



**Meeting Agenda of the  
TRANSPORTATION ADVISORY COMMISSION (TAC)  
March 8, 2022  
9:00 a.m.**

**Zoom ONLY -** <https://pueblo.zoom.us/j/94613129536>

Meeting ID: 946 1312 9536

Password: 598875

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+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.**

**AGENDA**

- 1. Call Meeting to Order**
- 2. Self-Introductions and Public Comments (non-agenda items only)**
- 3. Approval of Minutes  
February 8, 2022 Minutes\*  
Action Requested: Approve/Disapprove/Modify**
- 4. TIP Amendment for Transit Cameras  
Pueblo Transit request(s) for PACOG MPO/TPR TIP amendment(s)  
FY 2022-2025 Transportation Improvement Program TIP/STIP Policy amendment  
in the MPO and TPR area – Full Amendment  
Project Name: Pueblo Transit Bus Cameras  
STIP Number: TBD  
Project Location and Change: Pueblo Transit Bus Camera System Update  
ARPA Federal Funds **\$103,000**  
State Matching Funds \$  
Local Matching Funds \$  
Total Project Amendment: **\$103,000**  
Action Requested: Approve/Disapprove/Modify**

**5. FY 2022-2025 Transportation Improvement Program  
Administrative notification Project Funding in the MPO and TPR area –no TAC or  
Board action required.\***

Project Name: **US 50 B Resurfacing MP 315-330**

STIP Number: SR26710.065

Project Location and Description: **Resurfacing and bridge maintenance work**

Fund Source(s): **FY 2022 Bridge Program on system funds**

Federal Program Funds: **\$1,279,573**

State Matching Funds: **\$ 265,992**

Local Matching Funds: **\$**

Other Project Funds: **\$**

**TOTAL PROJECT FUND AMENDMENT: \$ 1,545,565**

**Action Requested: Informational**

**6. 5-10 Year Plan Process Schedule of Projects for Highways and Transit  
Update\***

**Action Requested: Discussion**

**7. Transportation Improvement Program (TIP) – Update Cycle**

**Action Requested: Discussion**

**8. Status of MMOF Current Projects\***

**Action Requested: Discussion**

**9. MMOF Funding Program\* - Michael Snow**

**Action Requested: Call for Projects**

**10. Green House Gas Rulemaking**

**Action Requested: Informational**

**11. EV Charging Station Grant Availability\***

**Requested: Informational**

**12. CDOT Transportation Updates Action**

**Requested: Informational**

**13. Federal Highway and Federal Transit Updates (If needed)**

**Action Requested: Informational**

**14. Other Local Agencies Updates**

**Action Requested: Discussion**

**15. Next TAC – April 12, 2022 – Zoom**

**Action Requested: Discussion**

**16. Items from TAC Members or scheduling of future Agenda Items**

**Roundtable Discussion**

**17. Adjourn at or before 11:00 am**



Pueblo Area Council of Governments  
Metropolitan Planning Organization (MPO)  
Transportation Planning Region (TPR)



Urban Transportation Planning Division  
[www.PACOG.net](http://www.PACOG.net)

**Meeting Minutes of the  
TRANSPORTATION ADVISORY COMMISSION (TAC)  
February 8, 2022  
9:00 a.m.**

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

**AGENDA**

**1. Call Meeting to Order**

*Chairman: John Adams*

*Time of Call: 9:04 a.m.*

*MPO Members Present: John Adams, Hannah Haunert, Eva Cosyleon*

*TAC Members Present: Wendy Pettit, Aaron Willis, Melanie Turner, Greg Pedroza, Ben Valdez, Scott Hodson, Shawn Winters, Tanis Manseau*

*CAC Members Present: Cheryl Spinuzzi, Don Bruestle, Heather Norton*

*Others Present: Lachelle Davis, Joy Morauski, Geoff Guthrie, Chuck Roy, Jelena Karapetrovic, Emma Belmont*

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

*There were no introductions nor public comments.*

**3. Approval of Minutes\***

January 11, 2022

*Motion to Approve: Cheryl Spinuzzi*

*Second: Chuck Roy*

*Unanimous:*

**4. TAC Bylaws Discussion – Creation of Sub-Committee\***

**Action Requested: Approve/Disapprove**

*The Transportation Advisory Commission (TAC) structure consists of a Transportation Technical Committee (TTC) with eight voting members for the City of Pueblo, four*

voting members for County of Pueblo, three voting members for Pueblo West Metropolitan, and two voting members for Colorado Department of Transportation (CDOT). The Citizen Advisory Committee (CAC) consist of nine members: City of Pueblo Planning and Zoning Commission, two from Pueblo County Planning Commission, three for At-Large, and two ex-officio (PEDCO and 2030 Commission). There was discussion on reaching out to the other voting members and see if they are interested. Wendy Pettit requested to add Geoff Guthrie (Transit). Scott Hobson suggested everyone look at who is the voting member and look at how we would change the positions and to get more participation. Shawn Winters asked if Pueblo West should only have one voting member instead of the three.

**5. Recommend Amending the FY 2022 Unified Planning Work Program (UPWP) to Include an On-Call Travel Demand Consulting Firm**

**Action Requested: Approve/Disapprove**

*Motion to Approve: Don Bruestle*

*Second:*

*Unanimous:*

*The MPO will be looking at an On-Call Travel Demand Consultant that would help with the 2020 Census Data into the Traffic Analysis Zones and eventually help with the Green House Gas (GHG). Don Bruestle would like to see the Scope of Work. There is funding and will be an RFQ. Scott Hobson requested the Oncall person have examples in the RFP for other use to the MPO. Emma Belmont said to add some more TAP (IIJA Analyst).*

**6. 10-Year Process of Projects for Highways and Transit Update**

**Action Requested: Discussion**

*There is still discussion on the 10 Year Projects, Eva Cosyleon said that the next meeting is February 22<sup>nd</sup> from 1pm-3pm. STAC will discuss on Friday the Fiscal Constraint Funds that will get allocated annually (Fy23-26 - \$325m/yr). This will be the last year of SB 267, use of SB 260 and use of other funding.*

