND AMENDMENT: \$ 539,770

Amending a previous TIP Amendment to demonstrate that match was provided through MMOF and no local match was needed.

Action Requested: Informational

12. Next TAC – October 10, 2023 - Planning Conf Room, 211 E D St 81003

Action Requested: Informational

13. Items from TAC Members or scheduling of future Agenda Items

Roundtable Discussion

14. Adjourn at or before 11:00 am

Eva Cosyleon adjourned the meeting at 10:58 a.m.

PACOG STIP Additions for FY 2024-2028

FASTER Program (FSA) FY 2024 - 2028			
	FY 2024		
	FY 2025		
	FY2026		
	FY2027		
I-25 Median Barrier Phase V (MP 105-112)	\$ 3,600,000	FSA	Fiscally Unconstrained
US 50C @ Baxter Road Intersection Improvements	\$ 1,250,000	FSA	Fiscally Unconstrained
	FY2028		
I-25 Median Barrier Improv MP 70-74	\$ 2,960,000	FSA	Fiscally Unconstrained

Hazard Elimination Program (HAZ & HLZ) FY 2024 - 2028			
	FY2024		
Pueblo I-25 Corridor US 50 B Reconstruction	\$ 4,742,500 23535	HAZ	10 year HSIP allocation - will need to add to SPB3865.999 when funds moved to R2 Pool
	FY 2025		
	FY2026		
	FY2027		
	FY2028		

Signal Program (SGA & SGN) FY 2024 - 2028			
	FY2024		
	FY 2025		
US 50C @ Baxter Road Intersection Improvements	\$ 245,251	SGN	Need to STIP to SR26646.999
	FY2026		
	FY2027		
	FY2028		



COLORADO

Department of Transportation

National Performance Metrics PACOG - 2022

October 10, 2023



- The Federal Highway Administration's Transportation Performance Management program established consistent national performance measures that are being used by all 52 DOTs to track performance and make investment decisions.
- State DOTs are responsible for setting data-informed targets, and for managing performance to make progress toward the targets they established.
- CDOT established targets for the 2nd National Performance Measures Period (2022-2025) October 1, 2022.
 - The MPOs were required to either support the statewide performance targets or establish their own 4-year targets by March 30, 2023.



The [2022 National Performance Measures report](#) includes the most recent available data to provide an update towards the achievement of the 2- and 4-year National Performance Measure targets. The report includes [a link](#) to MPO Data Packages, which provides:

- Pavement data – 2022 tenth mile pavement data, 2022 pavement condition maps, 2022 spatial data, historic pavement data.
- Bridge data – 2023 structure data, 2023 bridge condition maps, 2023 spatial data, historic bridge condition data.
- System Reliability data.
- Traffic Congestion data.



COLORADO
Department of Transportation

Pavement Condition



2022 Interstate Pavement Conditions

	Good	Trend	Poor	Trend
STATEWIDE	42.8%		3.2%	
DRCOG	37.8%		1.1%	
NFRMPO	45.7%		1.5%	
PPACG	56.6%		1.0%	
PACOG	38.6%		4.5%	
GVMPO	66.5%		0.0%	

- 4-Year (2025) Interstate Good Target: **47.0%** of lane miles in good condition.
- 4-Year (2025) Interstate Poor Target: **3.5%** of lane miles in poor condition.



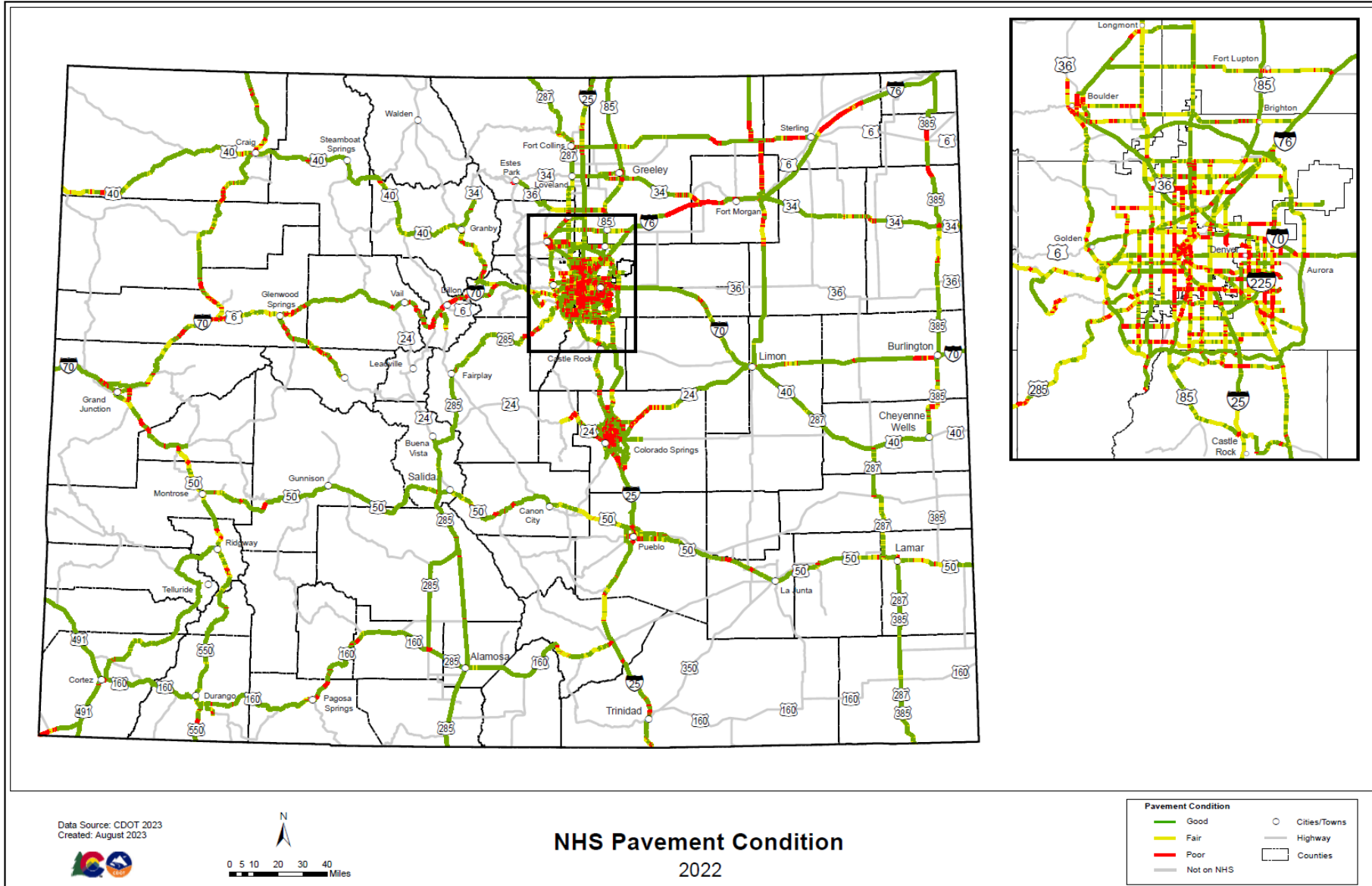
2022 Non-Interstate NHS Pavement Conditions

	Good	Trend	Poor	Trend
STATEWIDE	53.4%		1.7%	
DRCOG	26.0%		5.3%	
NFRMPO	40.7%		2.5%	
PPACG	30.8%		4.7%	
PACOG	36.5%		1.5%	
GVMPO	24.3%		3.8%	

- 4-Year (2025) Non-Interstate NHS Good Target: **43.0%** of lane miles in good condition.
- 4-Year (2025) Non-Interstate NHS Poor Target: **3.5%** of lane miles in poor condition.

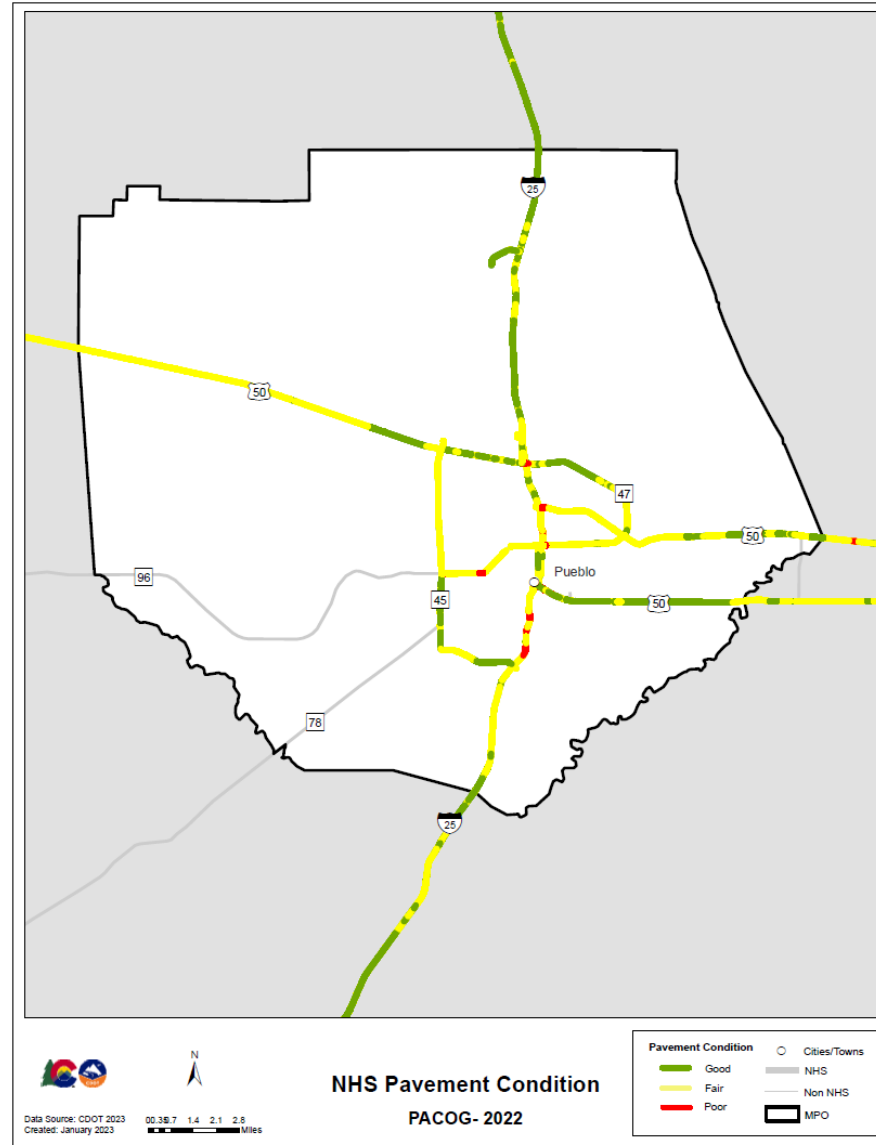


Colorado NHS Pavement Condition





PACOG NHS Pavement Condition





COLORADO
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Bridge Condition



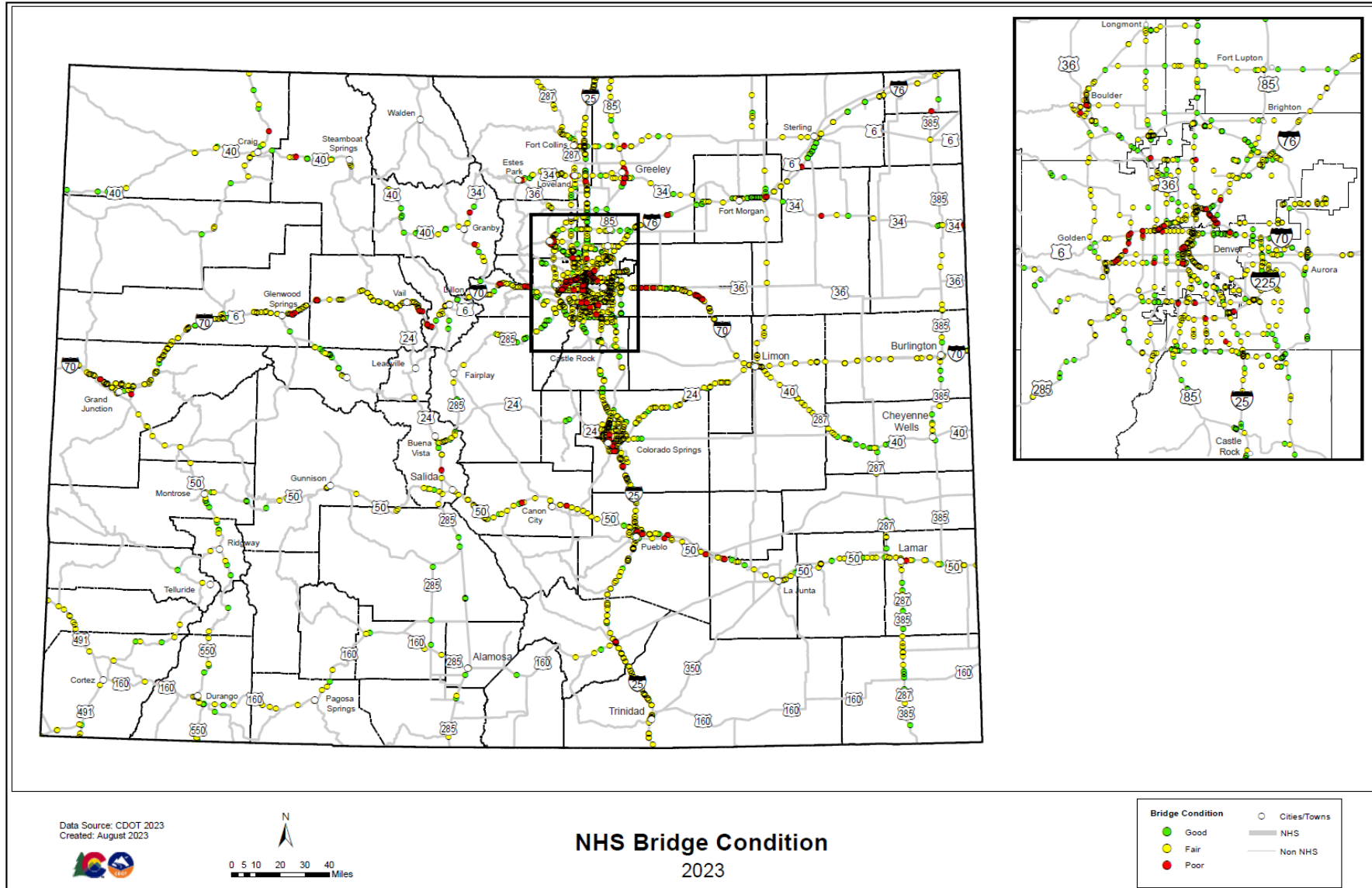
2023 NHS Bridge Deck Area Condition

	Good	10-Year Trend	Poor	10-Year Trend
STATEWIDE	36.6%		3.7%	
DRCOG	40.2%		3.5%	
NFRMPO	45.2%		7.6%	
PPACG	35.4%		2.8%	
PACOG	43.9%		6.9%	
GVMPO	15.0%		0.7%	

