Multimodal Transportation and Mitigation Options Fund (MMOF)

Local MMOF Program Guidelines

Update July 2024

Introduction

The Multimodal Transportation & Mitigation Options Fund (MMOF) was created within the State Treasury under Colorado Senate Bill 2018-001 and expanded under Colorado Senate Bill 2021-260. Per statute, funds within the MMOF are split, with fifteen percent (15%) allocated to and controlled by CDOT for statewide and regional multimodal investments and eighty-five percent (85%) is allocated for local, competitively selected multimodal investments. This local funding portion is referred to as the *Local MMOF Program* and is the subject of this summary guidance document.

Throughout the document is general information about the Local MMOF Program as well as guidance for applicants seeking funding for eligible projects and resources for the agencies that award the Local MMOF funding to projects.

General Inquiries

Questions about the MMOF program or project eligibility beyond what is provided in this guide may be directed to the appropriate CDOT point-of-contact listed in the CDOT Program Support section below or to the MMOF Program Manager at mmof@state.co.us.

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Program Overview

Program Goals

The MMOF program invests in projects that promote a "complete and integrated multimodal system" that:

- 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, or
- 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 Eligibility

Projects are eligible for MMOF funding only if they satisfy at least one of the MMOF program goals above and at least one of the following multimodal project definitions. Multimodal MMOF projects must provide benefits to or integration of transportation modes other than for traditional roadway vehicle use alone.

'Multimodal Projects' includes any portion or phase of the following on and off-highway transportation projects, as defined in statute:

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

Funding Types

The MMOF program is currently funded entirely with state funds, other than the one-time Federal COVID Recovery funds committed to the program in FY2022. Future program funding is sourced from the State's Retail Delivery Fee revenues and General Fund transfers committed through Colorado Senate Bill 2021-260.

Regional Funding Allocations

Per Colorado Revised Statutes 43-4-1103, which governs the MMOF program, a formula adopted by the Colorado Transportation Commission (TC) distributes Local MMOF Program funds to Colorado's fifteen (15) Transportation Planning Regions (TPR). Funding is awarded to eligible projects through competitive selections led by the Regional Planning Commission (RPC) in each of those TPRs.

The Colorado Transportation Commission (TC) determines a formula distributing the MMOF funding to TPRs. This formula is developed in consultation with relevant stakeholders and uses a combination of eleven criteria representing various populations, transit ridership, and other factors pertinent to the MMOF program. The newly updated formula was adopted by the TC in May 2024.

- The formula first allocates 81% of Local MMOF Program funds to the five (5) urban TPRs, and 19% to the ten (10) rural TPRs.

- Two separate sub-allocation formulas, one urban and one rural, then allocate those quantities to the respective TPRs using different weighted combinations of these eleven criteria.

Table 1 contains the formula's percentage allocation to each TPR and projections of the annual funding anticipated, based on the May 2024 future revenue projections.

Project Requirements

Minimum Project Sizes

Minimum project sizes for the MMOF program are required to ensure efficient use of program funding. Projects funded with public program funds must satisfy additional requirements and follow specific processes. Agencies sponsoring these projects must also adhere to certain requirements. These requirements can cause increased costs and diminished benefits to grants for smaller projects.

Project Minimums:
- Infrastructure Projects – minimum $300,000 *total project cost*.
- All non-infrastructure (planning, purchases, operations, TDM, etc.) – minimum $25,000 *grant amount*.

Bundling of similar projects is strongly encouraged, when possible, to meet project minimums and to maximize cost efficiencies. The TPR/MPOs that award Local MMOF funding may also choose, at their discretion, to *increase* these project minimums in their region.

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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 up to $700,000 Local MMOF Funds while the remaining $700,000 is funded through other sources. ***MMOF awards may be matched by any other federal, state, local or private source***, *including other competitively awarded FHWA, FTA or State grants.*

Match Reduction or Exemption

The Transportation Commission (TC) has adopted a Match Reduction Formula that automatically reduces or eliminates the MMOF program's 50% match requirements for qualifying county or municipal governments. That formula reduces the required Match Rate to 25% or to 0%, and is based on the following four criteria:
- Percent of population over age 65
- Percent of population in poverty
- Median household income
- Median home value

MMOF applicants that are neither a county nor a municipality (e.g., transit agencies, school districts, metro districts, etc.) must provide the match funding rate required of the county and/or municipal governments of the ***area the agency serves***. These applicants should provide a brief explanation in the application justifying the 25% or 0% match rates claimed. *Applicants that are uncertain of the applicable match rate for their project should reach out to their* [MPO/TPR contact](#) *or the appropriate* [CDOT Program Support](#).

> [Tables 2a & 2b Match Requirements](#) below list the individual match rates required of County and Municipal governments under the Commission's formula adopted May 16, 2024. These rates apply to projects awarded funding on or after May 16, 2024. Projects awarded funding prior to that date remain obligated to the match rate specified at the time of award.

Applicants may also seek approval for match rate reductions (to 25% or 0%) on a per-project basis. Match reductions must be formally approved by the Transportation Commission (TC) and supported by the TPR/MPO. To request a match reduction, applicants must submit a written request to the TC that includes justification of the reduced match requirement, including evidence of the agency's economic hardship beyond those represented in the Match Reduction Formula criteria noted above. Match reduction requests should be submitted concurrently with an application and must be approved by the TC prior to initiating a Grant Agreement or IGA.

In-Kind Match

In-kind project match - means the value of non-monetary contributions provided without charge, that benefit the MMOF-funded project. In-kind contributions are provided only by a third party to the project and therefore do not include any materials or services provided directly by the Local Agency awardee (See Local Agency Delivery section below). Examples of in-kind contributions include services, materials or goods, or equipment donated by a third party.

In-kind contributions may be used to satisfy the match requirements for a MMOF project. However, an in-kind proposal must be submitted with draft and final MMOF applications and must be approved by CDOT prior to the award of MMOF funding. Proposals for use of in-kind match after the time of award of MMOF funding will not be eligible. For more information on the in-kind approval process, please inquire with [CDOT Program Support](#) and review CDOT's [Flowchart 1A: In-Kind Approval Process](#).

Project Delivery by Local Agency or Contractor

Publicly funded projects are most often delivered by contractors selected and hired through the grantee's competitive procurement process. However, a Local Agency grantee may be able to deliver all or a portion of a project through the labor and resources under its control, if it is in the public interest and it is cost-effective.