**7. MMOF Funding Program Update**

**Action Requested: Discussion**

*Heather Norton requested a sidewalk accessibility – if this can be used to fix or to hire someone. Chuck Roy said that they do not have staff at the moment. Emma Belmont suggested applying for FTA 5310. Wendy Pettit said that there are TAP Funds or MMOF that can be used for ADA.*

**8. Green House Gas Rulemaking**

**Action Requested: Informational**

*There is a Mitigation Committee to help and a Travel Demand Model. Aaron Willis said that Planning Rule has been approved by the Commission. The Mitigation Policy is separate, this is to help Regionally Significant Projects reduce gases.*

**9. CDOT Transportation Updates**

**Action Requested: Informational**

*There were no updates.*

**10. Other Local Agencies Updates**

**Action Requested: Discussion**

*There were no updates.*

**11. Federal Highway and Federal Transit Updates (If needed)**

**Action Requested: Informational**

*FTA published partial year funding for the first four months of the year, this is \$800k.*

**12. Next TAC – March 8, 2022 – Zoom**

**Action Requested: Discussion**

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

**Roundtable Discussion**

*Cheryl Spinuzzi asked who owns the Joe Martinez and Pueblo Blvd, John said it is Pueblo County. Tanis Manseau said that they are going to meet with CDOT for the Pueblo Blvd and 24<sup>th</sup> St intersection.*

**14. Adjourn at or before 11:00 am**

*John Adams adjourned the meeting at 10:27 a.m.*



# COLORADO

## Department of Transportation

Region 2  
5615 Wills Blvd.  
Pueblo, CO 81008-2349

To: PACOG  
211 E. D Street.  
Pueblo, Colorado 81003  
(719) 553-2244 FAX (719) 549-2359  
Attn: John Adams

February 10, 2022

CDOT Region 2 request(s) for PACOG MPO/TPR TIP amendment(s)  
FY 2022-2025 Transportation Improvement Program

**Administrative notification of Roll Forward Project Funding or TIP/STIP Policy amendment(s) in the MPO and TPR area(s)  
-no TAC or Board action required.**

Administrative Action:

Project Name: **US 50 B Resurfacing MP 315-330**  
STIP Number: SR26710.065  
Project Location and Description: **Resurfacing and bridge maintenance work**  
Fund Source(s): **FY 2022 Bridge Program on system funds**  
Federal Program Funds: **\$1,279,573**  
State Matching Funds: **\$ 265,992**  
Local Matching Funds: **\$**  
Other Project Funds: **\$**  
**TOTAL PROJECT FUND AMENDMENT: \$ 1,545,565**

**Adding additional funds funds:**

The current design of the project on US 50B is approximately 15 Miles of roadway beginning just east of the intersection of 50B and Bonforte and ending with the intersection of 50B and Avondale. The project will consist of mainly a 2.5" mill and fill throughout the whole project. There will be some minor structure work done on ten different structures including a mill and fill, installing waterproofing membrane, placing riprap and cleaning and patching spalled areas. Lastly the project will also contain a reconstruction area near MP 319 where structure K-18-W is located to try and increase clearance in the underpass. The Reconstruction will consist of 8.5" Asphalt and 12" of ABC, this area will also include drainage upgrades and slope pavement replacement.

Please let me know if you have any additional questions about the proposed Administrative Notification.