- 4-Year (2025) Good Target: **36.0%**
- 4-Year (2025) Poor Target: **4.0%**

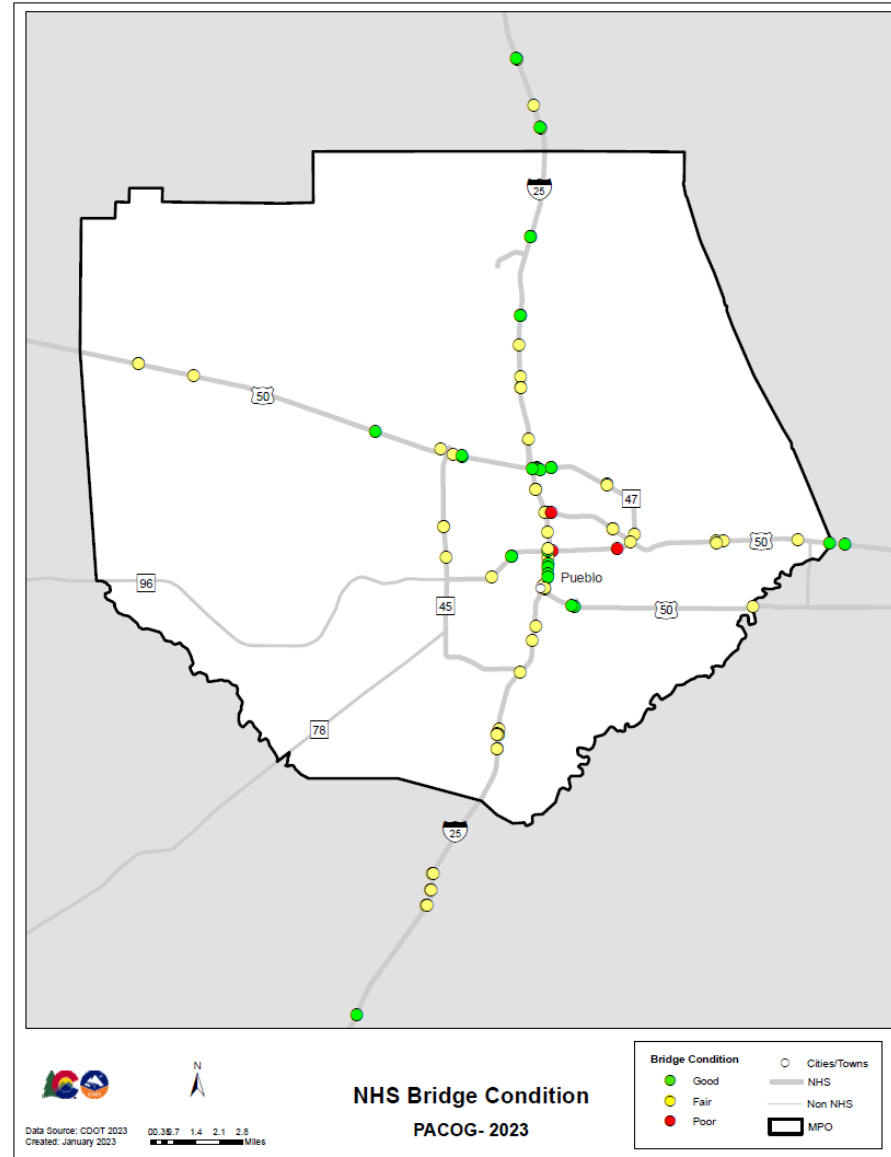


Colorado NHS Bridge Condition





PACOG NHS Bridge Condition





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System Reliability



2022 Interstate LOTTR

	2022	2021	2020	2019	2018	2017	Trend
STATEWIDE	84.3%	85.3%	91.5%	78.8%	77.8%	80.3%	
DRCOG	72.1%	74.6%	85.7%	63.4%	61.0%	65.3%	
NFRMPO	100.0%	100.0%	100.0%	93.7%	100.0%	100.0%	
PPACG	93.8%	93.2%	97.2%	90.1%	90.6%	94.4%	
PACOG	98.6%	98.5%	100.0%	100.0%	100.0%	100.0%	
GVMPO	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

- 4-Year (2025) Target: **79.0%** Reliable Person-Miles Travelled on the Interstate.



2022 Non-Interstate NHS LOTTR

	2022	2021	2020	2019	2018	2017	Trend
STATEWIDE	95.0%	94.7%	94.3%	87.6%	86.5%	85.9%	
DRCOG	93.8%	94.3%	94.1%	82.8%	81.2%	80.2%	
NFRMPO	98.4%	98.8%	97.9%	97.8%	98.0%	97.8%	
PPACG	94.3%	91.9%	88.2%	85.1%	84.7%	85.4%	
PACOG	97.3%	96.0%	96.2%	95.1%	90.3%	93.0%	
GVMPO	97.7%	96.9%	96.7%	96.8%	97.2%	94.1%	

- 4-Year Target (2025): **94.0%** Reliable Person-Miles Travelled on the Non-Interstate NHS.



2022 Interstate TTTR

	2022	2021	2020	2019	2018	2017	Trend
STATEWIDE	1.42	1.39	1.42	1.45	1.38	1.37	
DRCOG	1.92	1.84	1.71	2.01	1.94	1.93	
NFRMPO	1.62	1.54	1.35	1.69	1.48	1.53	
PPACG	1.47	1.44	1.30	1.46	1.41	1.36	
PACOG	1.21	1.20	1.16	1.24	1.22	1.18	
GVMPO	1.19	1.17	1.17	1.18	1.17	1.16	

- 4-Year Target (2025): **1.46** Truck Travel Time Reliability Index on the Interstate.



Timeline & Next Steps

CDOT Next Steps

- January 2024 – Evaluation of 2-year performance (2022-2023), to determine need for revision of 4-year target (2025). *applies to PM2 and PM3 targets
- May 2024 – Propose new 4-year targets, if applicable.
- May - October 2024 – Process to establish revised 4-year targets through resolution, if applicable.
- October 1, 2024 – Mid-Period Performance Evaluation Report/Revised 4-year targets due to FHWA.

PACOG Next Steps

- February 27, 2024 - Safety (PM1) targets established by resolution.
- March 28, 2025 - MPO's revised 4-year Infrastructure and System Performance (PM2/PM3) targets established by resolution, if applicable.



COLORADO

Department of Transportation

Questions?

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U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION**: Carbon Reduction Program
(CRP) Implementation Guidance

Date: April 21, 2022

From: Gloria M. Shepherd
Associate Administrator, Office of Planning,
Environment, and Realty

In Reply Refer To:
HEP-1

To: Division Administrators
Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The attached Carbon Reduction Program (CRP) Implementation Guidance provides information on funding, eligible activities, and requirements of the CRP.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Sustainability Website ([FHWA Sustainability Website](#)), the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)), and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have questions, please contact: Becky Lupes (202-366-7808 or Rebecca.Lupes@dot.gov) or John Davies (202-366-6039 or JohnG.Davies@dot.gov) of the Office of Natural Environment.

Attachment

Carbon Reduction Program Implementation Guidance
(April 21, 2022)

TABLE OF CONTENTS

- A. **DEFINITIONS**
- B. **PROGRAM PURPOSE**
- C. **GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING**
- D. **GOVERNING AUTHORITIES**
- E. **FUNDING**
- F. **CARBON REDUCTION STRATEGIES**
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- H. **DAVIS-BACON ACT REQUIREMENTS**

A. Definitions

In this guidance, the following definitions apply:

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken (*See* 23 CFR 450.104).

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104).

Metropolitan Planning Organization means the policy board of an organization established as a result of the designation process under 23 U.S.C. 134(d) (23 U.S.C. 134(b)(2); 23 U.S.C. 175(a)(1)).

Transportation Emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

Transportation Management Area means a transportation management area identified or designated by the Secretary under 23 U.S.C. 134(k)(1) (*See* 23 U.S.C. 175(a)(3)).

Urbanized Area means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census (23 U.S.C. 134(b)(7); 23 U.S.C. 175(a)(1)).

B. PROGRAM PURPOSE

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (*See* 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)” (BIL)) (BIL § 11403).

C. GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING

- 1. Overview:** This document provides background and guidance to clarify eligibility requirements for the CRP. On December 16, 2021, FHWA issued guidance, [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. That policy is available on FHWA’s BIL resources implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm.

2. Safety:

Prioritizing Safety in All Investments and Projects

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the United States Department of Transportation (USDOT) and FHWA to respond to the current crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from CRP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities, safety should be fully reflected in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

FHWA encourages State and local agencies to consider the use of funds from CRP to address roadway safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help “self-enforce” speed limits. To achieve the vision of zero fatalities on the Nation’s roads, FHWA encourages States to assess safety outcomes for all project types and promote and improve safety for all road users, particularly vulnerable users. FHWA recommends that streets be designed and operated to maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety and connectivity. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act.

Complete Streets

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Section 11206 of the BIL defines Complete Streets standards or policies as

those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

- 3. Transit Flex:** FHWA, working with FTA, seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micromobility users, freight and delivery services providers, and motorists. This includes the incorporation of data sharing principles and data management.

Funds from CRP can be “flexed” to FTA to fund transit projects. For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.

- 4. Transferability Between FHWA Programs:** Section 126 of title 23, U.S.C., provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for certain highway programs, including CRP, to other eligible apportioned highway programs.¹ See also FHWA Order 4551.1, “Fund Transfers to Other Agencies and Among Title 23 Programs”, ([Fund Transfers to Other Agencies and Among Title 23 Programs](#)). Historically States have used this flexibility to address unmet needs in areas where apportioned funding was insufficient.

The BIL made historic investments in highway programs including more than \$300 billion in Contract Authority from the Highway Trust Fund. This represents an average

¹ States may only transfer CRP funds that are allocated for use anywhere in the State.

annual increase of 29 percent in Federal-aid funding over the amount of Contract Authority for FHWA programs compared to fiscal year 2021. Congress also established more than a dozen new highway programs to help address urgent surface transportation needs.

States have the flexibility to transfer funds out of CRP to other apportioned programs, but we encourage States to first consider the need to transfer in light of the significant increase in apportioned funding and the considerable funding for new programs. States, working with FHWA, should determine the need for CRP funds – including the ability to apply CRP funds to eligible assets owned by local governments, counties, and Tribes – and identify and prioritize projects that maximize the CRP funding before deciding to transfer funds out of the CRP.

- 5. ADA:** The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The Department of Transportation’s Section 504 regulations apply to recipients of the Department’s financial assistance (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (*See* 28 CFR 35.149). A public entity’s pedestrian facilities are considered a “service, program, or activity” of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

If the project reduces transportation emissions, funds from CRP are available to improve accessibility and to implement recipients’ ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. FHWA will provide oversight to recipients of CRP funds to ensure that each public agency's project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

- 6. Equity:** The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members’ mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA will work with States to ensure consideration of using CRP funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of CRP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. “Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (See [FHWA's Environmental Justice Reference Guide](#) for additional information). In addition, CRP projects can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (See [OMB's Interim Implementation Guidance for the Justice40 Initiative](#) or its successor for additional information).

To assist with these public engagement efforts, FHWA expects recipients of CRP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. And, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

Among other things, recipients of CRP funds are also required to assure equitable treatment of workers and trainees on highway projects through compliance with Equal Employment Opportunity requirements under 23 CFR Part 230, Subpart A, as well as ensuring nondiscrimination in all of their operations on the basis of race, color, or national origin under Title VI of the Civil Rights Act of 1964. Recipients of CRP funds should ensure that they have the capacity and expertise to address Federal civil rights protections that accompany grant awards.

