



# TRANSPORTATION NEWSLETTER

**DATE: November 2021**

**Vince Rogalski, Chairman**

**Gunnison Valley TPR**

**[vrogal@montrose.net](mailto:vrogal@montrose.net)**

## **STAC Report**

Multimodal and Mitigations Options Fund (MMOF) – Michael Snow, CDOT  
Transportation Planner, DTD

- SB21-260 expanded the role and purpose of MMOF to include Disadvantaged (DI) communities. This change prompted a reexamination of the formula for distributing the funding to MPOs/TPRs. At the same time, the match reduction formula has been reconsidered. Statute requires the distribution formula be developed in consultation with STAC, TRAC, transit, bike/ped and other advocacy groups. The MMOF Advisory Committee formed in 2019 reconvened to consider changes to both the distribution and match reduction formulas.
- The Advisory Committee recommended keeping the 81%/19% funding split between urban and rural areas. On the rural area formula, the group eliminated unlinked passenger trips and shifted weighting to the DI Community, disabled, and aged 65+ criteria. The urban area formula recommended is generally unchanged from the existing one, which retains unlinked passenger trips, thereby omitting consideration of disabled individuals and individuals aged 65+. Staff also presented the many other variables considered for funding distribution.
- The MMOF Advisory Committee recommended a new match formula that uses factors considered more reflective of an entity's fiscal health: median household income, median home value, poverty, and individuals aged 65+. This new formula reduces the number of match rates to three, while moderately increasing the number of applicants eligible for a match reduction relative to the current formula.
- The Transit & Rail Advisory Committee (TRAC) made no additional distribution formula recommendations, but advised that it be revisited when new 2020 Census data or other updated data becomes available. TRAC also urged MPOs/TPRs to make multi-year commitments to enable new transit services.
- FY21 state revenues were very strong. The resulting excess revenues above the TABOR cap means MMOF will

receive an additional \$108.1 million in June 2022. MPOs/TPRs may therefore consider project selections for both

the federal ARPA funds and these state funds.

#### **STAC Discussion**

- There was concern for the urban areas' exclusion of disabled and individuals age  $\geq 65$ . One explanation from an urban representative was that there are already many factors considering population.

**TO: TRANSPORTATION COMMISSION**

**FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION  
DEVELOPMENT**

**MICHAEL SNOW, TRANSPORTATION PLANNING SPECIALIST**

**DATE: NOVEMBER 17, 2021**

**SUBJECT: MULTIMODAL TRANSPORTATION & MITIGATION OPTIONS FUND,  
DISTRIBUTION & MATCH FORMULA**

#### **Purpose**

To review and consider recommended changes to the formula for distribution of Local Multimodal Transportation & Mitigation Options Fund (MMOF) funding to the Planning Regions, and changes to the MMOF Match Reduction Formula.

#### **Action**

The TC is requested to consider the Distribution Formula recommendations from STAC, TRAC and the MMOF Advisory Committee. The TC is also requested to review STAC's and the Advisory Committee's proposed changes to the MMOF Match Reduction Formula.

#### **Background – Distribution Formula**

With the passage of Senate Bill 2021-260, the MMOF program saw fundamental changes to expand its overall purpose and provide long-term funding for related projects. In addition to expanded eligibility for projects that mitigate transportation-related emissions of Greenhouse Gases (GHG), it also added a specific program goal to expand the choices and accessibility to alternative modes of transportation for Colorado's Disproportionately Impacted Communities.

Considering these programmatic changes to MMOF, CDOT & STAC initiated modifications to the adopted Local MMOF Funding Distribution Formula to align it more closely with the expanded goals defined in the program. Statutes require that the distribution formula for Local MMOF funding be adopted by the Transportation Commission (TC) in consultation with STAC, TRAC, transit advocacy organizations and bicycle and pedestrian advocacy organizations.

To support this process, an MMOF Advisory Committee, originally formed in 2019 and comprised of representatives of these organizations, reconvened on October 5 and again on October 13, 2021, to consider updates to the Local MMOF Distribution Formula. A full summary of the Committee's

recommendations is provided in Attachment A. Subsequently, on November 5, the TRAC had the opportunity to make additional formula recommendations to consider, which are included in Attachment B. STAC reviewed the Committee's and TRAC's recommendations on November 12, and has provided its formula recommendations. The combined Committee, TRAC and STAC recommendations will be reviewed with TC and are outlined in the accompanying presentation included in the meeting materials.

#### Background – Match Reduction Formula

CDOT Staff have also taken this opportunity to consider some lessons-learned by both the sponsors of local MMOF projects and by CDOT in administering the MMOF program to address shortfalls in the existing MMOF Match Reduction Policy, to find ways to streamline the use of its funds and simplify administrative challenges.

CDOT staff presented the MMOF Advisory Committee with several options for an updated Match Reduction Formula using alternate criteria recommended by the State Demographer in place of those in the current formula. The updated match formula options simplify administrative issues by granting automatic reduction to towns and counties, using fewer match rates, and ensures match reductions to the most fiscally disadvantaged local governments. The Committee's and Staff's recommendations are also included in the Attachment A, along with the detailed listing of the resulting match rates that would be required of each County and Municipality under the recommended formula.

#### Recommendations

CDOT recommends the TC review the combined recommendations of STAC, TRAC, the MMOF Advisory Committee and CDOT Staff and recommend final MMOF Distribution and Match Reduction Formula updates.

#### Next Steps

The TC's recommendations resulting from today's discussion will be combined by Staff into final draft Distribution and the Match Reduction Formula formulas. STAC will have another opportunity to comment in December, prior to the TC's consideration for final adoption of both on December 15, 2021.