Sincerely,

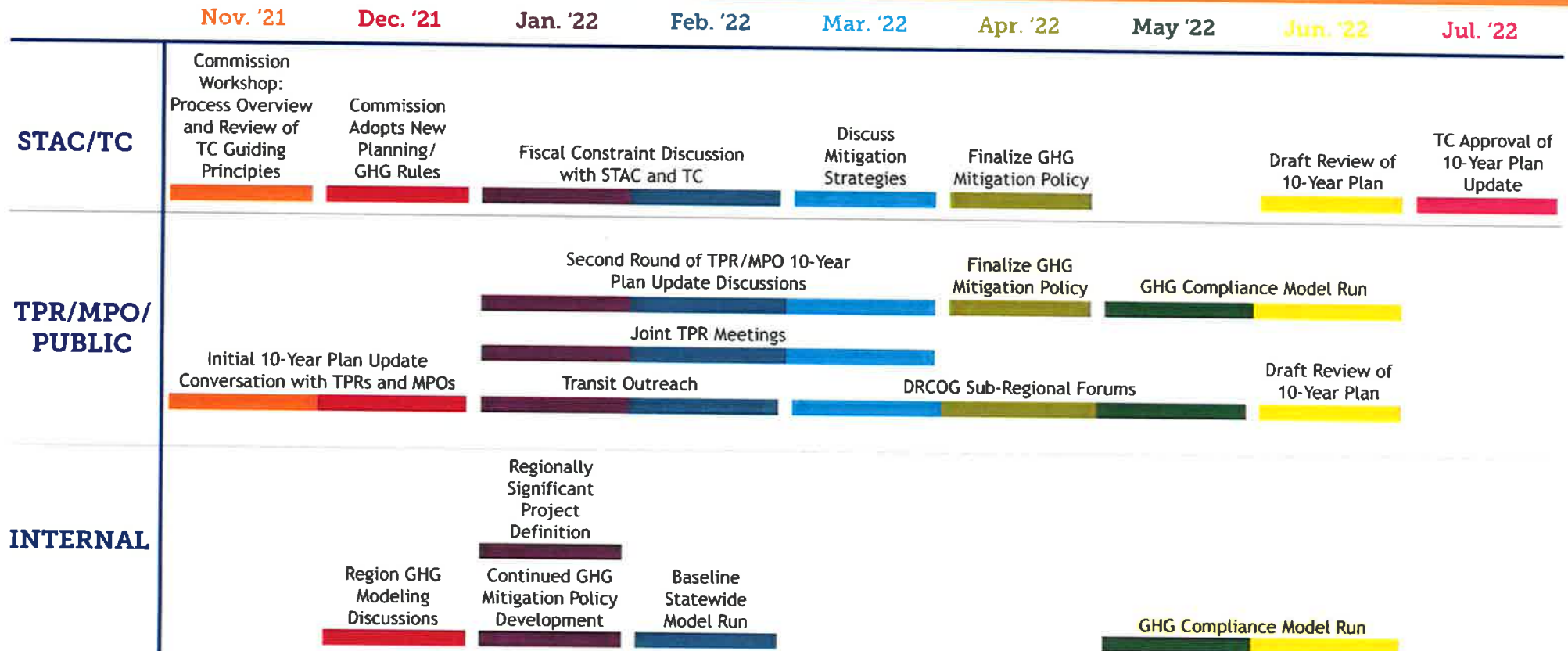
*Wendy Pettit*

Wendy Pettit  
CDOT Region 2 Planning





# 10-Year Plan Update Timeline



**Local MMOF Distribution Formula and Allocation**  
**Adopted by TC Resolution #2022-01-07, January 20, 2022**  
 Allocates FY22 ARPA (federal) and FY23 State surplus funds

	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\$
<b>Urban (81%)</b>	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
<b>Rural (19%)</b>	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
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>\$212,365,020</b>
<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%						



## Local MMOF Program Allocations - Federal/State Funding Breakdown

January 20, 2022

TPR Name	Allocation <i>(rounded)</i>	Federal Stimulus Funds	State Funds	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
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 106,427,020</b>	<b>\$ 105,938,000</b>	<b>\$ 212,365,020</b>



**COLORADO**

**Department of Transportation**

Division of Transportation Development  
2829 W. Howard Place, 4<sup>th</sup> Floor  
Denver, CO 80204

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

**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 entities 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 reduction were adopted by the TC in December 2021 and January 2022. Details on these formulas and the MMOF program requirements are found in the sections that follow.

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### Project Eligibility

#### Minimum Project Sizes

### Funding Requirements

#### CDOT Consultation - prior to application

#### Federal Funding Requirements

#### State Funding Expiration

#### Federal (ARPA) Funding Expiration

#### Regional Funding Allocations

#### Match Requirements

#### Match Reduction or Exemption

### Project Application and Selection

#### Coordinating MMOF and Other Project Selections (TAP, RMS, etc.)

### Reporting Requirements

### Supporting Tables and Figures

#### Figure 1: CDOT's Engineering Regions and Contacts

#### Table 1: Local MMOF Distribution Formula - Transportation Planning Regions

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

#### Table 2a: Match Rate Requirements - COUNTIES

#### Table 2b: Match Rate Requirements - MUNICIPALITIES

## Project Eligibility

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.

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 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 for Local MMOF funding. 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.

Bundling of similar projects is strongly encouraged where necessary to meet project minimums and to maximize cost efficiencies. Rural Transportation Planning Regions (TPR) and Metropolitan Planning Organizations (MPO) may also choose, at their discretion, to *increase* these project minimums for projects in their region.

### **Funding Requirements**

In January 2022, the Transportation Commission adopted a resolution distributing two sources of funding for local project awards, including approximately equal portions of Federal Recovery funds and State General Revenues. Each funding source will come with different requirements and applicants should review the guidelines here, the [MMOF Federal Funding Fact Sheet](#) and the other support documents provided on the [MMOF Program webpage](#) to understand these requirements prior to submitting an application.

All MMOF funding awards and projects 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 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 (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 improve project cost estimates, to identify applicable

requirements and to identify possible issues in delivery, which contributes to project success.

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
- Total Project Budget: ALL sources, amounts and status
- Schedule: 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](mailto:moira.moon@state.co.us) - Region 1
- Geoff Guthrie, [geoffrey.guthrie@state.co.us](mailto:geoffrey.guthrie@state.co.us) - Region 2
- Jan Rowe, [jan.rowe@state.co.us](mailto:jan.rowe@state.co.us) - Region 4
- TJ Burr, [timothy.burr@state.co.us](mailto:timothy.burr@state.co.us) - Region 3 & Region 5

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

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

### Federal Funding Requirements

Applicants that are awarded MMOF grants of federal funding that are part of the American Rescue Plan Act (ARPA) will be subject to federal requirements unique to the ARPA funds. 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 vehicles are awarded, applicants will be required to show that an applicable exception applies and file a certificate of equivalent service with CDOT (see 49 CFR Part 37).

A separate [Federal Funding Fact Sheet](#) is available detailing the specific requirements of *infrastructure* projects funded with the Federal Recovery funds (also available on the MMOF program webpage. Civil rights resources may also be found here: <https://www.codot.gov/business/civilrights>

### State Funding Expiration

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

The MMOF funding previously appropriated through Senate Bill 2018-001 and awarded to projects is available for expenditure through June 30, 2023. Therefore, sponsors of current projects funded with these state funds have previously committed to FY2023 delivery schedules and, unless previously provided a different funding expiration date, must **have final reimbursement requests submitted to CDOT by June 1, 2023** to ensure timely reimbursement by CDOT.

### Federal (ARPA) Funding Expiration

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 CDOT by December 31, 2026**. Note that all project work must complete by this date, and complete and final project reimbursement documentation must be submitted by the Local Agency to CDOT no later than January 31, 2027 and CDOT must complete all reimbursement payments by March 31, 2027.

### Regional Funding Allocations

The TC has adopted an updated formula for funding distribution of the Local MMOF Program as of January 20, 2022, allocating funding to the 15 Transportation Planning Regions (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 dollars to each TPR using different weighted combinations of these eleven measures.

**Table 1** contains the final MMOF Local 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.

### Match Requirements

Sponsors of all Local MMOF funded projects must provide 50% match funding on a project-by-project basis. This means at least 50% of MMOF project 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 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 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 or 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.

### Project Application and Selection

Project selections for Local MMOF Program awards are conducted individually by the MPOs/TPRs. A suggested application form has been provided to the MPOs/TPRs, however each region may choose to use varied application forms. Contact your MPO or TPR for their respective application form.