- 7. Climate Change and Sustainability:** The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, FHWA encourages recipients to consider climate change and sustainability throughout the planning and project development process, including the extent to which projects under CRP align with the President’s greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, consistent with the statute and guidance below, recipients should fund projects that reduce carbon dioxide emissions. FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design, or incorporate electrification or zero emission vehicle infrastructure. In addition, FHWA encourages

recipients to consider projects under CRP that support climate change resilience, including consideration of the risks associated with wildfires, drought, extreme heat, and flooding, in line with guidance for projects in floodplains. FHWA also encourages recipients to consider projects under CRP that address environmental justice concerns.

- 8. Labor and Workforce:** Highway programs, including CRP, may provide opportunities to support the creation of good-paying jobs, including jobs with the free and fair choice to join a union, and the incorporation of strong labor standards, such as the use of project labor agreements; employer neutrality with respect to union organizing; the use of an appropriately trained workforce (in particular registered apprenticeships and other joint labor-management training programs); and the use of an appropriately credentialed workforce in project planning stages and program delivery.

Recipients should work with FHWA, to the extent possible, to identify opportunities for Federal-aid highway investments to advance high-quality job creation through the use of local or other geographic or economic hire provisions authorized under section 25019 in the BIL, and Indian employment preference for projects that are located on or near Tribal reservations authorized under 23 U.S.C. 140(d), or other workforce strategies targeted at expanding workforce training opportunities for people to get the skills they need to compete for these jobs, especially underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

- 9. Truck Parking:** Truck parking shortages are a national concern affecting the efficiency of U.S. supply chains and safety for truck drivers and other roadway users. Jason's Law, which was passed in 2012, established a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Many Federal-aid highway funding programs have eligibility for truck parking projects, including the CRP. CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. FHWA anticipates that such projects may support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS. Advanced truck stop electrification systems are eligible under 23 U.S.C. 175(c)(1)(A) and projects that reduce transportation emissions at port facilities are eligible under 23 U.S.C. 175(c)(1)(M).

States should consider working with private sector truck stop operators and the trucking community in the siting and development of specific truck parking projects. States also are encouraged to offer opportunities for input from commercial motor vehicle drivers and truck stop operators through their State Freight Advisory Committees established under 49 U.S.C. 70201.

D. GOVERNING AUTHORITIES

- 1.** Section 11101 of the BIL authorizes contract authority for the CRP.

2. Section 11104 of the BIL updates apportionment instructions in 23 U.S.C. 104.
3. Section 11403 of the BIL establishes the CRP in 23 U.S.C. 175.

E. FUNDING

1. **Authorization Levels:** Estimated annual CRP funding under the BIL is:

Estimated Annual CRP Funding	
Fiscal Year (FY) 2022	\$1.234 B
FY 2023	\$1.258 B
FY 2024	\$1.283 B
FY 2025	\$1.309 B
FY 2026	\$1.335 B

The BIL sets each State’s initial share of Federal-aid highway program apportioned (formula) funds annually based on the share of formula funds each State received in fiscal year 2021. The methodology for calculating the apportionments for FY 2022 under 23 U.S.C. 175 is discussed in FHWA Notice [N4510.858](#). For FY 2023 through 2026 funds, please revisit [FHWA’s Notice website](#) at the appropriate future time.

The Fiscal Management Information System Program Codes for these CRP funds are as follows:

Program Code	Program Description	Title 23 Reference
Y600	Carbon Reduction Program (CRP) Flexible	Section 175(e)(1)(B); Section 104(b)(7)
Y601	CRP – Urbanized Areas with Population Over 200K	Section 175(e)(1)(A)(i)
Y606	CRP – Urbanized Areas with Population 50K to 200K	Section 175(e)(1)(A)(ii)
Y607	CRP – Urban Areas with Population 5K to 49,999	Section 175(e)(1)(A)(iii)
Y608	CRP – Areas with Population less than 5K	Section 175(e)(1)(A)(iv)

For urbanized areas with population over 200K and urbanized areas with population 50K to 200K, the CRP funding in FMIS will be provided at the individual urbanized area level.²

² For example see [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 18 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#) and [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 19 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#).

2. **Period of Availability:** CRP funds are contract authority. CRP obligations are reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years.
3. **Obligation Limitation:** CRP funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.

In general, a State that is required under 23 U.S.C. 175(e) to obligate CRP funds in an urbanized area with an urbanized area population of 50,000 or more shall make available during the period of fiscal years 2022 through 2026 an amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs for use in the area that is equal to the amount obtained by multiplying:

- a. the aggregate amount of funds that the State is required to obligate in the area under this subsection during the period; and
- b. the ratio that—
 - i. the aggregate amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs during the period; bears to
 - ii. the total of the sums apportioned to the State for Federal-aid highways and highway safety construction programs (excluding sums not subject to an obligation limitation) during the period. (*See* 23 U.S.C. 175(e)(6)(A))

Each State, each affected Metropolitan Transportation Planning Organization (MPO), and the Secretary shall jointly ensure compliance with 23 U.S.C. 175(e)(6)(A). (*See* 23 U.S.C. 175(e)(6)(B))

4. **Federal share:** The Federal share for CRP-funded projects is governed by 23 U.S.C. 120, as amended by the BIL. It is generally 80 percent (*See* 23 U.S.C. 120(b)).
5. **Combining CRP Funds with Other Eligible USDOT funding:** CRP funds can be spread further by combining them with other eligible USDOT funding for projects that support the reduction of transportation emissions, if the eligibility requirements and applicable Federal share are met for each program.
6. **Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute (*See* 23 CFR 630.110(a)).
7. **Suballocation Within a State** (*See* 23 U.S.C. 175(e))
Specified Areas
For each fiscal year, 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under 23 U.S.C.134 that encompasses the urbanized area.);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors if the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

Any Area of State

The remaining 35 percent of funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

F. CARBON REDUCTION STRATEGIES

1. **General:** By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State’s Carbon Reduction Strategy.
2. **Development:** States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into the State’s Long-Range Statewide Transportation Plan (LRSTP), the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the LRSTP and MTP.

States may request technical assistance from FHWA for the development of their Carbon Reduction Strategy (*See* 23 U.S.C. 175(d)(5)).

Development of a Carbon Reduction Strategy is an allowable use of CRP funds (see Eligibilities below).

3. **Contents:** Each Carbon Reduction Strategy shall (*See* 23 U.S.C. 175(d)(2)):
 - A. support efforts to reduce transportation emissions;
 - B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - i. to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State

- or an area served by the applicable MPO, if any;
 - ii. to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
 - C. support the reduction of transportation emissions of the State;
 - D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
 - E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
- 4. Review:** Not later than 90 days after the State submits a request for the approval of a Carbon Reduction Strategy, the Secretary will review the process used to develop the Carbon Reduction Strategy and either certify that the Carbon Reduction Strategy meets the requirements of 23 U.S.C. 175(d)(2) or deny certification and specify the actions necessary for the State to take to correct the deficiencies in the State’s process for developing the Carbon Reduction Strategy (23 U.S.C. 175(d)(4)).

G. ELIGIBILITIES AND COORDINATION REQUIREMENTS

- 1. General:** CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135)

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

2. Program Evaluation

States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor,

independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

Evaluation costs are allowable costs unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

- 3. Eligible Activities:** Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):
- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
 - C. a [transportation alternatives project](#) as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
 - F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
 - H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - I. efforts to reduce the environmental and community impacts of freight movement;
 - J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - L. certain types of projects to improve traffic flow that are eligible under the CMAQ

³ See [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#)

- program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency's typical pavement-related practices. The [LCA Pave Tool](#) can be used to assess the CO₂ impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#) provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The [CMAQ Emissions Calculator Toolkit](#) is an available resource for estimating the CO₂ emissions benefits of certain projects.

4. Flexibility on Use of Funds and Certification of Emissions Reduction

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C 133(b)) if the Secretary certifies that the State has demonstrated a reduction in

transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions. Section C.4 of this memo discusses the separate flexibility on transferability between FHWA programs.

5. Consultation and Coordination

Coordination in Urbanized Areas

Before obligating funds for eligible projects in an urbanized area that is not a transportation management area, a State must coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(4)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

Consultation in Rural Areas

Before obligating funds for an eligible project in a rural area, a State must consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(5)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

H. DAVIS-BACON ACT REQUIREMENTS

As provided at 23 U.S.C 175(g), all projects funded with CRP funding shall be treated as located on a Federal-aid highway. Accordingly, 23 U.S.C 113 applies, and Davis-Bacon wage rates must be paid. In general, Davis-Bacon requires that all laborers and mechanics employed by the applicant, subrecipients, contractors or subcontractors in the performance of construction, alteration, or repair work on an award or project in excess of \$2000 funded directly by or assisted in whole or in part by funds made available under CRP shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code commonly referred to as the “Davis-Bacon Act” (DBA).

For additional guidance on how to comply with DBA provisions and clauses, see <https://www.dol.gov/agencies/whd/government-contracts/construction> and

<https://www.dol.gov/agencies/whd/government-contracts/protections-for-workers-in-construction>. See also <https://www.fhwa.dot.gov/construction/cqit/dbacon.cfm>.



COLORADO

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Multimodal Transportation and Mitigation Options Fund (MMOF) LOCAL MMOF Program Overview April 2022

This program guide replaces the previous version released February 2022. It includes important updates expanding the allowable match funding options when combining MMOF Federal Recovery funds with funding from other programs, and an appendix illustrating various example project funding scenarios.

Background

The Multimodal Transportation & Mitigation Options Fund (MMOF), created within the State Treasury under Colorado Senate Bill 2018-001, was amended under Colorado Senate Bill 2021-260 which also provided the program with steady, annual funding for multimodal transportation projects. Per statute, funds within the MMOF are split, with fifteen percent (15%) to be programmed by CDOT for statewide and regional multimodal investments and eighty-five percent (85%) to be programmed by local agencies for local multimodal investments. The local funding portion is referred to here as the **Local MMOF Program** and is the subject of this summary guidance document.

Colorado Revised Statutes 43-4-1103, which governs the MMOF program, requires the Colorado Transportation Commission (TC) to establish a formula for distribution of Local MMOF Program funds to Colorado's fifteen (15) Transportation Planning Regions (TPR). Those funds are awarded to projects by those individual organizations. Recipients of Local MMOF Program Funds are required to provide a match of project funding equal to or greater than the amount of the grant. The TC is permitted to also create a formula for reducing or eliminating this match requirement for local governments or agencies due to their size or any other special circumstance.

Amended formulas for both funding distribution and match reductions were adopted by the TC in December 2021 and January 2022, respectively. Details on these formulas and the MMOF program requirements are found in the sections that follow.

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Project Eligibility

Program Goals

The MMOF program seeks to promote a “complete and integrated multimodal system”, and that an integrated system:

- Benefits seniors by making aging in place more feasible.
- Benefits residents of rural and Disproportionately Impacted (DI) 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; and
- Reduces emissions of air pollutants and Greenhouse Gases (GHG) that contribute to adverse environmental effects, including but not limited to Climate Change and adverse Human Health Effects.

Project Types

The legislation specifically defines the term ‘Multimodal Projects’, whereby MMOF funds are eligible for on and off-roadway transportation projects, including the following:

- Capital or Operating costs for Fixed-route and On-demand transit services,
- Transportation Demand Management programs,
- Multimodal Mobility projects enabled by new technology,
- Multimodal Transportation studies,
- Bicycle and/or pedestrian projects
- Modeling Tools, AND
- GHG mitigation projects that decrease Vehicle Miles Traveled (VMT) or increase Multimodal travel.

Project applicants are encouraged to inquire with your urban Metropolitan Planning Organization (MPO) or rural TPRs for clarification on the eligibility of specific projects. MPOs/TPRs are requested to coordinate with CDOT to determine the eligibility of particular projects when or if this eligibility is in question.

Minimum Project Sizes

CDOT is *recommending* a minimum project size for the MMOF program to ensure efficient use of program funding. Projects funded with public grants, particularly federal funding, require additional documentation and agencies sponsoring projects must meet certain requirements. These requirements can cause increased costs and diminished benefits to a grant on smaller projects. For this reason, CDOT has established minimum project size thresholds for Local MMOF Program awards.

Project Minimums:

- Infrastructure Projects - *recommended* minimum \$300,000 total project cost

- Transit Projects (non-infrastructure) - minimum \$25,000 grant amount
- Planning Projects & Studies - minimum \$25,000 grant amount

While infrastructure project sizes are recommended at \$300,000 minimum, smaller projects may be allowed by CDOT in special situations, but in no case less than \$150,000 total project cost.

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

Application & Project Requirements

In January 2022, the Transportation Commission adopted a resolution distributing two sources of funding for local MMOF project selections, including approximately equal portions of Federal Recovery funds and State General Funds. Project sponsors will apply simultaneously to their MPO/TPR for awards of funding from these two sources.

Each funding source comes with different requirements and applicants should review the guidelines here, the [MMOF Federal Funding Fact Sheet](#) , the [MMOF State Funding Fact Sheet](#), and the other support documents provided on the [MMOF Program webpage](#) to understand these requirements prior to submitting an application.