Local Agency grantees that are planning to deliver any portion of a MMOF project must coordinate approval and guidance directly with the CDOT Project Manager assigned to your project prior to conducting any work.

It is recommended applicants planning to directly deliver any portion of a MMOF project should inquire with CDOT for clarification prior to applying.

Combining MMOF and Other Program Funds (STBG, CRP, TAP, FTA, RMS, etc.)

Project applicants may seek to complete the funding for eligible multimodal projects by combining MMOF with funding from other federal, state, or local grant programs. MMOF *may* be an eligible source of funds to satisfy the match requirements of other grant programs, depending on the type of funding and conditions of those awards. Note, however, that some grant programs make awards under specific conditions that it is matched with "local" funds only.

Project sponsors may therefore consider applying for multiple programs to complete the funding needed on an eligible project. However, MPOs/TPRs making MMOF awards to projects that are contingent upon a successful award from another program may want to proactively identify alternative MMOF projects to award if the applicant's bid for matching competitive funds is unsuccessful and they are unable to deliver the project in a timely manner without it.

Funding Expirations

State funding in the MMOF program does not carry a specific expiration date. However, individual awards of MMOF funds may come with specific funding expirations based on the unique timelines expected of individual projects. It's important for awardees to understand these limitations and to work steadily to utilize these public funds as early and efficiently as possible.

Any funding expiration dates that are applicable to previous awards of MMOF funds will continue to apply even if additional awards of MMOF funding are made to existing projects. In some extenuating circumstances beyond the awardee's control, and where regulations allow, these funding expiration dates may be extended, but must be formally approved first by the TPR that awarded the project and also by the CDOT project manager.

Reporting Requirements

MMOF awardees are required to provide annual and/or periodic reports on the status of project progress upon request by your TPR/MPO or CDOT, and at the time of final project completion.

TPR/MPOs are also required annually to compile MMOF project status information to report to CDOT upon request, listing the sponsor/recipient, project names and descriptions, funding sources, current expenditures, and projected annual expenditures.

Project Application and Selection

Project applications and selections for Local MMOF Program awards are conducted separately by each TPR. Refer to **Figure 1 - Map of Transportation Planning Regions** to identify your region and contact your TPR/MPO for information on their respective project selections and to receive the appropriate Application Forms. TPR/MPO contact information may be found on CDOT's planning website.

Required CDOT Review of Applications and Scope Change Requests

To assist applicants and support the effective selection of projects, CDOT subject matter experts will review all draft MMOF applications, final MMOF applications, and all scope change requests submitted to TPR/MPOs.

CDOT experts will review applications and scope change requests for the following:
- Eligibility – the project meets at least one MMOF program goal and that it consists of an eligible project type.

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- Budget – accurate cost estimates, implications and ascertain the status of proposed match funding sources and the implications of mixing MMOF with awards of other funding sources.
- Project Delivery - project 'readiness', adequate timelines required for pre-award or pre-construction activities, or other potential issues that cause delivery delays.
- Scope & Feasibility – feasibility of the proposed work, clarity and completeness of the project proposal, potential regulatory, technical, or logistical challenges.

The goals of the CDOT application reviews are to:
- Help applicants identify potential project delivery challenges, and to prepare well-defined and competitive project proposals.
- Reduce the number of withdrawn and/or delayed projects.
- Reduce the overall cost and burden for Local Agencies and for CDOT staff supporting the projects.
- Provide TPRs more complete project applications to enable the selection of the most viable & ready projects.

Applicants will be provided detailed written feedback from CDOT following submission of draft applications, providing them an opportunity to address comments, questions or concerns before submitting final proposals. Final applications will be reviewed again, and observations provided for TPR/MPOs to consider in their evaluation and selection process.

NOTE: CDOT's application review will not evaluate the merits of proposed projects or any TPR/MPO-identified scoring criteria.

Direct CDOT consultations are no longer required prior to submitting applications. CDOT will instead advise all applicants through the application review process and may reach out to applicants directly with questions or if direct consultations are needed. Applicants may contact the appropriate [CDOT Program Support](#) with other questions if needed.

Submitting Applications

Draft and Final applications must be submitted to the MMOF Program Manager at mmof@state.co.us in addition to any application submission instructions provided by the TPR/MPO. Drafts must include all required attachments except for those related to formal resolutions of local financial support, Award Notifications, and letters of approval, which are due with final applications.

TPR Application Timelines

To facilitate CDOT's review of applications, the TPRs' application and selection timelines should include a three-week review period following Draft submissions, during which CDOT will review and provide applicants feedback to consider in their final application. The TPR should also include two weeks following the final application deadline for CDOT's subsequent review of final applications.

CDOT encourages TPRs to use the following minimum durations when setting a Call Schedule:

- Draft application window - 4 weeks
- CDOT review of draft applications - 3 weeks.
- Final application window - 2 weeks
- CDOT review of final applications - 2 weeks.
- MPO/TPR evaluation and selection - variable

TPR/MPOs are encouraged to consult with their MMOF Point-of-Contact for the applicable CDOT engineering region or regions prior to establishing their Call timeline to align the CDOT application review times with their staff capacity and schedules, when possible.

Competitive Project Selections

A Competitive Selection process is required for awards of MMOF funding. That process must include an application, an evaluation of proposed projects based on the TPRs' identified criteria and a selection based on those applications that rank highest.

TPRs should establish scoring criteria prior to opening a Call for MMOF project applications. The following criteria are common in multimodal grant programs and are provided as suggestions for TPRs to consider when creating an evaluation system for scoring Local MMOF applications. TPRs may choose criteria from this menu, modify the suggested criteria, and/or select additional criteria that are not listed, based on their region's priorities and preferences.

Menu of potential MMOF Scoring Criteria:
- Network/Modal Connectivity - Project seeks to contribute to a complete bicycle, pedestrian and/or transit network by closing gaps, extending routes or providing crucial intermodal connections.

- Safety - Project provides a shared use path, enhanced separation from motorized vehicles, or improves traveling safety for non-motorized users, including, but not limited to, countermeasures from FHWA's Proven Safety Countermeasures initiative (PSCi),.

- Greenhouse Gas (GHG) Mitigation - Project reduces GHG by reducing Vehicle Miles Traveled (VMT) or increasing multimodal travel.

- Equity - Project is located in or provides benefits to [Disproportionately Impacted (DI) Communities](#) or to traditionally underserved and disadvantaged community members.