MPO/TPR project selections are expected to commence in February or March 2022 and will be supported by CDOT's Headquarters and Region Planning staff. **Project submission deadlines 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 MPOs/TPRs and their [contact information](#) may be found on CDOT's planning website.

### Coordinating MMOF and Other Project Selections (TAP, RMS, etc.)

MMOF projects may also be eligible for funding awards from other federal, state or local grant programs, depending on project types. 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 the Local MMOF Program. In addition, MMOF funds and other combined award funds *may* be eligible sources of match to each other, depending on the type of funding awarded. Project sponsors may therefore consider applying for multiple programs simultaneously 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.

Please contact your **CDOT Region Planner** listed in **Figure 1** for information about other competitive programs.

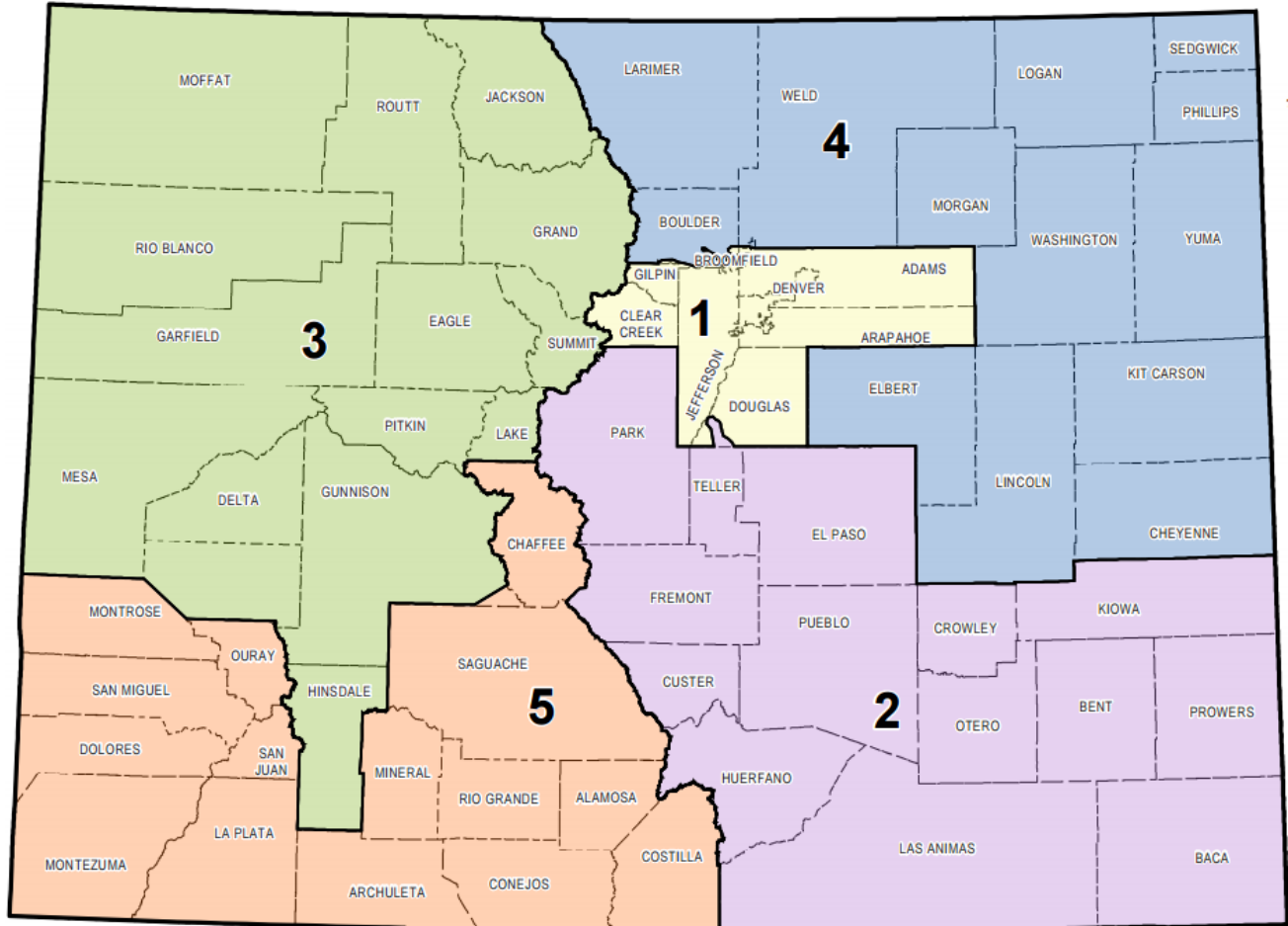
### **Reporting Requirements**

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 Region Planning Contacts:**

**Region 1:** JoAnn Mattson, 303-757-9866, [joann.mattson@state.co.us](mailto:joann.mattson@state.co.us)

**Region 2:** Wendy Pettit, 719-546-5748, [wendy.pettit@state.co.us](mailto:wendy.pettit@state.co.us)

**Region 3:** Mark Rogers, 970-683-6252, [mark.rogers@state.co.us](mailto:mark.rogers@state.co.us)

**Region 4:** Josie Hadley, 970-350-2178, [josie.hadley@state.co.us](mailto:josie.hadley@state.co.us)

**Region 5:** Matt Muraro, 970-385-1443, [matt.muraro@state.co.us](mailto:matt.muraro@state.co.us)

**Table 1: Local MMOF Distribution Formula - Transportation Planning Regions**

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\$
<b>Urban (81%)</b>	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
<b>Rural (19%)</b>	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
	<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>\$212,365,020</b>
	<i>URBAN Formula wt</i>	20.0%	10.0%	10.0%			10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	100%	
	<i>RURAL Formula wt</i>	15.0%	10.0%	15.0%	15.0%	15.0%	10.0%	10.0%			5.0%	5.0%	100%	
		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 Funds and FY23 State General revenues