Applicants may specifically request either federal recovery or state general funding when applying. However, MPO/TPRs will be prioritizing the award of the Federal Recovery funds first, **therefore applicants should be prepared to accept either funding source unless they can demonstrate compelling reasons that the federal funds are not suitable.**

Project Application and Selection

Project applications and selections for Local MMOF Program awards are conducted individually by each of the MPOs/TPRs. **Contact your MPO or TPR for their respective application form.**

MPO/TPR's are anticipated to commence their respective project selection processes in March or April 2022. **Project submission deadlines vary and will be determined by your MPO/TPR.**

Project Applicants should contact their respective planning organizations at the earliest opportunity to engage in those selection processes. A map of the planning regions and their MPO/TPR [contact information](#) may be found on CDOT's planning website.

Regional Funding Allocations

The TC adopted an updated formula for distribution of the Local MMOF Program funds on January 20, 2022, allocating funding to the 15 Transportation Planning Regions (MPO/TPRs). The formula, developed and recommended by the MMOF Advisory Committee, uses a combination of eleven criteria representing various population characteristics, transit ridership and other factors. The formula first allocates 81% of Local MMOF Program funds to the five urban regions, and 19% to the ten rural regions. Two sub-allocation formulas, one urban and one rural, then allocate those dollars to each TPR using different weighted combinations of these eleven measures.

Table 1 contains the final Local MMOF Distribution Formula and the current funding amounts allocated to all 15 TPRs/MPOs as of January 20, 2022.

Table 1a provides the federal/state funding breakdown of these allocations.

CDOT Oversight

All MMOF projects and their funding award contracts will be administered and overseen by CDOT with project delivery processes similar to other pass-through programs. Spending authority will be granted to recipients through CDOT's standard award contracting mechanisms and will follow State Procurement and Fiscal Rules and Federal requirements when and where applicable. Funds are disbursed to project sponsors only on a *reimbursement basis*.

Transit projects will be administered through CDOT's Division of Transit & Rail (DTR). Non-transit construction/infrastructure projects will be administered by the Local Agency teams in CDOT's Engineering Regions. All other planning projects will be administered by the Division of Transportation Development (DTD).

CDOT Consultation - prior to application

It is **strongly recommended** that infrastructure project applicants consult with their CDOT Local Agency Coordinator PRIOR to submittal of a grant application to their MPO/TPR. Due to the complexity and variations of the applicable requirements in certain situations, this **consultation is REQUIRED for all Transit projects**. Record of the consultation (an e-mail, letter, etc.) should then accompany the grant application reflecting the outcome of the consultation.

Applicants are urged to schedule a consultation with CDOT early in the process, preferably no later than 3 weeks prior to submission, to allow time for review. The intent of this consultation is to help applicants improve project cost estimates, to clarify applicable requirements and to identify possible issues in delivery, which contributes to project success. A map of the CDOT Regions is below in **Figure 1**.

For the consultation, the Local Agency should be prepared to discuss:

- Brief Overview of the project - Anticipated issues or impacts for discussion, especially pertaining to environmental, utility and ROW issues

- Location - approximate beginning and ending points of the project or the area served by the project.
- ADA compliance considerations
- Total Project Budget: ALL sources, amounts and status
- Project timeline: Anticipated construction start / completion dates

Transit project sponsors **ARE REQUIRED** to consult with the following CDOT staff based on the CDOT Region where the project is located:

- Moira Moon, moira.moon@state.co.us - Region 1, plus Northwest & Intermountain TPRs
- Geoff Guthrie, geoffrey.guthrie@state.co.us - Region 2
- Jan Rowe, jan.rowe@state.co.us - Region 4
- TJ Burr, timothy.burr@state.co.us - Region 3, plus Gunnison Valley TPR

All other infrastructure project sponsors should contact the following CDOT Local Agency Coordinators for consultation:

- Wendy Williams, wendy.williams@state.co.us - Region 1
- Lachelle Davis, lachelle.davis@state.co.us - Region 2
- Michael Konn, michael.konn@state.co.us - Region 3
- Bryce Reeves, bryce.reeves@state.co.us - Region 4
- Robert Shanks, robert.shanks@state.co.us - Region 5

Federal vs. State Funding Requirements

Applicants that are awarded MMOF grants of Federal Recovery (ARPA) funding will be subject to unique federal requirements. These requirements may include, but are not limited to, 2 CFR Part 200, Title VI of the Civil Rights Act of 1964, Davis Bacon Act, and Equal Employment Opportunity statutes and regulations. All applicants will also need to comply with the Americans with Disabilities Act, and if any inaccessible transit vehicles are awarded, applicants will be required to show that an applicable exception to accessibility requirements applies and file a certificate of equivalent service with CDOT (see 49 CFR Part 37).

A [Federal Funding Fact Sheet](#) and a [State Funding Fact Sheet](#) are available detailing the specific requirements of *infrastructure* projects funded with the Federal Recovery or the State General funds.

Purchase of transit vehicles with any source of funds will be required to follow DTR's procurement rules which utilize CDOT's master transit vehicle price agreements if the vehicle option is available in the master price agreement. **NOTE - transit vehicle price estimates** must be obtained prior to application submission by directly contacting CDOT's procurement support:

Ann Beauvais, RAE Consultants, Inc.
ann@raeconsultants.com
 (p) 719-447-7623

Civil rights resources may also be found here: <https://www.codot.gov/business/civilrights>

Funding Expiration

Federal Recovery (ARPA) Funds. Approximately one-half of the funding allocated to TPRs in January 2022 for local projects are federal recovery funds implemented through the State & Local Fiscal Recovery Fund (SLFRF) established under the American Rescue Plan Act (ARPA). Federal Recovery funds must be encumbered in an awarded project agreement by December 31, 2024 and expended by December 31, 2026. Note that all project work and expenses must conclude by this date, and complete and final project reimbursement documentation must be submitted by the Local Agency to CDOT no later than February 14, 2027. Final reimbursements of federal ARPA funds by CDOT must be made by March 31, 2027.

State General Funds. All state funding currently appropriated under Senate Bill 2021-260 and allocated to regions in January 2022 may be expended throughout the term of the negotiated award contract (typically 10 years). For this reason, more flexible and longer-term project completion dates can be considered for projects awarded these funds.

MMOF Match Requirements

Sponsors of all Local MMOF Program projects must provide 50% match funding on a project-by-project basis. This means at least 50% of the funding must come from sources other than MMOF. As an example, a \$1,400,000 transit facility project may receive \$700,000 Local MMOF Funds while the remaining \$700,000 is funded through other sources. *Local MMOF Program Funds may be matched by any other federal, state, local or private source other than MMOF itself.*

Match Reduction or Exemption

As is statutorily allowed, the TC has adopted a formula which reduces or eliminates the MMOF program's 50% match requirements for certain local county and municipal governments based on formula criteria. Reduced or eliminated match requirements are granted automatically and no further requests or documentation is required.

Project sponsors that are neither a county nor a municipality (ex., transit agencies, school districts, metro districts, etc.) must meet the match rate required of the local governments of the area they serve. Project sponsors should provide explanation in their application justifying the match rates claimed in the application. *Applicants that are uncertain of the match rate that should apply to their agency should reach out to your [MPO/TPR contact](#).*

Tables 2a & 2b list the individual match rates required of County and Municipal governments under the Commission's formula.

Combining MMOF and Other Program Awards (TAP, RMS, CMAQ, 5339, etc.)

MMOF projects may also be eligible for funding awards from other federal, state or local grant programs, depending on project types and its components. For example, all phases of Bicycle, Pedestrian, and Safe-Routes-to-School projects are eligible for funding through both the Transportation Alternatives Program (TAP) and this Local MMOF Program. Project sponsors may therefore consider applying for multiple programs to complete the funding needed on an eligible project. However, MPOs/TPRs selecting MMOF projects that are contingent upon a subsequent competitive award from another program may want to identify alternative MMOF projects to fund in the event that the applicant's bid for matching competitive funds is unsuccessful and they are unable to deliver the project without it.

When combined into one project, MMOF funds and other award funds *may* be eligible sources of match to each other, depending on the individual programs' requirements.

OF NOTE: Based on the US Treasury's [Final Rule](#) on the ARPA/SLFRF program, **the MMOF federal recovery funds may be used to satisfy the match or shared cost requirements of other federal programs**, including all FHWA and FTA programs such as TAP, CMAQ, FTA5311, FTA5339, etc.

Please inquire with your **CDOT Region Planner or Planning Liaison** listed on the [Planning Contacts](#) webpage for information about other competitive programs.

NOTE: Some example project funding scenarios are provided in **Figure 2**.

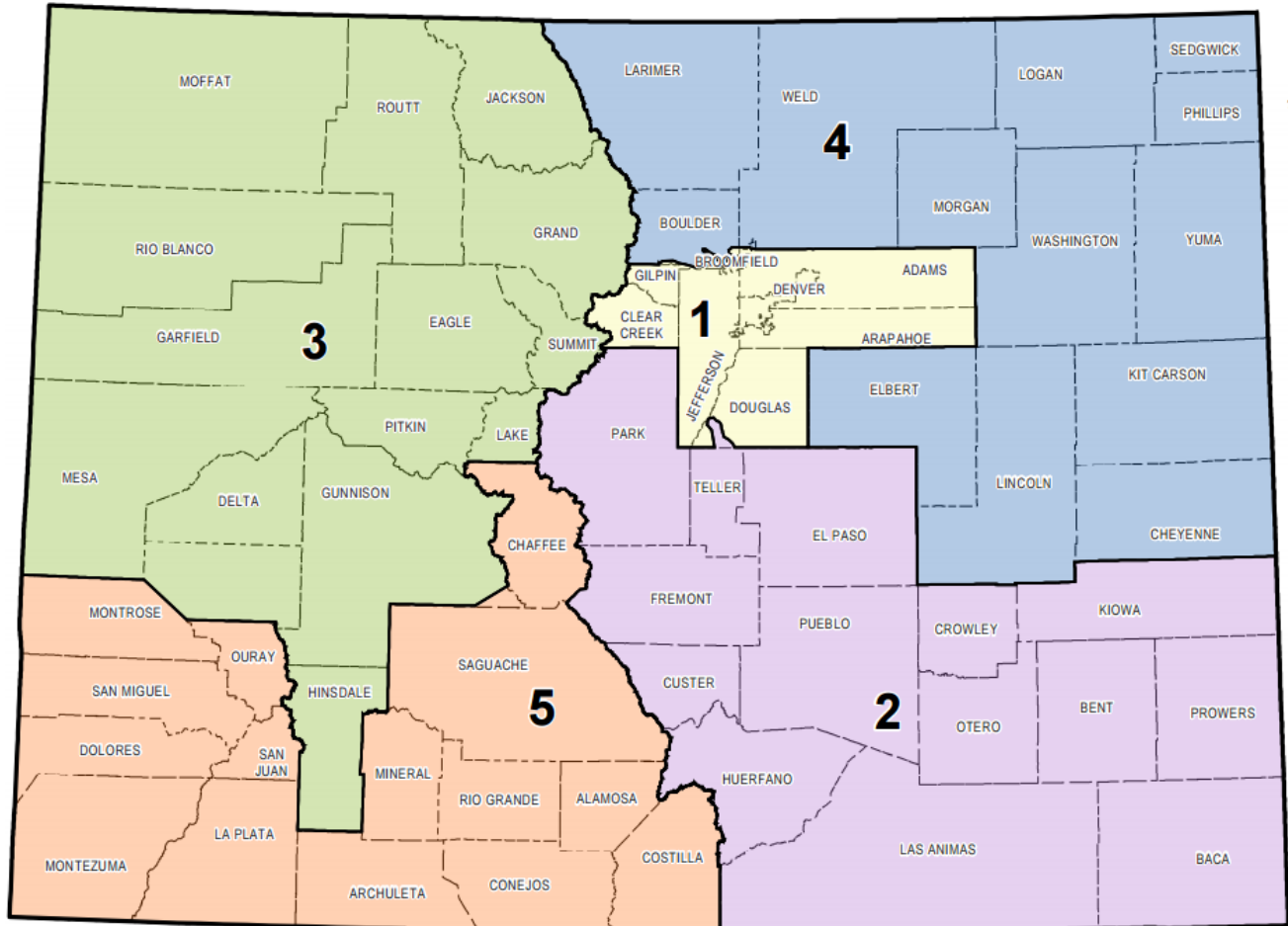
Reporting Requirements

All TPRs must provide CDOT with an annual report listing the status of projects selected for funding through the Local MMOF Program. This report includes information about the sponsor/recipient, project names and descriptions, funding sources, current expenditure amounts and projected annual expenditures. *Each project sponsor will be required to complete and submit a status report upon request by your MPO/TPR or CDOT, and also at the time of final project acceptance.*

This project status information enables CDOT to effectively manage the program and to report to the Transportation Legislation Review Committee (TLRC) of the Colorado Legislature a required annual accounting of expenditures from the MMOF program.