- Quality of Life and Public Health - Project enhances access to medical facilities and necessary services or to recreation areas, increases active transportation or provides other quality-of-life benefits.

- Economic Impact - Project increases access to, from or within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.

- Cost-Benefit - Project provides substantial Local MMOF program benefits relative to the total cost of the project.

- Local/Community Support - Project is included in or supports the goals and strategies of local or regional plans. Project has broad support among affected local governments, partner agencies or vested public stakeholders, as demonstrated by letters of support and/or documented public feedback.

- Application quality - Application is completed fully; Questions are answered clearly and succinctly; The application provides the information necessary to effectively evaluate the scope, quality, and benefits of the project; Applicant addresses any feedback, questions or concerns raised during CDOT review.

Suggested steps for TPRs to determine a basic scoring method:

1. Select criteria from above or add others that represent the qualities by which the TPR wishes to evaluate and compare competing projects.
2. Assign point values to each of the criteria based on the Region's relative priorities, or simply assign the same value to each (for example, 10 points each). Modify the application scoring template according to these selected criteria and weights.
3. Share/distribute the resulting criteria descriptions with potential applicants along with the MMOF application materials.
4. Use the resulting template to evaluate, score and rank-order submitted applications.

Awarding Future Years of Funding

TPR/MPOs may award future years of projected MMOF funding as far out as the fourth year of the currently adopted Statewide Transportation Improvement Program (STIP). This means that as of July 1, 2024, which is the start of state fiscal year (FY) 2025, TPRs may award projects the projected MMOF funding up through FY2028.

TPR/MPOs may also propose 'advance-funding' MMOF projects, whereby future years' funds can be utilized and spent by projects in an earlier year. CDOT will generally consider all advance-funding proposals but will manage them on an ongoing and case-by-case basis, depending on the availability of funds in the program.

Preparing for Project Selection - Best Practices for TPR/MPOs

CDOT encourages TPRs to use the following best practices when conducting a Call and selection of projects:

- Consider whether it is in the TPR's best interest to hold a Call for new MMOF projects, a supplemental Call for existing MMOF projects, or for both. For example, a supplemental-only Call may be appropriate when funding levels are too low to fully fund a new project, or when current grantees are facing implementation challenges due to rising costs.
- Identify a scoring committee and establish a conflict-of-interest policy. For example, applicants could participate in the scoring committee while being recused from scoring their own project, or the committee could be composed only of representative of agencies not submitting current applications.
- Specify where applicants should submit applications. Ensure all draft and final applications are also sent to mmof@state.co.us.
- As part of the selection process, decide if projects that are not awarded funding will be "waitlisted" and therefore eligible for any funds returned to the TPR's pool or if they are "not approved".
- Whenever possible, avoid the delays and administrative burden faced when projects are partially funded by awarding the full amount of requested funds to the highest ranked projects rather than partially funding multiple projects.
- Applicants will be required to provide the annual amounts of MMOF spending needed and anticipated, based on their realistic project implementation timelines. TPR/MPOs should try to award funds from the years as close as possible to the years they are expected to be utilized by the proposed project.
- CDOT recommends TPR/MPOs award funds at least 18 months in advance of the fiscal year in which a project is expected to commence spending to allow awardees time for contracting and project preparations.

Award Notifications

Following a formal award decision or approval of a project scope change, TPR/MPOs must issue official award notifications to the awardee with a copy sent to the MMOF Program Manager at mmof@state.co.us.

The award notification should specify the following:
- Awarded agency name
- Name of the agency contact and/or project manager
- Project name
- Brief description of the scope of work awarded (and any scope specifically not eligible, if applicable)
- Type of funds (state) and amount of funds awarded in each fiscal year
- Total MMOF funding awarded
- Required Match Funding Rate and Amount, and any special match funding conditions or limitations (e.g., local match only, in-kind, etc.)
- Total Project Cost (MMOF + match + overmatch)
- Special conditions of the award (e.g., funding expiration dates, project initiation requirements, etc.)

Grant Requirements

Awards of state funds through MMOF come with specific project and funding requirements. Applicants should review the MMOF State Funding Fact Sheet, and also refer to the other support documents provided on the MMOF Program webpage to understand these requirements prior to applying or implementing an awarded project.

Applicant/Grantee webinars and guidance documents are also available via the MMOF webpage.

CDOT Contracting Requirements

MMOF funding is administered, and projects are overseen by CDOT following project delivery processes like other federal and state pass-through programs. Spending authority is granted to recipients for a specific project through CDOT's standard award contracting mechanisms (Intergovernmental Agreements or Grant Contracts). Projects and project sponsors must adhere to applicable State regulations, Controller Policy, and Fiscal Rules, and may also be subject to federal regulations when MMOF is combined in the project with awards of federal funds.

Note that funds are disbursed to project sponsors only on a *reimbursement basis*. Awardees of MMOF funds should not commence any project work, nor commit any award funds to contractors or project purchases until the CDOT contract is executed and a Notice to Proceed has been provided.

CDOT Program Support

General program or project questions may be directed to the MMOF program inbox at mmof@state.co.us or to the following MMOF points-of-contact:

- CDOT Region 1 - Wendy Williams, wendy.williams@state.co.us
- CDOT Region 2 – Geoff Guthrie, geoffrey.guthrie@state.co.us
- CDOT Region 3 - Mark Rogers, mark.rogers@state.co.us
- CDOT Region 4 - Bryce Reeves, bryce.reeves@state.co.us
- CDOT Region 5 - Tim Funk, timothy.funk@state.co.us
- Office of Innovative Mobility (OIM) - John Marcantonio, john.marcantonio@state.co.us
- Division of Transit & Rail (DTR) - Kelly Smith, kelly.smith@state.co.us
- Division of Transportation Development (DTD) - Michael Snow, michael.snow@state.co.us

Refer to **Figure 2 - Map of CDOT Engineering Regions** to identify the applicable engineering region.

CDOT Project Management & Oversight

CDOT Project Management responsibilities for MMOF projects are assigned to different organizations at CDOT, based on the types of the projects:
- Transit projects will be overseen by CDOT's Division of Transit & Rail (DTR).
- Non-transit infrastructure projects (design and/or construction) will be overseen by the Local Agency Coordinator teams in one of CDOT's five Engineering Regions.
- Travel Demand Management (TDM), transportation electrification and multimodal technology projects are overseen by CDOT's Office of Innovative Mobility (OIM).
- All other projects, including general multimodal planning (other than professional design), will be overseen by Multimodal Planning's Active Transportation Section in the Division of Transportation Development (DTD).