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

<b>TPR Name</b>	<b>Allocation (rounded)</b>	<b>Federal Stimulus Funds (FY22)</b>	<b>State Funds (FY23)</b>	<b>Total Allocation</b>
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
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 106,427,020</b>	<b>\$ 105,938,000</b>	<b>\$ 212,365,020</b>

**Table 2a: Match Rate Requirements – COUNTIES**

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

<b>Counties</b>	<b>2019 Population (ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate (Reduced for 20% of Population)</b>
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

<b>Counties</b>	<b>2019 Population (ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate (Reduced for 20% of Population)</b>
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

<b>Municipalities</b>	<b>Overall Percentile Rank</b>	<b>2019 Population (ACS 5-yr)</b>	<b>Match Required (Reduced for 20% of Population)</b>
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

<b>Municipalities</b>	<b>Overall Percentile Rank</b>	<b>2019 Population (ACS 5-yr)</b>	<b>Match Required (Reduced for 20% of Population)</b>
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

<b>Municipalities</b>	<b>Overall Percentile Rank</b>	<b>2019 Population (ACS 5-yr)</b>	<b>Match Required (Reduced for 20% of Population)</b>
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

<b>Municipalities</b>	<b>Overall Percentile Rank</b>	<b>2019 Population (ACS 5-yr)</b>	<b>Match Required (Reduced for 20% of Population)</b>
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

<b>Municipalities</b>	<b>Overall Percentile Rank</b>	<b>2019 Population (ACS 5-yr)</b>	<b>Match Required (Reduced for 20% of Population)</b>
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

<b>Municipalities</b>	<b>Overall Percentile Rank</b>	<b>2019 Population (ACS 5-yr)</b>	<b>Match Required (Reduced for 20% of Population)</b>
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**

<b>Municipalities</b>	<b>Overall Percentile Rank</b>	<b>2019 Population (ACS 5-yr)</b>	<b>Match Required (Reduced for 20% of Population)</b>
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 - 2022

## 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 ( <b>not required</b> of Counties or Municipalities)			
12. BRIEF DESCRIPTION OF PROJECT SCOPE (i.e., what work will be done; <b>do NOT include why it'll be done</b> )			
ELIGIBILITY			
13. PROJECT ELEMENTS – <b>check all that apply</b>			
<b>PEDESTRIAN &amp; BICYCLE</b> 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		<b>TRANSIT</b> (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**

<b>PROJECT FUNDS - provide all related funding sources and amounts!!</b>	<b>TYPE</b>	<b>AMOUNT (\$)</b>
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.		
<b>18. TOTAL PROJECT COST*</b>		

**\*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	

## Draft PACOG Updated 10-Year Plan - FY 23-32

TPR/ MPO	Transit/ Transportation	Proposed Years of Funding	Project Name	Project Description	Original Project Cost (Millions)	Updated Project Cost (Millions)	Proposed Funding from 10-year (Millions)	Comments
PACOG	Transportation	1-4	I-25 through Pueblo New Freeway	Reconstructs US 50B and I-25 interchange and realigns US 50B to the east over Fountain Creek. The preferred project with greatest impact will replace three poor bridges along I-25 and US 50B, streamlines on and off ramps, and raises the bridge height over I-25 to create higher clearances for freight vehicles. Full funding is not yet secured for this project.	\$28.0	\$140*	\$13.7	Project is being funded using multiple pools of money. \$60M to be funded with Years 1-4 of SB 267. An additional \$17.3M to be added using equibilty distribution to the Regions from years 1-4 (FY18-FY22) of the 10 year plan.
PPACG	Transportation	1-4	I-25 at Exit 104 - Dillon Drive Improvments	Project will imprive the frontage road and build a roundabout on the wesside of the Intersection	\$7.5	\$9.8	\$3.0	\$1.5 Million of SB 267 Yr 3 money already received. Updated project cost showed funding shortfall, herefore, this project is carried forward to the Updated 10-Year Plan
PACOG	Transportation	1-4	I-25 Exit 108 (Purcell Blvd) Replace Single Box Culvert Crossing Under I-25	This project will replace a single box culvert crossing under I-25 at Exit 108 (Purcell Boulevard).	\$11**	\$11**	\$2.0	Fund design in years 1-4.
PACOG	Transportation	5-10	I-25 Exit 108 (Purcell Blvd) Replace Single Box Culvert Crossing Under I-25	This project will replace a single box culvert crossing under I-25 at Exit 108 (Purcell Boulevard).	\$11**	\$11**	\$9.0	Fund construction in years 5-10.
PACOG	Transportation	5-10	SH 96 West of Pueblo	This project will include shoulder widening, bridge rail replacement, bike lanes, and other safety improvements on SH 96 west of Pueblo.	\$11.5	\$11.5	\$11.5	
PACOG	Transportation	5-10	SH 47 Four-Lane Extension to US 50	SH 47 four-lane widening to US 50.	\$8.0	\$8.0	\$8.0	
PACOG	Transportation	5-10	Business US 50 Drainage Improvements at 36th Lane	This project will include US 50 drainage improvements at 36th Lane.	\$5.5	\$5.5	\$5.5	
PACOG	Transportation	NA	SH 45 North Extension Study	Extension study of SH 45 north of US 50.	\$1.0			Recommend removal from 10-year plan
PACOG	Transit	1-4	Pueblo Transit Fixed-Route/Bus Vehicle Replacement	Purchase of fixes-route buses/vehicles to support Pueblo Transit	7.24***	7.24***	\$3.9	Years 1-4 to partially fund vehicle replacement. Balance carried over to years 5-10.
PACOG	Transit	5-10	Pueblo Transit Fixed-Route/Bus Vehicle Replacement	Purchase of fixes-route buses/vehicles to support Pueblo Transit	7.24***	7.24***	\$3.3	Carry over of unfunded balance from years 1-4.

\* Project cost was split over years 1-4 and years 5-10 of the orignial 10-year list. Updated Project cost is total project cost across all years of funding.

\*\* Funding Split over years 1-4 and years 5-10.

\*\*\* Funding Split over years 1-4 and years 5-10.