Attached below is a chart that reflects the DRAFT distribution of the Federal portion effective in FY 22. Additional State funding will be available FY 23



### MMOF Funding Updates

- FY2021 State Revenues were considerably stronger than anticipated, and as a result...
- The \$108.1M Excess State Revenues originally projected to transfer to MMOF over 3-5 years will ALL be transferred June 30, 2022
- MPOs/TPRs may select projects for these funds alongside the federal funding project selections.

Currently Available	State MMOF	Local MMOF	Local Admin (2%)
Federal (FY22)	\$ 22,026,000	\$ 124,814,000	\$ -
State (FY23)	\$ 16,215,000	\$ 87,551,020	\$ 4,333,980
TOTAL	\$ 38,241,000	\$ 212,365,020	\$ 4,333,980

- Staff recommend the Admin Set-aside rate be reduced from 5% to 2% and will be withheld from the FY23 state funds

The chart below in the Federal portion. Note the Gunnison Valley Transportation Planning Region is \$3,595,215.00, for the Federal part, if you add the estimated State portion of \$2,516,650.00. Remember the State portion this is an estimate of funds produced by SB-260 thus available in FY 23. This produces an estimated \$6,111,865.00 for GVTPR.

TC's consideration for final adoption is on December 15, 2021.

**FIGURE A**  
Local MMOF Funding Distribution Formula  
MMOF Advisory Committee Recommendation  
October 13, 2021

	TPR Name	Pop 2019	School Aged Pop (5-17)	DI Pop (2019)	Disabled Pop (2019)	Pop 65+ (2019)	Revenue Miles (2019)	Unlinked Trips (2019)	Jobs (2016)	Bike Crashes (2015-19)	Ped Crashes (2015-19)	Zero vehicle HH	Alloc%	Allocation\$
<b>Urban (81%)</b>	Pikes Peak Area	12.3%	13.1%	11.7%	13.8%	11.2%	5.5%	2.6%	10.0%	7.6%	10.6%	9.7%	8.90%	\$11,107,521
	Denver Area	57.7%	58.1%	58.2%	50.4%	52.8%	69.4%	78.9%	64.3%	65.9%	70.1%	63.0%	60.04%	\$74,937,493
	North Front Range	8.9%	8.9%	7.2%	8.2%	8.7%	3.9%	4.1%	8.0%	13.6%	7.0%	7.5%	7.28%	\$9,085,174
	Pueblo Area	3.0%	3.0%	4.8%	5.4%	3.9%	1.3%	0.6%	2.3%	2.2%	3.3%	4.4%	2.60%	\$3,248,160
	Grand Valley	2.7%	2.6%	2.4%	3.9%	3.6%	1.0%	0.6%	2.6%	4.0%	2.2%	2.6%	2.18%	\$2,720,993
<b>Rural (19%)</b>	Eastern	1.5%	1.5%	1.1%	1.7%	1.9%	0.1%	0.0%	1.0%	0.2%	0.3%	1.3%	1.50%	\$1,874,875
	Southeast	0.8%	0.8%	1.6%	1.5%	1.1%	0.3%	0.1%	0.6%	0.1%	0.2%	1.4%	1.26%	\$1,572,108
	San Luis Valley	1.2%	1.1%	1.8%	2.0%	1.7%	0.1%	0.0%	0.9%	0.5%	0.3%	1.7%	1.65%	\$2,054,501
	Gunnison Valley	1.8%	1.6%	1.9%	2.5%	2.9%	5.9%	3.5%	1.4%	1.1%	0.8%	1.7%	2.88%	\$3,595,215
	Southwest	1.7%	1.5%	1.4%	2.0%	2.4%	0.9%	0.3%	1.6%	0.8%	0.9%	0.8%	1.86%	\$2,322,449
	Intermountain	3.0%	2.9%	3.4%	1.9%	2.8%	9.4%	7.9%	3.5%	2.1%	2.0%	1.6%	3.95%	\$4,931,343
	Northwest	1.1%	1.0%	0.8%	0.8%	1.2%	1.1%	1.2%	1.1%	0.6%	0.4%	0.8%	1.14%	\$1,418,704
	Upper Front Range	2.0%	2.0%	1.7%	2.4%	2.4%	0.7%	0.1%	1.4%	0.6%	0.8%	1.3%	2.11%	\$2,629,413
	Central Front Range	1.8%	1.4%	1.4%	2.6%	2.7%	0.3%	0.1%	1.0%	0.5%	0.6%	1.3%	1.99%	\$2,489,986
	South Central	0.4%	0.3%	0.7%	0.8%	0.7%	0.2%	0.0%	0.3%	0.1%	0.2%	1.0%	0.66%	\$826,067
	<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>\$124,814,000</b>
	Urban Formula wt	20.0%	10.0%	10.0%			10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	100.0%	
	Rural Formula wt	15.0%	10.0%	15.0%	15.0%	15.0%	10.0%			5.0%	5.0%	10.0%	100.0%	
		POPULATIONS		Disadv. Pop.		TRANSIT		OTHER						
Urban		30.0%		10%		20.0%		40.0%						
Rural		25.0%		45%		10.0%		20.0%						
Current Urban Formula wt		20%	10%	10%			10%	10%	10%	10%	10%	10%		
Current Rural Formula wt		20%	10%	25%			15%	10%		5%	5%	10%		

**Transportation TPR Meeting**  
**NEXT MEETING NOTICE TPR meeting January 6, 2022**  
**Virtual at 9am to Noon**