Supporting Tables and Figures

Figure 1: CDOT's Engineering Regions and Contacts



CDOT Consultation Contacts:

- Region 1:** Wendy Williams, wendy.williams@state.co.us
Transit Coordinator: Moira Moon, moira.moon@state.co.us
- Region 2:** Lachelle Davis, lachelle.davis@state.co.us
Transit Coordinator: Geoff Guthrie, geoffrey.guthrie@state.co.us
- Region 3:** Michael Konn, michael.konn@state.co.us
Transit Coordinator: Moira Moon, moira.moon@state.co.us
- Region 4:** Bryce Reeves, bryce.reeves@state.co.us
Transit Coordinator: Jan Rowe, jan.rowe@state.co.us
- Region 5:** Robert Shanks, robert.shanks@state.co.us
Transit Coordinator: TJ Burr, timothy.burr@state.co.us

Figure 2: Illustrative Project Funding Examples

EXAMPLE PROJECT 1: Sidewalk construction & improvements, Match Rate 50%

1A: matched with Local funding	
MMOF Federal or State	\$400,000
Local funds	\$400,000
<hr/>	
TOTAL Project	\$800,000
1B: Combined with FHWA TAP Award + Local	
MMOF Federal or State	\$400,000
TAP (separate award)	\$320,000
Local funds (satisfies 20% TAP match)	\$80,000
<hr/>	
TOTAL Project	\$800,000
1C: Combined with FHWA TAP Award, no local funding	
MMOF Federal or State (satisfies the TAP 20% match)	\$400,000
TAP (satisfies the MMOF match)	\$400,000
<hr/>	
TOTAL Project	\$800,000

EXAMPLE PROJECT 2: Expansion Transit Service Route, Match Rate 25%

Project includes the following, Total Cost \$1,000,000:

Service Development Plan:	\$50,000
Purchase of two transit vehicles	\$200,000
Operations for 6 years @ \$125,000/year	\$750,000

Note: *Annual Operational funding will remain available contingent upon the continued operation of the new awarded service/route.*

2B: matched with local funding	
MMOF Federal or State	\$750,000
Local funds	\$250,000
<hr/>	
TOTAL Project	\$1,000,000
2A: matched with Local funding; two separate awards	
MMOF Federal (for SD Plan and vehicles)	\$187,500
MMOF state (for annual Operations)	\$562,500
Local funds	\$250,000
<hr/>	
TOTAL Project	\$1,000,000

Table 1: Local MMOF Distribution Formula & Allocations

Adopted by Transportation Commission Resolution #2021-10-12, January 20, 2022*

	TPR Name	Pop 2019	School Aged Pop	DI Pop	Disabled Pop	Pop 65+	Zero vehicle HH	Revenue Miles	Unlinked Trips	Jobs	Bike Crashes	Ped Crashes	Alloc%	Allocation\$
Urban (81%)	Pikes Peak Area	12.3%	13.1%	11.7%	13.8%	11.2%	9.7%	5.5%	2.6%	10.0%	7.6%	10.6%	8.90%	\$18,898,912
	Denver Area	57.7%	58.1%	58.2%	50.4%	52.8%	63.0%	69.4%	78.9%	64.3%	65.9%	70.1%	60.04%	\$127,502,541
	North Front Range	8.9%	8.9%	7.2%	8.2%	8.7%	7.5%	3.9%	4.1%	8.0%	13.6%	7.0%	7.28%	\$15,457,986
	Pueblo Area	3.0%	3.0%	4.8%	5.4%	3.9%	4.4%	1.3%	0.6%	2.3%	2.2%	3.3%	2.60%	\$5,526,588
	Grand Valley	2.7%	2.6%	2.4%	3.9%	3.6%	2.6%	1.0%	0.6%	2.6%	4.0%	2.2%	2.18%	\$4,629,639
Rural (19%)	Eastern	1.5%	1.5%	1.1%	1.7%	1.9%	1.3%	0.1%	0.03%	1.0%	0.2%	0.3%	1.50%	\$3,190,010
	Southeast	0.8%	0.8%	1.6%	1.5%	1.1%	1.4%	0.3%	0.06%	0.6%	0.1%	0.2%	1.26%	\$2,674,866
	San Luis Valley	1.2%	1.1%	1.8%	2.0%	1.7%	1.7%	0.1%	0.01%	0.9%	0.5%	0.3%	1.65%	\$3,495,635
	Gunnison Valley	1.8%	1.6%	1.9%	2.5%	2.9%	1.7%	5.9%	3.53%	1.4%	1.1%	0.8%	2.88%	\$6,117,086
	Southwest	1.7%	1.5%	1.4%	2.0%	2.4%	0.8%	0.9%	0.32%	1.6%	0.8%	0.9%	1.86%	\$3,951,535
	Intermountain	3.0%	2.9%	3.4%	1.9%	2.8%	1.6%	9.4%	7.90%	3.5%	2.1%	2.0%	3.95%	\$8,390,443
	Northwest	1.1%	1.0%	0.8%	0.8%	1.2%	0.8%	1.1%	1.24%	1.1%	0.6%	0.4%	1.14%	\$2,413,856
	Upper Front Range	2.0%	2.0%	1.7%	2.4%	2.4%	1.3%	0.7%	0.06%	1.4%	0.6%	0.8%	2.11%	\$4,473,819
	Central Front Range	1.8%	1.4%	1.4%	2.6%	2.7%	1.3%	0.3%	0.05%	1.0%	0.5%	0.6%	1.99%	\$4,236,591
	South Central	0.4%	0.3%	0.7%	0.8%	0.7%	1.0%	0.2%	0.02%	0.3%	0.1%	0.2%	0.66%	\$1,405,513
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	\$212,365,020
	<i>URBAN Formula wt</i>	<i>20.0%</i>	<i>10.0%</i>	<i>10.0%</i>			<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>100%</i>	
	<i>RURAL Formula wt</i>	<i>15.0%</i>	<i>10.0%</i>	<i>15.0%</i>	<i>15.0%</i>	<i>15.0%</i>	<i>10.0%</i>	<i>10.0%</i>			<i>5.0%</i>	<i>5.0%</i>	<i>100%</i>	
		POPULATIONS		DISADVANTAGED groups				TRANSIT		OTHER				
	URBAN	30.0%		20%				20.0%		30.0%				
	RURAL	25.0%		55%				10.0%		10.0%				

*Allocations include both FY22 Federal Recovery and FY23 State General funds

Table 1a: Local MMOF Program Allocations – Federal/State Funding Breakdown

TPR Name	Allocation (rounded)	Federal Stimulus Funds (FY22)	State Funds (FY23)	Total Allocation
Pikes Peak Area	8.90%	\$ 9,471,216	\$ 9,427,696	\$ 18,898,912
Denver Area	60.04%	\$ 63,898,073	\$ 63,604,468	\$ 127,502,541
North Front Range	7.28%	\$ 7,746,791	\$ 7,711,195	\$ 15,457,986
Pueblo Area	2.60%	\$ 2,769,657	\$ 2,756,931	\$ 5,526,588
Grand Valley	2.18%	\$ 2,320,150	\$ 2,309,489	\$ 4,629,639
Eastern	1.50%	\$ 1,598,678	\$ 1,591,332	\$ 3,190,010
Southeast	1.26%	\$ 1,340,513	\$ 1,334,353	\$ 2,674,866
San Luis Valley	1.65%	\$ 1,751,842	\$ 1,743,793	\$ 3,495,635
Gunnison Valley	2.88%	\$ 3,065,586	\$ 3,051,500	\$ 6,117,086
Southwest	1.86%	\$ 1,980,317	\$ 1,971,218	\$ 3,951,535
Intermountain	3.95%	\$ 4,204,882	\$ 4,185,561	\$ 8,390,443
Northwest	1.14%	\$ 1,209,707	\$ 1,204,149	\$ 2,413,856
Upper Front Range	2.11%	\$ 2,242,060	\$ 2,231,759	\$ 4,473,819
Central Front Range	1.99%	\$ 2,123,173	\$ 2,113,418	\$ 4,236,591
South Central	0.66%	\$ 704,375	\$ 701,138	\$ 1,405,513
TOTAL	100.00%	\$ 106,427,020	\$ 105,938,000	\$ 212,365,020

Table 2a: Match Rate Requirements – COUNTIES

TC Resolution 2021-12-10, Adopted December 16, 2021

Counties	2019 Population (ACS 5-yr)	Overall Formula Percentile Rank	Match Rate (Reduced for 20% of Population)
Adams County	517,885	79.3%	50%
Alamosa County	16,181	25.3%	0%
Arapahoe County	656,822	88.8%	50%
Archuleta County	14,002	49.2%	25%
Baca County	3,556	1.5%	0%
Bent County	5,798	3.1%	0%
Boulder County	327,164	85.7%	50%
Broomfield County	70,762	96.8%	50%
Chaffee County	20,361	50.7%	25%
Cheyenne County	1,825	46.0%	25%
Clear Creek County	9,740	69.8%	25%
Conejos County	8,161	9.5%	0%
Costilla County	3,872	0.0%	0%
Crowley County	6,032	17.4%	0%
Custer County	5,059	34.9%	0%
Delta County	31,173	19.0%	0%
Denver County	729,239	74.6%	50%
Dolores County	2,037	14.2%	0%
Douglas County	351,528	100.0%	50%
Eagle County	55,070	98.4%	50%
El Paso County	722,493	73.0%	50%
Elbert County	26,686	93.6%	50%
Fremont County	47,645	26.9%	0%
Garfield County	60,168	87.3%	50%
Gilpin County	6,215	82.5%	50%
Grand County	15,718	66.6%	25%
Gunnison County	17,495	65.0%	25%
Hinsdale County	819	52.3%	25%
Huerfano County	6,854	7.9%	0%
Jackson County	1,383	36.5%	0%
Jefferson County	583,081	90.4%	50%
Kiowa County	1,395	15.8%	0%
Kit Carson County	7,128	44.4%	25%
La Plata County	56,272	76.1%	50%
Lake County	8,081	55.5%	25%
Larimer County	356,938	71.4%	25%
Las Animas County	14,493	11.1%	0%
Lincoln County	5,692	28.5%	0%
Logan County	21,914	41.2%	0%

Table 2a: Match Rate Requirements – COUNTIES

TC Resolution 2021-12-10, Adopted December 16, 2021

Counties	2019 Population (ACS 5-yr)	Overall Formula Percentile Rank	Match Rate (Reduced for 20% of Population)
Mesa County	154,933	42.8%	0%
Mineral County	764	39.6%	0%
Moffat County	13,252	47.6%	25%
Montezuma County	26,160	28.5%	0%
Montrose County	42,765	31.7%	0%
Morgan County	28,984	53.9%	25%
Otero County	18,281	4.7%	0%
Ouray County	4,934	63.4%	25%
Park County	18,844	68.2%	25%
Phillips County	4,278	57.1%	25%
Pitkin County	17,756	92.0%	50%
Prowers County	12,122	19.0%	0%
Pueblo County	168,110	23.8%	0%
Rio Blanco County	6,307	58.7%	25%
Rio Grande County	11,238	22.2%	0%
Routt County	25,652	84.1%	50%
Saguache County	6,824	12.6%	0%
San Juan County	726	61.9%	25%
San Miguel County	8,174	77.7%	50%
Sedgwick County	2,229	6.3%	0%
Summit County	30,983	95.2%	50%
Teller County	25,355	60.3%	25%
Washington County	4,742	33.3%	0%
Weld County	323,763	80.9%	50%
Yuma County	10,063	38.0%	0%

Table 2b: Match Rate Requirements – MUNICIPALITIES

TC Resolution 2021-12-10, Adopted December 16, 2021

Municipalities	Overall Formula Percentile Rank	2019 Population (ACS 5-yr)	Match Required (Reduced for 20% of Population)
Aguilar town	8.8%	481	0%
Akron town	33.5%	1,642	0%
Alamosa city	31.7%	9,419	0%
Alma town	42.0%	326	0%
Antonito town	2.9%	746	0%
Arriba town	16.2%	204	0%
Arvada city	83.7%	120,898	50%
Aspen city	80.4%	7,366	50%
Ault town	56.4%	1,843	25%
Aurora city	67.5%	379,859	50%
Avon town	86.7%	6,515	50%
Basalt town	76.3%	4,116	50%
Bayfield town	81.1%	2,708	50%
Bennett town	67.8%	2,857	50%
Berthoud town	86.3%	8,939	50%
Bethune town	51.2%	234	25%
Black Hawk city	44.2%	115	0%
Blanca town	40.9%	411	0%
Blue River town	97.0%	923	50%
Bonanza town	15.8%	4	0%
Boone town	5.9%	359	0%
Boulder city	70.1%	106,473	50%
Bow Mar town	91.5%	969	50%
Branson town	0.7%	66	0%
Breckenridge town	95.2%	4,947	50%
Brighton city	83.3%	41,664	50%
Brookside town	55.3%	236	25%
Broomfield city	88.9%	70,762	50%
Brush city	30.6%	5,437	0%
Buena Vista town	56.4%	2,906	25%
Burlington city	52.0%	3,172	25%
Calhan town	50.5%	832	25%
Campo town	1.4%	102	0%
Canon City city	25.8%	16,581	0%
Carbonate town	49.8%		0%
Carbondale town	85.6%	6,892	50%
Castle Pines city	98.1%	10,778	50%
Castle Rock town	97.4%	68,309	50%
Cedaredge town	7.3%	2,293	0%
Centennial city	90.4%	111,096	50%