### Projected SB260 Local MMOF Funds Allocation

-based on formula adopted Jan2022, by year available for expenditure

TPR Name	Pikes Peak Area	Denver Area	North Front Range	Pueblo Area	Grand Valley	Eastern	Southeast	San Luis Valley
<b>Allocation</b>	8.90%	60.04%	7.28%	2.60%	2.18%	1.50%	1.26%	1.65%
<b>FY2022*</b> (actual)	\$ 9,471,216	\$ 63,898,073	\$ 7,746,791	\$ 2,769,657	\$ 2,320,150	\$ 1,598,678	\$ 1,340,513	\$ 1,751,842
<b>FY2023**</b> (actual)	\$ 9,427,696	\$ 63,604,468	\$ 7,711,195	\$ 2,756,931	\$ 2,309,489	\$ 1,591,332	\$ 1,334,353	\$ 1,743,793
<b>FY2024</b>	\$ 496,709	\$ 3,351,076	\$ 406,273	\$ 145,252	\$ 121,678	\$ 83,841	\$ 70,302	\$ 91,874
<b>FY2025</b>	\$ 1,326,224	\$ 8,947,444	\$ 1,084,758	\$ 387,826	\$ 324,883	\$ 223,858	\$ 187,708	\$ 245,305
<b>FY2026</b>	\$ 1,368,303	\$ 9,231,333	\$ 1,119,176	\$ 400,131	\$ 335,191	\$ 230,960	\$ 193,663	\$ 253,088
<b>FY2027</b>	\$ 1,446,273	\$ 9,757,357	\$ 1,182,950	\$ 422,932	\$ 354,291	\$ 244,121	\$ 204,699	\$ 267,510
<b>FY2028</b>	\$ 1,516,696	\$ 10,232,470	\$ 1,240,551	\$ 443,526	\$ 371,543	\$ 256,008	\$ 214,666	\$ 280,535
<b>FY2029</b>	\$ 1,595,246	\$ 10,762,412	\$ 1,304,799	\$ 466,496	\$ 390,785	\$ 269,267	\$ 225,784	\$ 295,064
<b>FY2030</b>	\$ 1,660,919	\$ 11,205,484	\$ 1,358,516	\$ 485,701	\$ 406,873	\$ 280,352	\$ 235,079	\$ 307,212
<b>FY2031</b>	\$ 1,781,127	\$ 12,016,469	\$ 1,456,837	\$ 520,853	\$ 436,320	\$ 300,642	\$ 252,093	\$ 329,446
<b>FY2032</b>	\$ 1,891,080	\$ 12,758,273	\$ 1,546,771	\$ 553,006	\$ 463,255	\$ 319,202	\$ 267,655	\$ 349,783
<b>FY2033</b>	\$ 1,236,087	\$ 8,339,327	\$ 1,011,032	\$ 361,467	\$ 302,802	\$ 208,643	\$ 174,950	\$ 228,633

TPR Name	Gunnison Valley	Southwest	Intermountain	Northwest	Upper Front Range	Central Front Range	South Central	TOTAL
<b>Allocation</b>	2.88%	1.86%	3.95%	1.14%	2.11%	1.99%	0.66%	100.00%
<b>FY2022*</b> (actual)	\$ 3,065,586	\$ 1,980,317	\$ 4,204,882	\$ 1,209,707	\$ 2,242,060	\$ 2,123,173	\$ 704,375	\$ 106,427,020
<b>FY2023**</b> (actual)	\$ 3,051,500	\$ 1,971,218	\$ 4,185,561	\$ 1,204,149	\$ 2,231,758	\$ 2,113,418	\$ 701,138	\$ 105,938,000
<b>FY2024</b>	\$ 160,772	\$ 103,856	\$ 220,521	\$ 63,442	\$ 117,583	\$ 111,348	\$ 36,940	\$ 5,581,468
<b>FY2025</b>	\$ 429,264	\$ 277,297	\$ 588,796	\$ 169,391	\$ 313,949	\$ 297,301	\$ 98,631	\$ 14,902,637
<b>FY2026</b>	\$ 442,884	\$ 286,096	\$ 607,478	\$ 174,766	\$ 323,910	\$ 306,734	\$ 101,761	\$ 15,375,475
<b>FY2027</b>	\$ 468,121	\$ 302,398	\$ 642,093	\$ 184,725	\$ 342,367	\$ 324,213	\$ 107,559	\$ 16,251,608
<b>FY2028</b>	\$ 490,915	\$ 317,123	\$ 673,359	\$ 193,719	\$ 359,038	\$ 339,999	\$ 112,797	\$ 17,042,944
<b>FY2029</b>	\$ 516,339	\$ 333,547	\$ 708,232	\$ 203,752	\$ 377,632	\$ 357,608	\$ 118,639	\$ 17,925,602
<b>FY2030</b>	\$ 537,596	\$ 347,278	\$ 737,389	\$ 212,140	\$ 393,179	\$ 372,330	\$ 123,523	\$ 18,663,572
<b>FY2031</b>	\$ 576,504	\$ 372,412	\$ 790,757	\$ 227,494	\$ 421,635	\$ 399,277	\$ 132,463	\$ 20,014,328
<b>FY2032</b>	\$ 612,093	\$ 395,402	\$ 839,572	\$ 241,537	\$ 447,663	\$ 423,926	\$ 140,640	\$ 21,249,857
<b>FY2033</b>	\$ 400,089	\$ 258,451	\$ 548,778	\$ 157,879	\$ 292,611	\$ 277,095	\$ 91,928	\$ 13,889,774

\*Federal ARPA funding \*\*State funding in FY2023 and subsequent years



**COLORADO**

**Department of Transportation**

2829 W. Howard Place  
Denver, CO 80204-2305

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## **Multimodal Transportation and Mitigation Options Fund (MMOF) Federal Recovery Funds (ARPA / SLFRF) Fact Sheet**

Senate Bill 2021-260 (SB 260)

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

### **Program Overview**

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

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

### **Program features**

#### *Unique Requirements*

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

#### *Combo Project Requirements*

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

#### *Match Requirements*

- MMOF projects require match funding in an amount that is equal to or greater than the awarded MMOF funds. Match funding may come from any other source, including other federal, state or local programs. For instance, MMOF funding may be matched with funds from another federal program (e.g., TAP, STBG, etc.). However, the Federal Recovery Funds administered under MMOF cannot be used to satisfy the matching requirements of other federal programs. Refer to the [Local MMOF Program Guide](#) for additional information on matching requirements under different funding scenarios.