Supporting Tables and Figures

Figure 1: Map – Transportation Planning Regions

Transportation Planning Regions

Data Source: CDOT 2022
Published: September 2023
codot.gov

![Colorado Department of Transportation logo] COLORADO
Department of Transportation
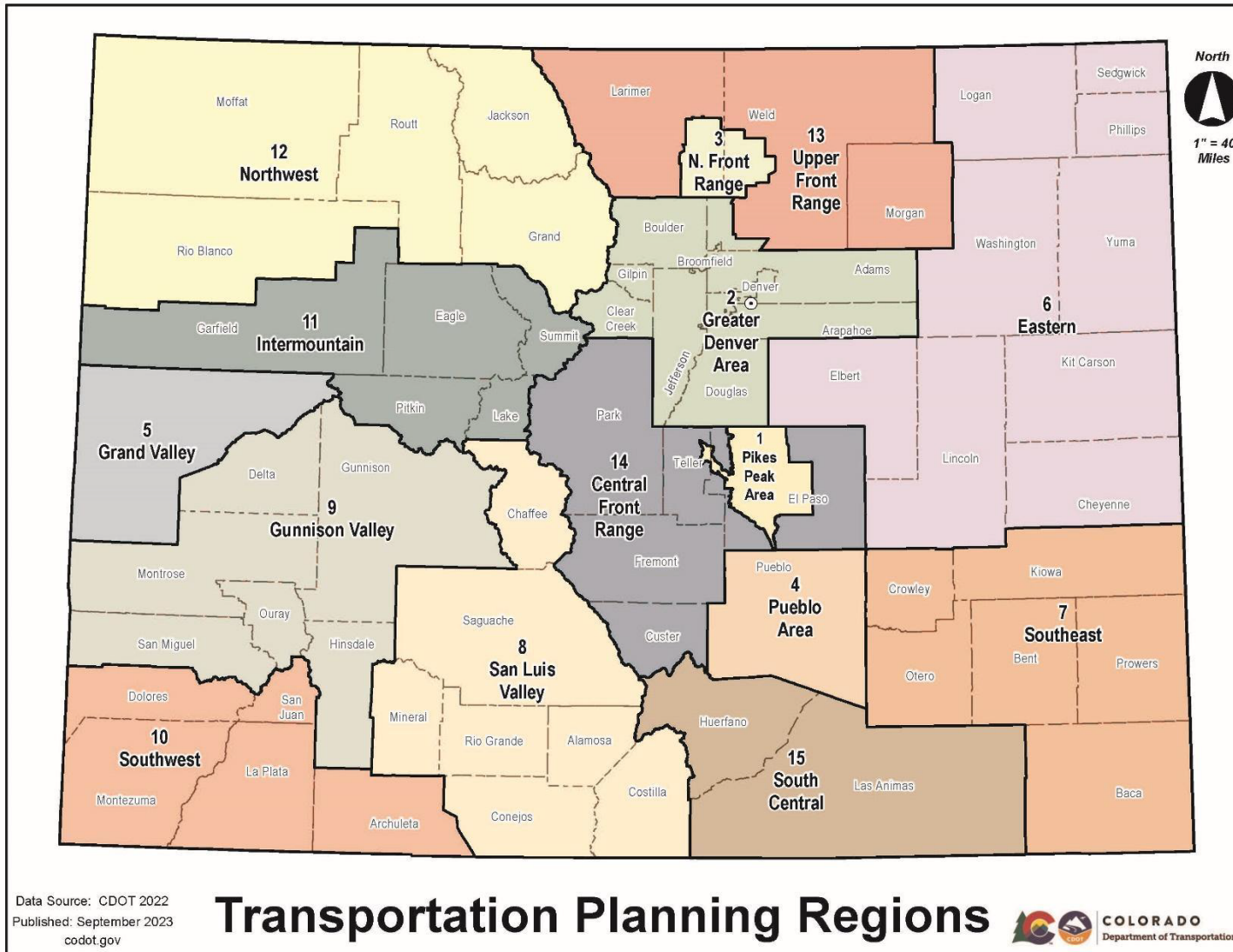
Figure 2: Map - CDOT Engineering Regions
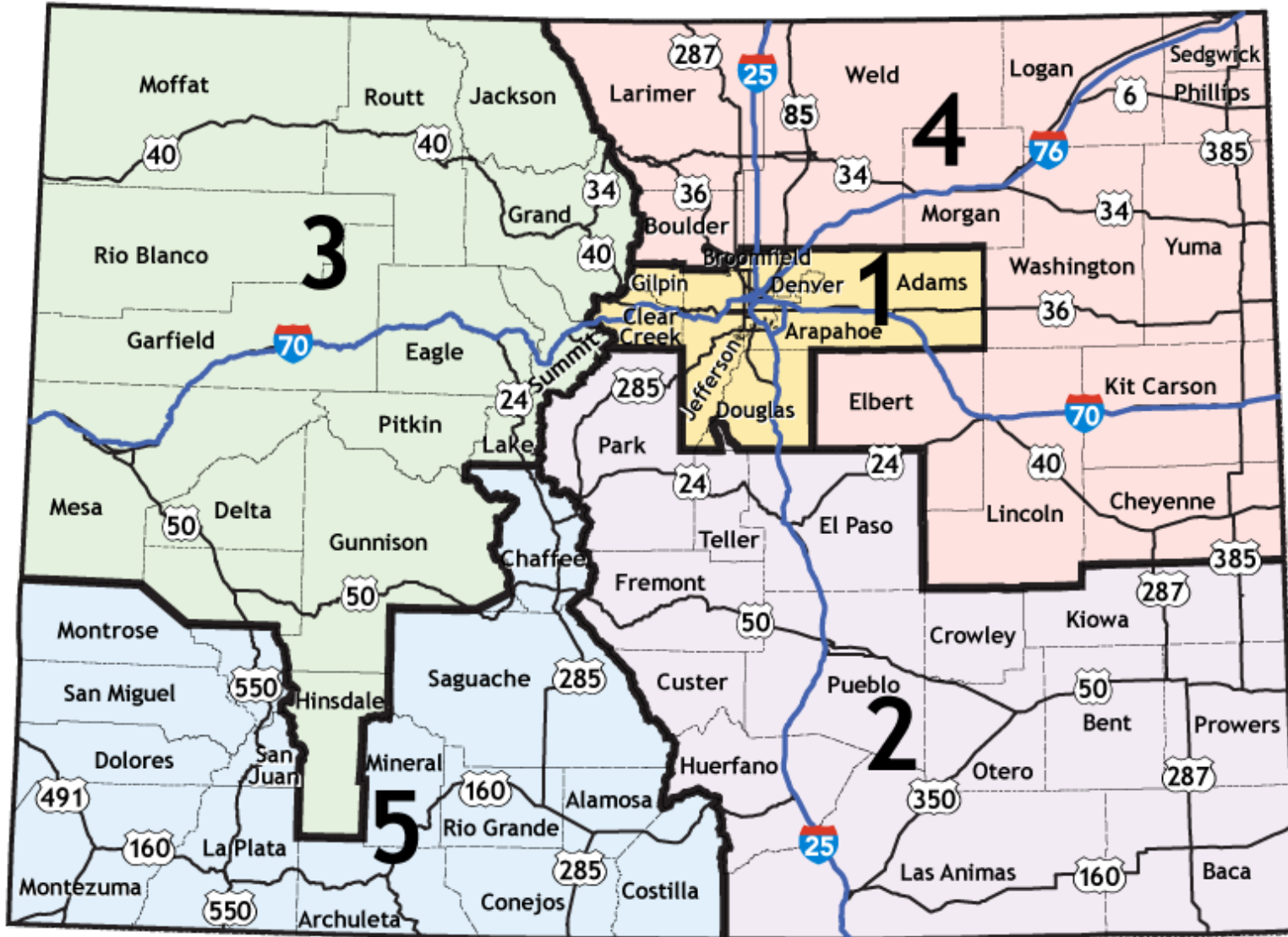
Table 1: Local MMOF Projected Allocations - Transportation Planning Regions
Based on May 2024 formulas & revenue projections