Table 2b: Match Rate Requirements – MUNICIPALITIES

TC Resolution 2021-12-10, Adopted December 16, 2021

Municipalities	Overall Formula Percentile Rank	2019 Population (ACS 5-yr)	Match Required (Reduced for 20% of Population)
Center town	24.3%	2,230	0%
Central City city	61.2%	774	25%
Cheraw town	19.5%	243	0%
Cherry Hills Village city	92.6%	6,650	50%
Cheyenne Wells town	38.3%	818	0%
City of Creede town	47.2%	311	0%
Coal Creek town	11.0%	344	0%
Cokedale town	9.9%	120	0%
Collbran town	34.6%	711	0%
Colorado Springs city	62.3%	477,975	50%
Columbine Valley town	84.1%	1,478	50%
Commerce City city	82.6%	60,392	50%
Cortez city	28.0%	8,723	0%
Craig city	50.1%	9,007	0%
Crawford town	32.8%	419	0%
Crested Butte town	88.5%	1,763	50%
Crestone town	9.5%	189	0%
Cripple Creek city	16.6%	1,217	0%
Crook town	30.2%	109	0%
Crowley town	14.7%	176	0%
Dacono city	84.5%	5,928	50%
De Beque town	59.7%	508	25%
Deer Trail town	39.1%	805	0%
Del Norte town	15.4%	1,547	0%
Delta city	23.2%	9,034	0%
Denver city	72.6%	729,239	50%
Dillon town	64.2%	985	50%
Dinosaur town	15.1%	325	0%
Dolores town	41.3%	966	0%
Dove Creek town	29.8%	632	0%
Durango city	79.7%	19,117	50%
Eads town	21.7%	596	0%
Eagle town	94.4%	6,962	50%
Eaton town	74.9%	5,707	50%
Eckley town	38.0%	254	0%
Edgewater city	80.8%	5,352	50%
Elizabeth town	68.6%	1,577	50%
Empire town	31.3%	306	0%
Englewood city	61.6%	35,268	25%
Erie town	96.3%	27,133	50%

Table 2b: Match Rate Requirements – MUNICIPALITIES

TC Resolution 2021-12-10, Adopted December 16, 2021

Municipalities	Overall Formula Percentile Rank	2019 Population (ACS 5-yr)	Match Required (Reduced for 20% of Population)
Estes Park town	52.7%	6,284	25%
Evans city	64.5%	21,140	50%
Fairplay town	68.2%	804	50%
Federal Heights city	33.2%	13,898	0%
Firestone town	95.5%	15,639	50%
Flagler town	40.2%	553	0%
Fleming town	24.7%	403	0%
Florence city	29.5%	3,912	0%
Fort Collins city	66.4%	170,318	50%
Fort Lupton city	72.3%	8,312	50%
Fort Morgan city	54.9%	11,304	25%
Fountain city	78.9%	30,928	50%
Fowler town	4.4%	1,140	0%
Foxfield town	78.2%	776	50%
Fraser town	81.9%	1,335	50%
Frederick town	97.7%	13,943	50%
Frisco town	91.8%	3,159	50%
Fruita city	49.4%	13,567	0%
Garden City town	34.3%	248	0%
Genoa town	14.0%	199	0%
Georgetown town	60.5%	1,110	25%
Gilcrest town	75.6%	1,101	50%
Glendale city	73.4%	5,013	50%
Glenwood Springs city	74.1%	9,962	50%
Golden city	73.0%	20,828	50%
Granada town	4.0%	498	0%
Granby town	62.7%	2,167	50%
Grand Junction city	45.3%	64,941	0%
Grand Lake town	51.6%	514	25%
Greeley city	57.5%	108,633	25%
Green Mountain Falls town	47.6%	908	0%
Greenwood Village city	90.0%	16,116	50%
Grover town	18.8%	149	0%
Gunnison city	45.7%	6,825	0%
Gypsum town	92.2%	7,582	50%
Hartman town	27.6%	78	0%
Haswell town	38.7%	68	0%
Haxtun town	29.1%	916	0%
Hayden town	55.7%	1,962	25%
Hillrose town	48.7%	264	0%

Table 2b: Match Rate Requirements – MUNICIPALITIES

TC Resolution 2021-12-10, Adopted December 16, 2021

Municipalities	Overall Formula Percentile Rank	2019 Population (ACS 5-yr)	Match Required (Reduced for 20% of Population)
Holly town	8.8%	781	0%
Holyoke city	59.7%	2,244	25%
Hooper town	3.3%	99	0%
Hot Sulphur Springs town	71.5%	719	50%
Hotchkiss town	13.6%	943	0%
Hudson town	64.9%	1,891	50%
Hugo town	21.4%	767	0%
Idaho Springs city	35.0%	1,828	0%
Ignacio town	57.1%	718	25%
Iliff town	28.7%	265	0%
Jamestown town	60.8%	293	25%
Johnstown town	91.1%	15,106	50%
Julesburg town	10.3%	1,143	0%
Keenesburg town	63.8%	1,237	50%
Kersey town	85.9%	1,637	50%
Kim town	20.2%	66	0%
Kiowa town	46.1%	764	0%
Kit Carson town	46.8%	227	0%
Kremmling town	48.3%	1,444	0%
La Jara town	21.0%	793	0%
La Junta city	12.1%	6,881	0%
La Salle town	69.3%	2,337	50%
La Veta town	18.0%	801	0%
Lafayette city	87.8%	30,653	50%
Lake City town	52.3%	392	25%
Lakeside town	36.1%	8	0%
Lakewood city	67.1%	158,410	50%
Lamar city	25.4%	7,509	0%
Larkspur town	17.3%	207	0%
Las Animas city	0.3%	2,153	0%
Leadville city	69.7%	2,989	50%
Limon town	11.8%	1,973	0%
Littleton city	77.1%	48,140	50%
Lochbuie town	83.0%	7,220	50%
Log Lane Village town	42.4%	869	0%
Lone Tree city	96.6%	14,756	50%
Longmont city	71.2%	97,273	50%
Louisville city	89.2%	20,806	50%
Loveland city	65.3%	77,553	50%
Lyons town	95.9%	2,047	50%

Table 2b: Match Rate Requirements – MUNICIPALITIES

TC Resolution 2021-12-10, Adopted December 16, 2021

Municipalities	Overall Formula Percentile Rank	2019 Population (ACS 5-yr)	Match Required (Reduced for 20% of Population)
Manassa town	17.7%	987	0%
Mancos town	35.7%	1,419	0%
Manitou Springs city	63.0%	5,459	50%
Manzanola town	6.6%	416	0%
Marble town	63.4%	152	50%
Mead town	90.4%	4,677	50%
Meeker town	46.4%	2,258	0%
Merino town	43.5%	277	0%
Milliken town	85.2%	8,113	50%
Minturn town	98.5%	1,081	50%
Moffat town	6.2%	117	0%
Monte Vista city	22.8%	4,111	0%
Montezuma town	94.0%	68	50%
Montrose city	27.3%	19,698	0%
Monument town	93.3%	7,582	50%
Morrison town	76.0%	436	50%
Mount Crested Butte town	92.9%	884	50%
Mountain View town	79.3%	536	50%
Mountain Village town	65.6%	1,430	50%
Naturita town	18.8%	512	0%
Nederland town	74.5%	1,540	50%
New Castle town	94.8%	5,198	50%
Northglenn city	69.0%	38,608	50%
Norwood town	47.9%	575	0%
Nucla town	7.7%	694	0%
Nunn town	59.0%	468	25%
Oak Creek town	59.4%	944	25%
Olathe town	22.1%	1,782	0%
Olney Springs town	19.9%	346	0%
Ophir town	100.0%	179	50%
Orchard City town	31.7%	3,190	0%
Ordway town	14.3%	1,084	0%
Otis town	20.6%	460	0%
Ouray city	61.9%	1,047	25%
Ovid town	1.8%	298	0%
Pagosa Springs town	26.9%	2,072	0%
Palisade town	23.9%	2,787	0%
Palmer Lake town	77.8%	2,893	50%
Paoli town	2.2%	35	0%
Paonia town	28.4%	1,483	0%

Table 2b: Match Rate Requirements – MUNICIPALITIES

TC Resolution 2021-12-10, Adopted December 16, 2021

Municipalities	Overall Formula Percentile Rank	2019 Population (ACS 5-yr)	Match Required (Reduced for 20% of Population)
Parachute town	54.2%	1,218	25%
Parker town	98.8%	57,701	50%
Peetz town	44.6%	232	0%
Pierce town	66.0%	1,153	50%
Pitkin town	53.5%	74	25%
Platteville town	82.2%	3,010	50%
Poncha Springs town	16.9%	1,092	0%
Pritchett town	10.7%	131	0%
Pueblo city	23.6%	112,251	0%
Ramah town	70.4%	131	50%
Rangely town	58.6%	2,256	25%
Raymer (New Raymer) town	33.9%	107	0%
Red Cliff town	87.4%	285	50%
Rico town	49.0%	231	0%
Ridgway town	50.9%	1,083	25%
Rifle city	66.7%	9,483	50%
Rockvale town	30.9%	517	0%
Rocky Ford city	5.5%	3,813	0%
Romeo town	8.1%	406	0%
Rye town	40.5%	160	0%
Saguache town	32.4%	490	0%
Salida city	39.8%	6,096	0%
San Luis town	0.7%	672	0%
Sanford town	43.1%	869	0%
Sawpit town	76.7%	45	50%
Sedgwick town	3.6%	135	0%
Seibert town	0.0%	213	0%
Severance town	93.7%	6,235	50%
Sheridan city	36.9%	6,255	0%
Sheridan Lake town	43.9%	88	0%
Silt town	70.8%	3,193	50%
Silver Cliff town	5.1%	691	0%
Silver Plume town	53.1%	178	25%
Silverthorne town	71.9%	4,867	50%
Silverton town	57.9%	660	25%
Simla town	42.8%	643	0%
Snowmass Village town	87.0%	2,764	50%
South Fork town	36.5%	356	0%
Springfield town	2.5%	1,369	0%
Starkville town	25.0%	53	0%

Table 2b: Match Rate Requirements - MUNICIPALITIES
TC Resolution 2021-12-10, Adopted December 16, 2021

Municipalities	Overall Formula Percentile Rank	2019 Population (ACS 5-yr)	Match Required (Reduced for 20% of Population)
Steamboat Springs city	78.5%	13,195	50%
Sterling city	37.2%	13,976	0%
Stratton town	41.6%	641	0%
Sugar City town	22.5%	261	0%
Superior town	99.6%	13,078	50%
Swink town	26.1%	594	0%
Telluride town	80.0%	2,582	50%
Thornton city	84.8%	142,672	50%
Timnath town	99.2%	4,915	50%
Trinidad city	12.9%	8,200	0%
Two Buttes town	12.5%	40	0%
Vail town	75.2%	5,419	50%
Victor city	35.4%	409	0%
Vilas town	45.0%	107	0%
Vona town	7.0%	103	0%
Walden town	26.5%	587	0%
Walsenburg city	4.7%	3,033	0%
Walsh town	13.2%	512	0%
Ward town	11.4%	162	0%
Wellington town	89.6%	10,177	50%
Westcliffe town	8.4%	500	0%
Westminster city	81.5%	113,191	50%
Wheat Ridge city	56.0%	31,273	25%
Wiggins town	58.3%	1,170	25%
Wiley town	54.2%	394	25%
Williamsburg town	18.4%	707	0%
Windsor town	88.1%	31,815	50%
Winter Park town	77.4%	1,077	50%
Woodland Park city	73.4%	7,932	50%
Wray city	37.6%	2,289	0%
Yampa town	53.8%	462	25%
Yuma city	39.4%	3,524	0%

LOCAL MMOF PROJECT APPLICATION - 2023

Planning Region:

Complete and submit this form-fillable application ELECTRONICALLY ONLY! Do NOT submit any printed, scanned or converted files!

APPLICANT INFORMATION			
1. ELIGIBLE APPLICANT AGENCY TYPE – indicate ONE Municipality County Transit Agency School Dist. Other_____			
2. AGENCY NAME		3. ADDITIONAL CO-SPONSORS	
4. CONTACT PERSON	TITLE	PHONE	
5. AGENCY MAILING ADDRESS	CITY	STATE	ZIP
PROJECT DESCRIPTION			
6. PROJECT NAME			
7. PROJECT LOCATION (route, address, service area, etc.)		8. PROJECT PHYSICAL LIMITS (mileposts, intersecting roadways, boundaries, etc., if applicable)	
9. COUNTY(ies)	10. MUNICIPALITY(ies)	11. REQUIRED MATCH RATE: 50% (default) 25% 0%	
11a. MATCH RATE EXPLANATION - Provide a brief description of your agency service area to justify the match rate above (not required of Counties or Municipalities)			
12. BRIEF DESCRIPTION OF PROJECT SCOPE (i.e., what work will be done; do NOT include why it'll be done)			
ELIGIBILITY			
13. PROJECT ELEMENTS – check all that apply			
PEDESTRIAN & BICYCLE Bicycle & pedestrian facilities - construction Bicycle & pedestrian facilities - design Projects providing safe, non-motorized routes for school-aged children Planning or Study for non-motorized transportation		TRANSIT (CDOT-DTR consultation required) NEW Transit Service (also submit Attachment J) EXISTING Transit Service (Operating Costs) Transit planning, feasibility, or other study Transit Revenue Service Vehicle Replacement Transit Revenue Service Vehicle Expansion Transit Non-Revenue Service Vehicle Transit Facility Design Transit Facility Construction Transit Equipment Purchase	

OTHER

Transportation Demand Management Project
 Multimodal Mobility Technology
 Multimodal Transportation Study
 Greenhouse Gas Mitigation - reduces VMT or increases multimodal use
 Transportation/Travel Modeling

PLAN INTEGRATION

14. Is your project defined in a regional plan? YES NO
 If yes, please identify the plan:
15. Is your project defined in a local plan? YES NO
 If yes, please identify the plan:

Note: Projects are not required to be identified specifically in a 10-Year Plan, Regional Plan or Statewide Plan

FUNDING

PROJECT FUNDS - provide all related funding sources and amounts!!	TYPE	AMOUNT (\$)
16. MMOF FUNDS REQUESTED: (select preference for STATE, FEDERAL or EITHER type of funding)		
17. OTHER FUNDING SOURCE(S) - also indicate TYPE of funding source		
17a.		
17b.		
17c.		
17d.		
17e.		
18. TOTAL PROJECT COST*		

***Transit Service Expansion projects:** Include total combined funds for all project components above and provide Attachment J below detailing the separate funding plans for long-term capital, operating and/or planning components.