#### *Technical Requirements*

- **Administrative Requirements** of each project:
  - Compliance with applicable requirements in the Intergovernmental Governmental Agreement (IGA) and the Exhibits contained in the IGA.
    - One of the IGA Exhibits contains a Subrecipient Certification form which is similar to the form required by US Treasury and signed by the Office of the State Controller (OSC) on behalf of the State of Colorado. This form provides terms



- and conditions for Federal Recovery Funds. An authorized representative of the Local Agency is required to sign this form when the IGA is signed.
- Local Agencies are encouraged to read the IGA and Exhibits as terms and conditions may be unique to state, federal, FTA or FHWA sourced funds. For example, the Title VI/Nondiscrimination Assurances for the Federal Recovery Funds are different from the assurances utilized on US DOT-assisted contracts.
- Compliance with [2 CFR §200](#) (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards or “Uniform Guidance”), including but not limited to the following:
    - Completion of a Subrecipient Risk Assessment v2.2 (2 CFR §200.332 (b)): CDOT Staff will provide the risk assessment form to each awarded Local Agency which must be completed and returned during the preparation of the IGA. This form has been updated for Federal Recovery Fund projects.
    - Period of Performance (2 CFR §200.332 (a)(1)(v)): In accordance with US [Treasury Guidance](#) (SLFRF - Final Rule, page 354), funds under this program must be obligated by December 31, 2024 and expended by December 31, 2026. As stated on the IGA Scope of Work Exhibit, all bills must be submitted to CDOT for payment by January 31, 2027 and bills must be paid by CDOT by March 31, 2027.
    - Record Retention: Records must be retained for a period of five years after all Federal Recovery Funds have been expended or returned to the US Treasury, whichever is later in accordance with the ARPA [SLFRF Compliance and Reporting Guidance](#) (page 10). This is a longer period of time than for other federal programs.
  - Designation of a qualified Local Agency employee who is responsible and in charge of the project to ensure that the work being done is complete, accurate, and consistent with the terms, conditions, and specifications of the contract in accordance with the [Local Agency Manual](#). On projects funded with Federal Recovery Funds, and consistent with all Local Agency projects with pass-through funding, this must be a full-time employee of the Local Agency, although the person does not have to be an engineer nor dedicated full-time to a project. The name of this employee is shown on the CDOT Form 1243, Local Agency Contract Administration Checklist, which is part of the IGA. The Local Agency employee must do the following:
    - Supervise all project administration activities and coordinate with CDOT based on the assignment of responsibilities
    - Maintain familiarity with day-to-day project operations, including safety issues
    - Approve contract changes based on the IGA with CDOT
    - Perform field reviews with a frequency appropriate to the project size and complexity, including a final inspection to compare against the plans and specifications
    - Review project financials to ensure that safeguards are in place to minimize fraud, waste, and abuse, and
    - Direct staff to carry out project administration and ensure it is done satisfactorily
  - Consistent with Federal-aid Highway program projects, for Infrastructure projects, Professional Services Consultant Selection requirements must follow the documented procedures in Chapter 5 of the Local Agency Manual, or with the prior approval of CDOT’s Engineering Contract Services, the Local Agency may use its own consultant selection process. In order to obtain this prior approval, the Local Agency must have its attorney certify that the Local Agency Request for Proposals (RFP) and Consultant Selection Process is in conformance with federal and state laws. The DBE program will



- not apply to the RFP unless the project is combined with Federal-aid Highway program funds. Prompt Payment requirements will apply to professional service contracts.
- Use of CDOT [Compliance Software Systems, B2GNow and LCPtracker](#) on contracts advertised on or after July 1, 2022.
  - Compliance with all applicable federal statutes, regulations and Executive Orders and requirements of the American Rescue Plan Act ([31 CFR §35.9](#))
  - **Project Development Requirements:** As applicable, compliance with the following:
    - Standard project delivery processes, [CDOT Manuals](#) and other guidance documents
    - ROW Clearance: Uniform Relocation Assistance (Uniform Act) requirements per the [CDOT Right of Way Manual](#)
    - Environmental Clearance: Environmental requirements per the [CDOT NEPA Manual](#). Interim requirements per SB 260 / C.R.S. 43-1-128 are under development and are anticipated to be issued before 7/1/2022. If a project is a regionally significant transportation capacity project, additional air monitoring and modeling may be required. Attention to greenhouse gas reduction mitigations should be considered.
    - Utility Clearance: Utility requirements per the [CDOT Utility Manual](#), including Subsurface Underground Engineering requirements found at C.R.S. 9-1.5-101, et seq.
    - Compliance with Americans with Disability Act (ADA) requirements
    - Compliance with ITS System Engineering Analysis (SEA) requirements for Local Agencies per CDOT policy, currently drafted to require Local Agencies to follow CDOT procedures in certain instances (project connects to CDOT network, maintained by CDOT or involve CDOT technology assets)
  - **Construction Requirements:** As applicable, compliance with the following:
    - Standard project delivery processes, [CDOT Manuals](#) and other guidance documents
    - Designation of a Local Agency Professional Engineer in-responsible-charge of construction supervision per the Colorado AES Board Rules (4 CCR 730-1) and C.R.S. 12-120-202(8). The name of the Professional Engineer is shown on the CDOT Form 1243, Local Agency Contract Administration Checklist. The full-time Local Agency employee and the Professional Engineer in-responsible-charge of construction supervision may be the same person but only if the Professional Engineer is an employee of the Local Agency.
    - Prompt Payment requirements found in C.R.S. 24-91-103
    - [Davis-Bacon and Related Acts Provisions](#) Standard exclusions apply.
    - [Equal Employment Opportunity](#) (Executive Order 11246, as amended)
    - Permit requirements, as applicable (e.g., Special use, erosion control, landscape, 404, CDPS stormwater construction permit, dewatering, license agreements, etc.)
    - Environmental / Greenhouse Gas mitigations found at C.R.S.43-1-128 and 2 CCR 601-22
    - Project-specific documentation as indicated on CDOT's construction checklists, including the latest version of the Construction Oversight Checklist
    - Construction elements **NOT** required (unless the MMOF project is combined with Federal-aid Highway program funding):
      - Disadvantaged Business Enterprise (DBE) Regulations, 49 CFR Part 26
      - Emerging Small Business Requirements, 2 CCR 604-1 and 49 CFR Part 26.39
      - On-the-Job Training (OJT) Requirements, 23 CFR Part 230
  - **Other Considerations**
    - Buy America or Domestic Preferences for Procurements Requirements. It is unclear currently which of the Buy America requirements takes preference (23 CFR §635.410 & 23 USC §313 or 2 CFR §200.322). CDOT awaits guidance from the Made in America Director.
    - Competitive Sealed Bids. Many Local Agencies received direct transfers of ARPA /