TPR Name	Allocation	FY2024	FY2025	FY2026	FY2027	FY2028
Pikes Peak Area	9.66%	$ 615,212	$ 1,614,114	$ 1,658,949	$ 1,742,838	$ 1,835,327
Denver Area	58.14%	$ 3,701,792	$ 9,712,287	$ 9,982,066	$ 10,486,835	$ 11,043,347
North Front Range	7.70%	$ 490,061	$ 1,285,759	$ 1,321,473	$ 1,388,297	$ 1,461,971
Pueblo Area	2.96%	$ 188,177	$ 493,715	$ 507,429	$ 533,089	$ 561,378
Grand Valley	2.55%	$ 162,442	$ 426,194	$ 438,032	$ 460,182	$ 484,603
Eastern	1.56%	$ 99,435	$ 260,886	$ 268,132	$ 281,691	$ 296,640
Southeast	1.23%	$ 78,411	$ 205,726	$ 211,440	$ 222,132	$ 233,920
San Luis Valley	1.58%	$ 100,531	$ 263,761	$ 271,088	$ 284,796	$ 299,909
Gunnison Valley	2.98%	$ 189,620	$ 497,502	$ 511,321	$ 537,177	$ 565,684
Southwest	1.79%	$ 113,922	$ 298,893	$ 307,196	$ 322,730	$ 339,857
Intermountain	4.24%	$ 269,709	$ 707,629	$ 727,285	$ 764,062	$ 804,609
Northwest	1.14%	$ 72,468	$ 190,132	$ 195,413	$ 205,294	$ 216,189
Upper Front Range	1.91%	$ 121,461	$ 318,673	$ 327,525	$ 344,087	$ 362,347
Central Front Range	1.95%	$ 123,939	$ 325,174	$ 334,207	$ 351,107	$ 369,739
South Central	0.63%	$ 40,330	$ 105,813	$ 108,752	$ 114,252	$ 120,315
TOTAL	**100.00%**	**$6,367,510**	**$16,706,257**	**$17,170,310**	**$18,038,570**	**$18,995,835**

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Table 2a: Match Rate Requirements – Counties

TPR	County	Population (2021 ACS 5-yr)	Percentile Rank	Match Rate Required
Central Front Range	Custer County	4,720	50.7%	0%
Central Front Range	El Paso County	722,736	93.6%	50%
Central Front Range	Fremont County	49,007	25.3%	0%
Central Front Range	Park County	17,384	68.2%	25%
Central Front Range	Teller County	24,607	60.3%	25%
Denver Area	Adams County	514,969	84.1%	50%
Denver Area	Arapahoe County	651,621	90.4%	50%
Denver Area	Boulder County	328,713	85.7%	50%
Denver Area	Broomfield County	72,697	98.4%	50%
Denver Area	Clear Creek County	9,427	69.8%	25%
Denver Area	Denver County	706,799	79.3%	50%
Denver Area	Douglas County	351,929	100.0%	50%
Denver Area	Gilpin County	5,812	80.9%	50%
Denver Area	Jefferson County	580,130	92.0%	50%
Denver Area	Weld County	322,424	77.7%	50%
Eastern	Cheyenne County	1,691	42.8%	0%
Eastern	Elbert County	25,897	73.0%	50%
Eastern	Kit Carson County	7,071	47.6%	0%
Eastern	Lincoln County	5,630	28.5%	0%
Eastern	Logan County	21,765	49.2%	0%
Eastern	Phillips County	4,497	39.6%	0%
Eastern	Sedgwick County	2,459	3.1%	0%
Eastern	Washington County	4,834	33.3%	0%
Eastern	Yuma County	9,944	31.7%	0%
Grand Valley	Mesa County	154,685	52.3%	25%
Gunnison Valley	Delta County	31,133	20.6%	0%
Gunnison Valley	Gunnison County	16,851	65.0%	25%
Gunnison Valley	Hinsdale County	858	34.9%	0%
Gunnison Valley	Montrose County	42,328	41.2%	0%
Gunnison Valley	Ouray County	4,850	63.4%	25%
Gunnison Valley	San Miguel County	8,084	74.6%	50%
Intermountain	Eagle County	55,693	95.2%	50%
Intermountain	Garfield County	61,221	82.5%	50%
Intermountain	Lake County	7,417	66.6%	25%
Intermountain	Pitkin County	17,471	88.8%	50%
Intermountain	Summit County	31,042	96.8%	50%
North Front Range	Larimer County	354,670	71.4%	25%
North Front Range	Weld County	322,424	77.7%	50%
Northwest	Grand County	15,629	61.9%	25%