SUPPLEMENTAL ATTACHMENTS REQUIRED - please label attachments accordingly**19. FOR ALL PROJECTS:**

- Attachment A – Description, Needs & Benefits of proposed project
- Attachment B – Cost estimate and project implementation schedule
- Attachment C – Resolutions of local financial support and letters of approval
- Attachment D – Evidence of project eligibility (if necessary or requested)

INFRASTRUCTURE PROJECTS:

- Attachment E – Maps, plans and photographs
- Attachment F – Environmental Review
- Attachment G – Proposed maintenance plans, agreements, covenants
- Attachment H – Right-of-way or legal property description

TRANSIT:

- Attachment J - Transit Service Expansion funding plan (Required for all NEW transit service projects)
- Attachment K - Transit Facility Equity Analysis (Required of all FTA-funded agencies for all FACILITY projects)

SIGNATURE

20. AUTHORIZED AGENCY REPRESENTATIVE SIGNATURE	TITLE	
	DATE	

BYLAWS OF THE TRANSPORTATION ADVISORY COMMISSION (TAC) OF THE PUEBLO AREA COUNCIL OF GOVERNMENTS

ARTICLE 1: NAME

The name of this commission shall be the Transportation Advisory Commission of the Pueblo Area Council of Governments.

ARTICLE II: ORGANIZATION

Section 1. AUTHORITY

The commission shall be governed by the policies and guidelines set forth by the Pueblo Area Council of Governments or as amended.

Section 2. AREA

The area to be served by the commission is the County of Pueblo.

Section 3. NONDISCRIMINATION

No person or organization shall, on the grounds of race, color, national origin, religion, creed, sexual orientation, gender identity, or handicap, be excluded from participating in, be denied the benefits of, or be subject to discrimination from the commission.

ARTICLE III: PURPOSE

Section 1. PURPOSE

The purpose of this commission is to provide technical advice and to recommend appropriate courses of action to the Pueblo Area Council of Governments Board of Directors and PACOG/MPO staff on current and emerging transportation issues, goals, plans, and programs affecting Planning and Management to the PACOG region. The advice and recommendations will address at least the Transportation Improvement Program, Unified Planning Work Program, and the Long-Range Transportation Plan.

ARTICLE IV: MEETINGS, VOTING & QUORUM

Section 1. PUBLIC MEETING

All meetings of the commission and its sub-committees are open to the public. Citizens are welcome to attend meetings and may express their opinions at such times as designated by the agenda or when recognized by the Chairperson.

Section 2. REGULAR MEETINGS

There shall be a regular monthly meeting of the commission or as needed. PACOG/MPO staff shall fix the time, date, and location for the meeting.

Section 3. SPECIAL MEETINGS

Special meetings of the Commission may be called at the discretion of the PACOG/MPO staff in consultation with the Chairperson or by written petition by any three (3) commission members emailed, mailed, or delivered personally to the Chairperson with a copy to the PACOG/MPO staff liaison. The PACOG/MPO staff shall fix the time, date, and location for holding any special meeting. Public notice shall specify the nature of all business to be conducted at such meetings. Business transacted at all special meetings shall be confined to the purposes stated in the notice of the meeting.

Section 4. PLACE OF MEETING

Meetings may be held virtually, in-person or in combination. The Commission may designate any place as the place for any annual, regular, or special meeting called by the Commission. Unless so designated, the Commission shall meet at the offices of PACOG/MPO at 211 E. D Street.

Section 5. NOTICE OF MEETING

Written or printed notice stating the place, day, and hour of the meeting and in case of special meeting, the purpose for which the meeting is called, shall be delivered not less than 24 hours before the date of the meeting, either personally, by electronic notification or by mail, to each member of the Commission entitled to vote at such meeting. Notice shall be placed in the front foyer bulletin of the Pueblo City Hall, Rawlings Library, and Pueblo County Court House.

Section 6. VOTING

Voting members of the commission shall be entitled to one (1) vote on all matters brought before a regular or special meeting of the commission. No anonymous votes. Proxy voting is only allowed if voting member is absent. They can designate a representative to vote on their behalf, but must notify staff in writing, one week prior to meeting. All issues shall be settled by a majority vote.

Voting by email or by mail is not allowed. Voting will be done only in regular meetings or when a special meeting is called.

Section 7. QUORUM

Thirty percent of the current voting commission membership (rounded up to the nearest whole number) shall constitute a quorum. A quorum shall be necessary for the transaction of any official business at any meeting of the commission. A representative may participate and vote via phone, internet, or in-person.

Membership will be updated, identified, and culled, if necessary, to clearly show who can vote.

Section 8. PROCEDURE

The latest version of Robert's Rules of Order shall govern the conduct of business at all meetings of the commission and its sub-committees except when such Rules conflict with these bylaws.

Section 9. SECRETARIAL DUTIES

The PACOG/MPO staff will meet the secretarial needs of the commission and shall keep the bylaws as amended, minutes of all meetings of the commission, a current membership list containing the names, addresses and telephone numbers of all commission members, and all other official documents of the commission.

ARTICLE V: MEMBERSHIP

Section 1. COMPOSITION AND REPRESENTATION

All PACOG member entities in the Pueblo County area are eligible for voting membership on the commission. Entities will be members upon submittal of a request for membership and identification of a representative, subject to approval by the PACOG Board of Directors.

City of Pueblo Voting Members:

- Director of Public Works
- Traffic Engineer

Transit and Aviation Voting Members:

- Pueblo Transit Director
- Director of Aviation

Pueblo County Voting Members:

- Director of Public Works
- Deputy Director of Architecture, Engineering and Sustainability

Pueblo West Metropolitan District Voting Members:

- Engineering Manager

Pueblo City Planning and Zoning Commission Voting Member:

- One member from the Pueblo City Planning and Zoning Commission

Pueblo County Planning Commission Voting Member:

- One member from the Pueblo County Planning Commission

Pueblo ADA Advisory Committee Voting Members:

- One member from the Pueblo ADA Advisory Committee

Pueblo Active Community Environments (P.A.C.E) Voting Member:

- One member from and by the Pueblo Active Community Environments

Citizens Advisory Commission Voting Member:

- At-large community member who resides in Pueblo County-rural (can this be considered CO. City rep?)
- At-large community member who resides in the City of Pueblo-urban area
- What about a Pueblo Plex rep?

PACOG/MPO staff and Colorado Department of Transportation (CDOT) personnel are non-voting members of this commission and all subcommittees. All members shall be entitled to an alternate who shall be selected in the same manner as the regular member.

Section 2. ADDITIONAL CRITERIA

Members must meet the following additional criteria to be selected:

- Must demonstrate technical background and/or understanding of transportation issues in Pueblo County.
- Must be able to attend commission meetings and to assist in data-gathering, analysis and other activities of the commission when requested by the commission to so do.

Section 3. SELECTION

The PACOG Board of Directors shall approve all applications for membership and nominations for primary and alternate representatives from member entities. It reserves the right to review and approve/disapprove or withdraw that approval at any time.

Section 4. TERM OF MEMBERSHIP

A full term of membership is three (3) years, which shall run from January 1 of the first year through December 31 of the second year. An individual appointed to fill a vacancy, the duration of which is longer than one and a half years shall be considered to be appointed to a full term. A representative may serve more terms in the event no other qualified individual can be located and Board of Directors approve such appointment.

Term limits may be overridden in the event that a qualified individual can not be located to fill a specified vacancy. If this occurs, the member entity shall document that efforts have been made to locate another qualified individual and that such efforts have been unsuccessful. The PACOG Board of Directors may, as its discretion, allow such a person to serve more than the two allowed terms.

Terms shall apply to non-public employee members.

PACOG member entities, PACOG/MPO staff, and CDOT are exempt from the limitation on consecutive terms.

Section 5. ABSENTEEISM

Individuals missing three (3) consecutive, regularly scheduled meetings, or a total of four (4) regular meetings, during a twelve-month period shall be automatically reviewed by the PACOG/MPO Staff for possible termination. When a representative has been absent for the second consecutive time or has

been absent for the third time in any twelve-month period, the Chairperson shall send, or cause to be sent, in reasonable time a letter to such member at his/her address as entered on the commissions books, informing such person that another absence shall result in his/her membership being reviewed. If attendance at meetings does not improve, removal from commission will be taken by PACOG/MPO staff.

Section 6: VACANCIES AND APPOINTMENTS

All vacancies shall be filled by the process outlined in Article V Section 1-5.

Section 7: RESIGNATIONS

Members and representatives are encouraged to send written notice of intent to resign to the PACOG/MPO Staff and a copy to the commission chairperson as soon as possible but at least one (1) month before the termination date.

ARTICLE VI: OFFICERS

Section 1. Officers

Officers of the commission shall consist of a Chair, Vice-Chair, and Co-Vice-Chair.

Section 2. Selection of Officers

Only voting members of the commission are eligible to be officers. Officers may be nominated by other TAC voting members. Nominees shall be presented to the membership for election at the November meeting each year. Election shall be by ballot with a majority vote electing the officers.

Section 3. Duties of Officers.

The Chairperson shall preside at all meetings of the Commission, assure effective, efficient and timely conduct of the commission's meetings, work closely and coordinate with the assigned PACOG/MPO staff liaison person on developing annual objectives of the commission to be communicated to and approved by the Board of Directors, appoint all Chairpersons of sub-committees, serve as an ex-officio non-voting member of all subcommittees created by the commission, be responsible to the PACOG Board of Directors to assure that all subcommittees are accomplishing their objectives, perform such other duties as may be assigned from time to time by the commission or requested by the PACOG staff assigned to the commission and attend Board of Directors meetings when possible and/or if requested by the Board's chair. In the absence of the Chairperson or in the event of his/her inability to act or if the office is vacant, the Vice-Chairperson shall perform all duties of the Chairperson, and when so acting shall have all the powers and be subject to all restrictions of the Chairperson. Similarly, in the absence of both the Chairperson and the Vice-Chair, the Co-Vice-Chair shall perform the duties of and have the powers of the Chairperson.

Section 4. Terms of Office:

Elected officers shall serve for a term of one (1) year in accordance beginning January 1 following election. Such officers shall hold office until they resign, are removed, are otherwise disqualified to serve, or until their successors shall be elected, whichever occurs first. Officers may be re-elected but may not serve more than two (2) consecutive terms.

Section 5. Vacancies:

A vacancy in any office shall be filled for the unexpired portion of the term by the immediate subordinate officer (e.g., if the Chair is vacant, the Vice Chair will serve in that position until the next regular election). In the event of a vacancy in the office of Co-Vice Chair, the Chair may temporarily appoint the new Co-Vice Chair until such time as an individual is elected to fill that unexpired term.

When required, election for Co-Vice Chair shall be held at regularly scheduled meeting within sixty (60) days after the vacancy occurs. The election shall follow the nominating/voting process established in Article V, Section 2.

Section 6. Removal and Resignations:

Any request for removal of an officer will be submitted to the PACOG Board of Directors. The Board of Directors, after investigation, may remove the officer and call for a special election for a new officer.

Any officer may resign his/her position as an officer at any time by giving written notice to the Chairperson of the commission and the PACOG Executive Directors. Any such resignation shall take effect on the date of the receipt of such notice or at any later date specified therein, not to exceed the expiration date of the regular term of the office. The acceptance of such resignation shall not be necessary to make it effective.

ARTICLE VII: SUBCOMMITTEES

Section 1. NEW SUBCOMMITTEES

When a need arises for a new subcommittee, a request will be made which identifies the purpose, charge, objectives, relationships, membership, officers, requirement for minutes, and term of the subcommittee will be submitted to TAC.

Section 2. SUBCOMMITTEE APPOINTMENTS

The commission Chairperson shall appoint the Chair of each subcommittee. If warranted, the commission shall request experts from outside the commission be appointed voting members of the subcommittee. Members of all subcommittees shall be recommended by a majority vote of the full commission.

Section 3. SUBCOMMITTEE VACANCIES

Vacancies on any subcommittee may be filled for the unexpired portion of the term in the same manner as provided in the case of original appointments.

Section 4. SUBCOMMITTEE QUORUM

A simple majority of the members of a subcommittee shall constitute a quorum of such subcommittee, and the action of a majority of the members at meeting at which a quorum is present shall be the action of the subcommittee.