SLFRF funding. OSC FAQs indicate that there are restrictions on how Local Agencies spend the direct transfer money received under SB 260, and Local Agencies are required to follow both HUTF and SLFRF requirements. This can have implications on technical requirements if the Local Agency uses the direct transfers of funds as match.

- For example, C.R.S. 29-1-704 (1) Construction of public projects – competitive sealed bidding states, “All construction contracts for state-funded public projects shall be awarded by competitive sealed bidding...” A state-funded public project is defined as, “any construction...by any agency of local government...which are funded in whole or in part from the highway users tax fund...” If a local government is using the direct transfer as match and meets the other requirements in this statute (population of 30,000 or more, project size >\$150,000), and wants to use an alternative delivery method like Design-Build, the local government would be required to explain to CDOT why it is legal for them to use a method that is different than competitive sealed bidding.





- Visit: <https://www.colorado.com/colorados-scenic-historic-byways> (information) and <https://cleanairfleets.org/programs/charge-ahead-colorado> (grant application)

### **DC Fast-Charging Corridor Program**

- Managed by the CEO in partnership with CDOT
- \$10.33 million contract awarded to ChargePoint via RFA in 2018
- Funding for 34 DC Fast-Charging stations across major highway corridors
- 19 of 34 stations currently open, the remainder in progress and anticipated to open by Fall 2022; no future funding rounds planned
- Visit: <https://energyoffice.colorado.gov/zero-emission-vehicles/electric-vehicle-fast-charging-corridors>

### **DC Fast-Charging Plaza Program**

- Managed by the CEO in partnership with CDOT
- First three application rounds in July 2020, February 2021, and October 2021
- Focus on development of metro-area DC Fast-Charging stations in high-traffic locations, with potential to support electrified taxi, TNC, and fleet usage
- Future funding rounds being developed but applications not yet open
- Visit: <https://energyoffice.colorado.gov/zero-emissions-vehicles/ev-fast-charging-plazas>

## **Vehicle Replacement and Fleet Planning Grants**

### **CDOT Division of Transit & Rail VW Settlement Program Grants**

- Managed by CDOT Division of Transit & Rail; only transit agencies are eligible
- Approximately \$9 million remaining from original \$30 million allocation
- Covers up to 110% of the incremental cost of new zero-emission transit vehicle, plus charging infrastructure; can be combined with other state or federal grant funds
- Next funding round to open in Spring 2022 as part of annual “Super Call”
- Visit: <https://www.codot.gov/programs/transitandrail>

### **CDOT Division of Transit & Rail ZEV Transition Planning Grants**

- Managed by CDOT Division of Transit & Rail; only transit agencies are eligible
- Approximately \$300,000 available statewide to support the development of zero-emission vehicle transition plans, studies, and analyses
- Grants up to \$45,000 per application
- Next funding round to open in Spring 2022 as part of annual “Super Call”
- Visit: <https://www.codot.gov/programs/transitandrail>



## Colorado Transportation Electrification Grant Programs & Resources February 2022

### Plans & Data

#### **2020 Colorado Electric Vehicle Plan**

- For information on all of Colorado's EV policies, programs, and investments, visit:  
<https://energyoffice.colorado.gov/zero-emission-vehicles/colorado-ev-plan-2020>

#### **Colorado Transit Zero-Emission Vehicle (ZEV) Roadmap**

- For information on the barriers, opportunities, timelines, costs, and supporting strategies to achieve Colorado's transit ZEV goals, visit:  
<https://www.codot.gov/programs/innovativemobility/electrification/planning-initiatives-and-documents>

#### **EvaluateCO Dashboard**

- For EV registration data, charging infrastructure maps, and usage trends, visit:  
<https://energyoffice.colorado.gov/zero-emission-vehicles/evs-in-colorado-dashboard>

### EV Charging Infrastructure Grants

#### **Charge Ahead Colorado Program**

- Managed by the Regional Air Quality Council (RAQC) and Colorado Energy Office (CEO) in partnership with CDOT
- Grants fund up to \$9,000 per Level II EV charger (\$6,000 for fleet-only); up to \$35,000 per 50kW-99kW DC Fast Charger; and up to \$50,000 per 100kW+ DC Fast Charger
- Applications most recently opened from **January 24<sup>th</sup> – February 7<sup>th</sup>**
- Visit: <https://cleanairfleets.org/programs/charge-ahead-colorado>

#### **Electrified Byways & Tourism Program**

- Managed by the CEO in partnership with Colorado Tourism Office and CDOT
- Grants with same funding levels as Charge Ahead Colorado, but with a focus on projects on scenic byways, state parks, Main Streets, and other tourist destinations in rural areas
- Applications most recently opened from **January 24<sup>th</sup> to February 7<sup>th</sup>**