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TPR	County	Population (2021 ACS 5-yr)	Percentile Rank	Match Rate Required
Northwest	Jackson County	1,375	11.1%	0%
Northwest	Moffat County	13,240	46.0%	0%
Northwest	Rio Blanco County	6,495	57.1%	25%
Northwest	Routt County	24,899	87.3%	50%
Pikes Peak Area	El Paso County	722,736	93.6%	50%
Pikes Peak Area	Teller County	24,607	60.3%	25%
Pueblo Area	Pueblo County	167,453	26.9%	0%
San Luis Valley	Alamosa County	16,377	30.1%	0%
San Luis Valley	Chaffee County	19,436	53.9%	25%
San Luis Valley	Conejos County	7,579	14.2%	0%
San Luis Valley	Costilla County	3,517	0.0%	0%
San Luis Valley	Mineral County	794	44.4%	0%
San Luis Valley	Rio Grande County	11,476	23.8%	0%
San Luis Valley	Saguache County	6,369	12.6%	0%
South Central	Huerfano County	6,787	9.5%	0%
South Central	Las Animas County	14,531	6.3%	0%
Southeast	Baca County	3,519	1.5%	0%
Southeast	Bent County	5,861	4.7%	0%
Southeast	Crowley County	6,018	17.4%	0%
Southeast	Kiowa County	1,414	15.8%	0%
Southeast	Otero County	18,665	7.9%	0%
Southeast	Prowers County	11,966	19.0%	0%
Southwest	Archuleta County	13,267	55.5%	25%
Southwest	Dolores County	2,288	22.2%	0%
Southwest	La Plata County	55,673	76.1%	50%
Southwest	Montezuma County	25,916	36.5%	0%
Southwest	San Juan County	698	38.0%	0%
Upper Front Range	Larimer County	354,670	71.4%	25%
Upper Front Range	Morgan County	28,868	58.7%	25%
Upper Front Range	Weld County	322,424	77.7%	50%

Table 2b: Match Rate Requirements – Municipalities

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Central Front Range	Alma town	323	58.6%	25%
Central Front Range	Brookside town	249	32.1%	0%
Central Front Range	Calhan town	394	21.0%	0%
Central Front Range	Canon City city	17,157	28.7%	0%
Central Front Range	Coal Creek town	461	7.3%	0%
Central Front Range	Colorado Springs city	475,282	63.0%	50%
Central Front Range	Cripple Creek city	992	9.2%	0%
Central Front Range	Fairplay town	718	67.1%	50%
Central Front Range	Florence city	3,857	34.3%	0%
Central Front Range	Fountain city	29,495	78.5%	50%
Central Front Range	Green Mountain Falls town	615	66.0%	50%
Central Front Range	Manitou Springs city	4,912	63.8%	50%
Central Front Range	Ramah town	114	43.1%	0%
Central Front Range	Rockvale town	632	42.0%	0%
Central Front Range	Silver Cliff town	683	19.5%	0%
Central Front Range	Victor city	315	41.6%	0%
Central Front Range	Westcliffe town	403	20.6%	0%
Central Front Range	Williamsburg town	709	22.1%	0%
Central Front Range	Woodland Park city	7,854	64.2%	50%
Denver Area	Arvada city	122,903	77.4%	50%
Denver Area	Aurora city	383,496	68.6%	50%
Denver Area	Bennett town	2,964	76.3%	50%
Denver Area	Black Hawk city	85	54.2%	25%
Denver Area	Boulder city	104,930	67.8%	50%
Denver Area	Bow Mar town	986	91.8%	50%
Denver Area	Brighton city	39,895	79.3%	50%
Denver Area	Broomfield city	72,697	90.7%	50%
Denver Area	Castle Pines city	11,296	95.2%	50%
Denver Area	Castle Rock town	71,037	97.4%	50%
Denver Area	Centennial city	107,972	89.2%	50%
Denver Area	Central City city	680	62.3%	25%
Denver Area	Cherry Hills Village city	6,426	88.5%	50%
Denver Area	Columbine Valley town	1,701	85.2%	50%
Denver Area	Commerce City city	61,516	84.1%	50%
Denver Area	Dacono city	6,084	89.6%	50%
Denver Area	Deer Trail town	599	56.4%	25%
Denver Area	Denver city	706,799	71.9%	50%
Denver Area	Edgewater city	5,047	83.3%	50%

Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Denver Area	Empire town	427	48.3%	25%
Denver Area	Englewood city	33,500	69.7%	50%
Denver Area	Erie town	29,367	99.2%	50%
Denver Area	Federal Heights city	14,111	28.4%	0%
Denver Area	Firestone town	15,949	93.3%	50%
Denver Area	Fort Lupton city	7,947	61.9%	25%
Denver Area	Foxfield town	648	81.5%	50%
Denver Area	Frederick town	14,127	96.6%	50%
Denver Area	Georgetown town	1,098	38.0%	0%
Denver Area	Glendale city	4,605	63.4%	50%
Denver Area	Golden city	20,041	81.1%	50%
Denver Area	Greenwood Village city	15,548	87.4%	50%
Denver Area	Hudson town	2,172	59.0%	25%
Denver Area	Idaho Springs city	2,044	60.5%	25%
Denver Area	Jamestown town	281	79.7%	50%
Denver Area	Lakeside town	8	42.4%	0%
Denver Area	Lakewood city	155,608	65.6%	50%
Denver Area	Larkspur town	260	23.6%	0%
Denver Area	Littleton city	45,465	70.4%	50%
Denver Area	Lochbuie town	7,730	83.0%	50%
Denver Area	Lone Tree city	13,701	90.4%	50%
Denver Area	Longmont city	98,789	70.8%	50%
Denver Area	Louisville city	21,091	92.9%	50%
Denver Area	Lyons town	2,261	95.9%	50%
Denver Area	Mead town	4,716	91.5%	50%
Denver Area	Morrison town	398	75.2%	50%
Denver Area	Mountain View town	648	94.4%	50%
Denver Area	Nederland town	1,392	95.5%	50%
Denver Area	Northglenn city	37,899	73.0%	50%
Denver Area	Palmer Lake town	2,652	72.3%	50%
Denver Area	Parker town	57,311	98.8%	50%
Denver Area	Platteville town	2,879	70.1%	50%
Denver Area	Sheridan city	6,090	42.8%	0%
Denver Area	Silver Plume town	183	60.8%	25%
Denver Area	Superior town	13,283	100.0%	50%
Denver Area	Thornton city	140,538	84.8%	50%
Denver Area	Ward town	70	9.9%	0%
Denver Area	Westminster city	115,535	76.0%	50%

Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Denver Area	Wheat Ridge city	32,340	57.1%	25%
Eastern	Akron town	1,793	18.0%	0%
Eastern	Arriba town	229	7.7%	0%
Eastern	Bethune town	188	17.7%	0%
Eastern	Burlington city	3,212	47.6%	25%
Eastern	Cheyenne Wells town	898	36.5%	0%
Eastern	Crook town	135	11.0%	0%
Eastern	Eckley town	327	12.9%	0%
Eastern	Elizabeth town	1,792	80.0%	50%
Eastern	Flagler town	504	16.6%	0%
Eastern	Fleming town	663	43.5%	0%
Eastern	Genoa town	131	3.6%	0%
Eastern	Haxtun town	949	19.9%	0%
Eastern	Holyoke city	2,416	40.9%	0%
Eastern	Hugo town	951	40.2%	0%
Eastern	Iliff town	338	23.9%	0%
Eastern	Julesburg town	1,226	8.4%	0%
Eastern	Kiowa town	648	45.7%	0%
Eastern	Kit Carson town	254	29.8%	0%
Eastern	Limon town	1,167	27.6%	0%
Eastern	Merino town	272	58.3%	25%
Eastern	Otis town	526	20.2%	0%
Eastern	Ovid town	308	5.1%	0%
Eastern	Paoli town	46	14.7%	0%
Eastern	Peetz town	246	54.9%	25%
Eastern	Sedgwick town	166	28.0%	0%
Eastern	Seibert town	133	1.8%	0%
Eastern	Simla town	534	31.3%	0%
Eastern	Sterling city	13,976	26.5%	0%
Eastern	Stratton town	685	35.0%	0%
Eastern	Vona town	122	25.8%	0%
Eastern	Wray city	2,338	39.8%	0%
Eastern	Yuma city	3,451	33.9%	0%
Grand Valley	Collbran town	579	29.1%	0%
Grand Valley	De Beque town	484	50.9%	25%
Grand Valley	Fruita city	13,296	52.7%	25%
Grand Valley	Grand Junction city	65,067	44.2%	0%
Grand Valley	Palisade town	2,575	33.5%	0%

Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Gunnison Valley	Cedaredge town	2,584	12.1%	0%
Gunnison Valley	Crawford town	373	24.7%	0%
Gunnison Valley	Crested Butte town	1,419	92.6%	50%
Gunnison Valley	Delta city	9,036	22.5%	0%
Gunnison Valley	Gunnison city	6,459	41.3%	0%
Gunnison Valley	Hotchkiss town	1,273	15.1%	0%
Gunnison Valley	Lafayette city	30,307	91.1%	50%
Gunnison Valley	Lake City town	485	50.1%	25%
Gunnison Valley	Marble town	180	84.5%	50%
Gunnison Valley	Montrose city	20,098	33.2%	0%
Gunnison Valley	Mount Crested Butte town	906	88.1%	50%
Gunnison Valley	Mountain Village town	1,577	61.6%	25%
Gunnison Valley	Naturita town	434	5.5%	0%
Gunnison Valley	Norwood town	551	52.0%	25%
Gunnison Valley	Nucla town	578	8.1%	0%
Gunnison Valley	Olathe town	1,874	40.5%	0%
Gunnison Valley	Ophir town	198	97.0%	50%
Gunnison Valley	Orchard City town	3,144	32.8%	0%
Gunnison Valley	Ouray city	1,009	66.7%	50%
Gunnison Valley	Paonia town	1,542	30.6%	0%
Gunnison Valley	Pitkin town	133	74.5%	50%
Gunnison Valley	Ridgway town	1,033	55.3%	25%
Gunnison Valley	Sawpit town	17	36.9%	0%
Gunnison Valley	Telluride town	2,593	87.0%	50%
Intermountain	Aspen city	7,019	93.7%	50%
Intermountain	Avon town	6,209	78.9%	50%
Intermountain	Basalt town	3,802	77.8%	50%
Intermountain	Blue River town	947	94.0%	50%
Intermountain	Breckenridge town	5,086	99.6%	50%
Intermountain	Carbonate town	-	96.3%	50%
Intermountain	Carbondale town	6,464	72.3%	50%
Intermountain	Dillon town	1,147	67.5%	50%
Intermountain	Eagle town	7,420	97.7%	50%
Intermountain	Frisco town	2,952	87.8%	50%
Intermountain	Glenwood Springs city	10,017	71.2%	50%
Intermountain	Gypsum town	8,047	82.6%	50%
Intermountain	Leadville city	2,623	75.6%	50%
Intermountain	Minturn town	1,084	94.8%	50%

Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Intermountain	Montezuma town	156	64.9%	50%
Intermountain	New Castle town	4,883	85.9%	50%
Intermountain	Parachute town	1,607	43.9%	0%
Intermountain	Red Cliff town	281	90.0%	50%
Intermountain	Rifle city	10,325	77.1%	50%
Intermountain	Silt town	3,485	80.8%	50%
Intermountain	Silverthorne town	4,520	81.9%	50%
Intermountain	Snowmass Village town	3,089	83.7%	50%
Intermountain	Vail town	4,900	78.2%	50%
North Front Range	Berthoud town	10,188	88.9%	50%
North Front Range	Eaton town	5,648	82.2%	50%
North Front Range	Evans city	21,727	59.4%	25%
North Front Range	Fort Collins city	166,788	66.4%	50%
North Front Range	Garden City town	165	24.3%	0%
North Front Range	Greeley city	107,014	55.7%	25%
North Front Range	Johnstown town	16,596	92.2%	50%
North Front Range	Kersey town	1,533	56.8%	25%
North Front Range	La Salle town	2,934	73.4%	50%
North Front Range	Loveland city	75,938	60.1%	25%
North Front Range	Mead town	4,716	91.5%	50%
North Front Range	Milliken town	8,122	74.9%	50%
North Front Range	Platteville town	2,879	70.1%	50%
North Front Range	Severance town	7,691	98.1%	50%
North Front Range	Timnath town	6,289	98.5%	50%
North Front Range	Windsor town	31,972	86.3%	50%
Northwest	Craig city	9,026	37.6%	0%
Northwest	Dinosaur town	129	57.9%	25%
Northwest	Fraser town	1,334	68.2%	50%
Northwest	Granby town	2,229	52.3%	25%
Northwest	Grand Lake town	305	47.2%	25%
Northwest	Hayden town	2,116	80.4%	50%
Northwest	Hot Sulphur Springs town	873	85.6%	50%
Northwest	Kremmling town	1,697	51.6%	25%
Northwest	Meeker town	2,482	46.4%	0%
Northwest	Oak Creek town	722	54.6%	25%
Northwest	Rangely town	2,381	53.8%	25%
Northwest	Steamboat Springs city	13,193	73.8%	50%
Northwest	Walden town	622	15.8%	0%

Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Northwest	Winter Park town	785	69.3%	50%
Northwest	Yampa town	447	46.1%	0%
Pikes Peak Area	Colorado Springs city	475,282	63.0%	50%
Pikes Peak Area	Fountain city	29,495	78.5%	50%
Pikes Peak Area	Green Mountain Falls town	615	66.0%	50%
Pikes Peak Area	Manitou Springs city	4,912	63.8%	50%
Pikes Peak Area	Monument town	10,026	86.7%	50%
Pikes Peak Area	Palmer Lake town	2,652	72.3%	50%
Pikes Peak Area	Woodland Park city	7,854	64.2%	50%
Pueblo Area	Boone town	263	8.8%	0%
Pueblo Area	Pueblo city	111,424	23.2%	0%
Pueblo Area	Rye town	189	13.6%	0%
San Luis Valley	Alamosa city	9,704	35.7%	0%
San Luis Valley	Antonito town	612	1.4%	0%
San Luis Valley	Blanca town	344	34.6%	0%
San Luis Valley	Bonanza town	12	56.0%	25%
San Luis Valley	Buena Vista town	2,859	50.5%	25%
San Luis Valley	Center town	2,377	25.0%	0%
San Luis Valley	City of Creede town	312	53.5%	25%
San Luis Valley	Crestone town	31	2.5%	0%
San Luis Valley	Del Norte town	1,667	16.9%	0%
San Luis Valley	Hooper town	162	45.3%	0%
San Luis Valley	La Jara town	772	11.4%	0%
San Luis Valley	Manassa town	981	22.8%	0%
San Luis Valley	Moffat town	83	11.8%	0%
San Luis Valley	Monte Vista city	4,228	21.4%	0%
San Luis Valley	Poncha Springs town	1,098	61.2%	25%
San Luis Valley	Romeo town	313	10.7%	0%
San Luis Valley	Saguache town	530	37.2%	0%
San Luis Valley	Salida city	5,671	45.0%	0%
San Luis Valley	San Luis town	624	2.2%	0%
San Luis Valley	Sanford town	1,359	49.8%	25%
San Luis Valley	South Fork town	387	39.1%	0%
South Central	Aguilar town	477	6.2%	0%
South Central	Branson town	57	0.0%	0%
South Central	Cokedale town	98	19.1%	0%
South Central	Kim town	53	14.0%	0%
South Central	La Veta town	809	36.1%	0%

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
South Central	Starkville town	83	10.3%	0%
South Central	Trinidad city	8,318	14.3%	0%
South Central	Walsenburg city	3,034	4.7%	0%
Southeast	Campo town	126	7.0%	0%
Southeast	Cheraw town	194	26.1%	0%
Southeast	Crowley town	306	26.9%	0%
Southeast	Eads town	733	25.4%	0%
Southeast	Fowler town	1,157	3.3%	0%
Southeast	Granada town	527	18.8%	0%
Southeast	Hartman town	72	30.2%	0%
Southeast	Haswell town	73	30.9%	0%
Southeast	Holly town	809	0.3%	0%
Southeast	La Junta city	7,282	12.5%	0%
Southeast	Lamar city	7,636	21.7%	0%
Southeast	Las Animas city	2,564	2.9%	0%
Southeast	Manzanola town	497	32.4%	0%
Southeast	Olney Springs town	604	27.3%	0%
Southeast	Ordway town	2,066	13.2%	0%
Southeast	Pritchett town	81	4.0%	0%
Southeast	Rocky Ford city	3,876	6.6%	0%
Southeast	Sheridan Lake town	56	31.7%	0%
Southeast	Springfield town	1,318	9.5%	0%
Southeast	Sugar City town	644	5.9%	0%
Southeast	Swink town	617	38.3%	0%
Southeast	Two Buttes town	32	1.1%	0%
Southeast	Vilas town	149	18.4%	0%
Southeast	Walsh town	551	0.7%	0%
Southeast	Wiley town	352	53.1%	25%
Southwest	Bayfield town	2,821	76.7%	50%
Southwest	Cortez city	8,742	29.5%	0%
Southwest	Dolores town	865	17.3%	0%
Southwest	Dove Creek town	705	35.4%	0%
Southwest	Durango city	18,953	69.0%	50%
Southwest	Ignacio town	1,319	51.2%	25%
Southwest	Mancos town	1,168	49.0%	25%
Southwest	Pagosa Springs town	1,548	16.2%	0%
Southwest	Rico town	335	49.4%	25%
Southwest	Silverton town	638	39.4%	0%

Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Upper Front Range	Ault town	1,785	57.5%	25%
Upper Front Range	Brush city	5,323	47.9%	25%
Upper Front Range	Dacono city	6,084	89.6%	50%
Upper Front Range	Estes Park town	5,942	46.8%	0%
Upper Front Range	Firestone town	15,949	93.3%	50%
Upper Front Range	Fort Lupton city	7,947	61.9%	25%
Upper Front Range	Fort Morgan city	11,483	44.6%	0%
Upper Front Range	Gilcrest town	1,171	59.7%	25%
Upper Front Range	Grover town	186	4.4%	0%
Upper Front Range	Hillrose town	240	38.7%	0%
Upper Front Range	Hudson town	2,172	59.0%	25%
Upper Front Range	Keenesburg town	1,546	65.3%	50%
Upper Front Range	Kersey town	1,533	56.8%	25%
Upper Front Range	Lochbuie town	7,730	83.0%	50%
Upper Front Range	Log Lane Village town	960	48.7%	25%
Upper Front Range	Milliken town	8,122	74.9%	50%
Upper Front Range	Nunn town	463	71.5%	50%
Upper Front Range	Pierce town	1,019	64.5%	50%
Upper Front Range	Platteville town	2,879	70.1%	50%
Upper Front Range	Raymer (New Raymer) town	95	15.4%	0%
Upper Front Range	Severance town	7,691	98.1%	50%
Upper Front Range	Wellington town	10,769	74.1%	50%
Upper Front Range	Wiggins town	1,137	62.7%	25%