ARTICLE VIII: CONFLICT OF INTEREST

Section 1: ANNOUNCING CONFLICT

Whenever a commission or sub-committee member has cause to believe that a matter to be voted upon would involve him/her in a potential conflict of interest, s/he shall announce a potential conflict of interest and shall either abstain from the vote, or request a ruling by the commission on voting on such matters.

Section 2: ABSTENTION FROM VOTING

No member shall vote on any matter which would involve a conflict of interest.

ARTICLE IX: AMENDMENT OF BYLAWS

Action may be initiated at any duly constituted meeting of the commission to alter, amend, or repeal these bylaws and have new bylaws adopted. Notice of any proposed amendments to, or repeal of, these bylaws shall be presented at a duly constituted meeting of the commission and shall then be voted on at the next duly constituted meeting of the commission. A copy of the current bylaws with proposed changes shall be distributed to all commission members at least thirty (30) days in advance of the meeting at which the amendment will be presented for approval. An affirmative vote by the majority of the commission members is necessary for amendment adoption. The commission's recommendation to amend these bylaws is then subject to approval by the PACOG Board of Directors.

The PACOG Board of Directors may from time to time amend its bylaws, or change its policies, necessitating revisions in the bylaws of this commission. Should such a case occur, the PACOG Chairman shall notify or cause to notify the Chairperson of the commission to implement such changes.

ARTICLE X: ENACTMENT

These Bylaws shall be effective following their review and approval by a two thirds (2/3) vote of the membership and review and final approval by the PACOG Board of Directors.



COLORADO
Department of Transportation
Region 2
5615 Wills Blvd.
Pueblo, CO 81008-2349

TO: PACOG
211 E. D Street
Pueblo, CO 81003
719-553-2244 FAX 719-549-2359
Attn: Eva Cosyleon

September 29, 2023

FY 2024-2027 PACOG Transportation Improvement Program
Administrative notifications of TIP/STIP amendments in the MPO and TPR area

CDOT Region 2 requests the following administrative amendments to projects in the FY 2024 - 2027 Pueblo Area Council of Governments Transportation Improvement Program:

Administrative Action:

Project Name: K-19-V Emergency Repair

STIP Number: SR25164.079

Project Location and Description: Repairs to structure K-19-V at US50B near DOT Road/PuebloPlex

Fund Source(s): FY24 Region 2 Construction Bridge Program (CBP)

Federal Program Funds: \$ 4,968

State Matching Funds: \$ 1,032

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 6,000

- This administrative action adds FY24 funds to the miscellaneous phase of this project

Administrative Action:

Project Name: I-25 Resurfacing near Colorado City -MP 64 - 80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek

Fund Source(s): FY24 Region 2 Construction Bridge Program (CBP)

Federal Program Funds: \$ 1,714,748

State Matching Funds: \$ 165,252

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 1,880,000

- This administrative action adds FY24 funds to the construction phase of this project

Administrative Action:

Project Name: I-25 Resurfacing near Colorado City -MP 64 - 80

STIP Number: SR25216.171

Project Location and Description: Pavement rehabilitation I-25 vicinity Lascar (SCTPR) to Muddy Creek

Fund Source(s): FY25 Region 2 Construction Bridge Program (CBP)

Federal Program Funds: \$ 13,893

State Matching Funds: \$ 6,107

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 20,000

- This administrative action adds \$20,000 in FY25 funds to the construction phase of this project

Administrative Action:

Project Name: US50C Drainage Improvements

STIP Number: SR26867.059

Project Location and Description: Design and construction of drainage improvements along US50C

Fund Source(s): FY27 Region 2 Regional Priority Program (RPP)

Federal Program Funds: \$ 1,407,430

State Matching Funds: \$ 292,570

Local Matching Funds: \$

Other Project Funds: \$

TOTAL PROJECT FUND AMENDMENT: \$ 1,700,000

- This administrative action programs \$1,700,000 to the construction phase in FY27

Please let me know if you have any additional questions about these proposed Administrative Notifications.

Sincerely,

Geoff Guthrie

Geoff Guthrie

CDOT Region 2 Transportation Planning Supervisor

From: [Kelly Grisham](#)
To: [Snow - CDOT, Michael](#); [Eva Cosyleon](#)
Cc: [Haas, William \(FHWA\)](#); [Hu, Ajin \(FHWA\)](#); [Kayleigh McKenzie](#); [lachelle.davis](#); [Andrew Hayes](#)
Subject: RE: [External] Guidance on Eligible Local Share for SS4A Projects and Reminder Quarterly Report Due October 20th
Date: Thursday, September 21, 2023 12:56:13 PM
Attachments: [~WRD0002.jpg](#)

I spoke with Andrew and the City is going to fund 100% of the match so we do not need to make any changes or amendments. All of the match funds are going to remain as local match.

From: Snow - CDOT, Michael <michael.snow@state.co.us>
Sent: Wednesday, September 20, 2023 5:12 PM
To: Eva Cosyleon <ECosyleon@pueblo.us>
Cc: Kelly Grisham <kgrisham@pueblo.us>; Haas, William (FHWA) <William.Haas@dot.gov>; Hu, Ajin (FHWA) <ajin.hu@dot.gov>; Kayleigh McKenzie <KMckenzie@pueblo.us>; lachelle.davis <lachelle.davis@state.co.us>; Andrew Hayes <AHayes@pueblo.us>
Subject: Re: [External] Guidance on Eligible Local Share for SS4A Projects and Reminder Quarterly Report Due October 20th

All,

I wanted to clarify something regarding the MMOF. The MMOF program is funded with both state and federal funds, but the federal is not FHWA funding. Rather, they are US Treasury funds granted to the State of Colorado through ARPA/SLFRF, and they are eligible as a match to FHWA program funds.

Michael Snow, MA, MPA
Transportation Planning Specialist
he/him/his



O: 303.512.4123 | M: 720.335.2518
2829 W. Howard Pl, DTD-4th Floor, Denver, CO 80204
michael.snow@state.co.us | www.codot.gov | www.cotrip.org



Image removed by sender.

[Public transit agencies across Colorado are FARE-FREE through August 31, 2023!](#)

On Wed, Sep 20, 2023 at 4:16 PM Eva Cosyleon <ECosyleon@pueblo.us> wrote:

Hello All,

We can swap the \$85,200 from Federal to State MMO using the Westside Trail Project. Currently the Westside Trail has \$850,000 in state MMOF. We can change it so that it will now have \$85,200 in Federal and \$764,800 in state MMO. We will do another TIP amendment to change the SS4A (PACOG match of 10%) from Federal to state MMOF. This will not happen until October TAC. Please let me know if you have questions. For your reference I have attached my MMOF Balance spreadsheet, please refer to the highlighted areas only.

Thank you,

Eva Cosyleon
MPO Manager

719-553-2248 (office)
719-568-0980 (mobile)

From: Kelly Grisham <kgrisham@pueblo.us>

Sent: Tuesday, September 19, 2023 5:15 PM

To: Haas, William (FHWA) <William.Haas@dot.gov>; Eva Cosyleon <ECosyleon@pueblo.us>

Cc: Hu, Ajin (FHWA) <ajin.hu@dot.gov>; Kayleigh McKenzie <KMckenzie@pueblo.us>

Subject: RE: [External] Guidance on Eligible Local Share for SS4A Projects and Reminder Quarterly Report Due October 20th

Bill,

Eva is working on the MMO local match. When PACOG said they were providing half of the match, I didn't realize it was state funds. Please let me know what I need to do to get the amendment going.

Regarding the quarterly report, the attached email from Ajin said our first report was first week of January. Can you please verify when the first report is due?

From: Haas, William (FHWA) <William.Haas@dot.gov>

Sent: Tuesday, September 19, 2023 3:29 PM

To: Eva Cosyleon <ECosyleon@pueblo.us>; Kelly Grisham <kgrisham@pueblo.us>

Cc: Hu, Ajin (FHWA) <ajin.hu@dot.gov>

Subject: [External] Guidance on Eligible Local Share for SS4A Projects and Reminder Quarterly Report Due October 20th

External email. Please use caution.

Kelly and Eva,

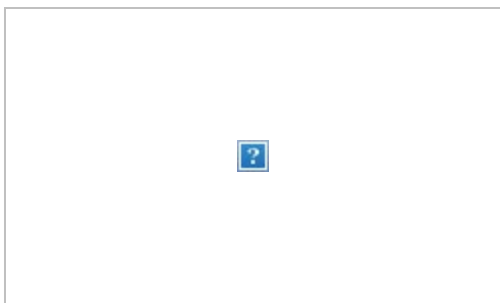
We were made aware that MMO funds were anticipated as the local match for the Pueblo SS4A project. I have enclosed the link for allowable sources of local match:

<https://www.transportation.gov/sites/dot.gov/files/2023-03/SS4A-Match-Cost-Share-Examples-FY2023.pdf>

I know the MMO funds have some FHWA Federal funds and that would not be an allowable local match. If state MMO funds are used we would need to determine whether a grant agreement amendment would be required as the application identifies local and not state funds will be matching the Federal funds.

I also want to provide a reminder the first quarterly report is due by October 20th. Leading up to the first quarterly report, we should set a project update meeting soon. Can you send me a few dates and times when you are available over the next few weeks?

Thanks



This e-mail transmission (including any attachments) contains information that is confidential and may be legally privileged. It is intended for the use of the addressee only. If you received this e-mail in error, we request that you contact us immediately by telephone or return e-mail, and that you delete this message from your computer. If you are not the intended recipient, please be advised that any dissemination, distribution, or copying of this e-mail is strictly prohibited. [CoP]



Background Paper for Proposed Ordinance

COUNCIL MEETING DATE: September 11, 2023
TO: President Heather Graham and Members of City Council
CC: Mayor Nicholas A. Gradisar
VIA: Marisa Stoller, City Clerk
FROM: Benjamin Valdez
SUBJECT: AN ORDINANCE APPROVING AND AUTHORIZING THE EXECUTION OF OPERATING ARP GRANT MAY 19, 2023, RELATING TO AWARD NO. CO-2023-019-00 BETWEEN THE CITY OF PUEBLO AND THE UNITED STATES OF AMERICA, DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION, IN THE AMOUNT OF \$297,737 BUDGETING AND APPROPRIATING \$297,737 INTO PROJECT PT2302

SUMMARY:

Attached is a Grant Agreement between the City of Pueblo and the Federal Transit Administration for FY2021 Section 5307 ARP Act Grant for \$297,737.00 allocation.

PREVIOUS COUNCIL ACTION:

No previous Council actions.

BACKGROUND:

This is a FY2021 Section 5307 ARP Act Grant for \$297,737.00 allocation. Per the ARP Act, the Grant provided is 100% Federal share. This Grant utilizes ARP Act funding to prevent, prepare for, and respond to COVID-19. The Grant Scope of Work includes the following projects:

- \$35,000 – Computer Replacement
- \$262,737 – Capital, Operating, PM, & Paratransit Operating

\$297,737 Total Grant

FINANCIAL IMPLICATIONS:

The anticipated total Project cost is \$297,737. The Federal share is 100% with no City match requirement.

BOARD/COMMISSION RECOMMENDATION:

Pueblo Transit Board recommends approval.

STAKEHOLDER PROCESS:

Not applicable.

ALTERNATIVES:

The alternative, should this Ordinance not pass, is for the City of Pueblo to not receive their 2021 ARP Act Grant Apportionment.

RECOMMENDATION:

Approval of the Ordinance.

ATTACHMENTS:

1. Attachment to ARP Grant Ordinance

ORDINANCE NO. 10547

AN ORDINANCE APPROVING AND AUTHORIZING THE EXECUTION OF OPERATING ARP GRANT MAY 19, 2023, RELATING TO AWARD NO. CO-2023-019-00 BETWEEN THE CITY OF PUEBLO AND THE UNITED STATES OF AMERICA, DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION, IN THE AMOUNT OF \$297,737 BUDGETING AND APPROPRIATING \$297,737 INTO PROJECT PT2302

BE IT ORDAINED BY THE CITY COUNCIL OF PUEBLO, that:

SECTION 1.

The ARP Grant Agreement FTA Section 5307, dated May 19, 2023, relating to Award No. CO-2022-019-00 between the City of Pueblo and the United States of America, Department of Transportation, Federal Transit Administration, a copy of which is attached hereto, having been approved as to form by the City Attorney, is hereby approved.

SECTION 2.

The Mayor is authorized to execute and deliver the Grant Agreement in the name of the City and the City Clerk is directed to affix the seal of the City thereto and attest same.

SECTION 3.

Project Number PT2302 is hereby established, and with respect to the Grant Funds received under the Grant Agreement, \$297,737 is budgeted and appropriated into Project PT2302.

SECTION 4.

The officers and staff of the City are authorized to perform any and all acts consistent with this Ordinance to implement the policies and procedures described herein.

SECTION 5.

This Ordinance shall become effective on the date of final action by the Mayor and City Council.

Action by City Council:

Introduced and initial adoption of Ordinance by City Council on August 28, 2023.

Final adoption of Ordinance by City Council on September 11, 2023.



President of City Council

Action by the Mayor:

Approved on September 18, 2023.

Disapproved on _____ based on the following objections:

Walter Leal

Mayor

Action by City Council After Disapproval by the Mayor:

Council did not act to override the Mayor's veto.

Ordinance re-adopted on a vote of _____, on _____

Council action on _____ failed to override the Mayor's veto.

President of City Council

ATTEST

W. G. ...

City Clerk