



Multimodal Transportation & Mitigation Options Fund (MMOF): SB260 Changes & Funds Distribution



SB260: Expanded MMOF Program Goals

- An integrated 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, AND
 - **Reduces emissions of air pollutants and Greenhouse Gases that contribute to adverse environmental effects, including but not limited to Climate Change and adverse Human Health Effects.**



Projected MMOF Annual Funding

	Projected Revenue	State	Local
FY2022	\$ 146,840,000	\$ 22,026,000	\$ 124,814,000
FY2023	\$ 28,320,442	\$ 4,248,066	\$ 24,072,376
FY2024	\$ 29,010,320	\$ 4,351,548	\$ 24,658,772
FY2025	\$ 40,077,953	\$ 6,011,693	\$ 34,066,260
FY2026	\$ 41,129,734	\$ 6,169,460	\$ 34,960,274
FY2027	\$ 42,079,717	\$ 6,311,958	\$ 35,767,759
FY2028	\$ 21,519,330	\$ 3,227,900	\$ 18,291,431
FY2029	\$ 22,405,248	\$ 3,360,787	\$ 19,044,461
FY2030	\$ 24,026,804	\$ 3,604,021	\$ 20,422,783
FY2031	\$ 25,510,033	\$ 3,826,505	\$ 21,683,528
FY2032	\$ 27,174,398	\$ 4,076,160	\$ 23,098,238
TOTAL	\$ 448,093,979	\$ 67,214,097	\$ 380,879,882



BACKGROUND

- In September, STAC & Staff recommended updating formulas:
 - Align Distribution Formula criteria with SB260's program goals
 - Criteria to include DI Communities, Disabled Pop. & Aged 65+ Pop.
- MMOF Advisory Committee reconvened on Oct. 5th and Oct. 13th:
 - Updated Local MMOF Distribution Formula
- TRAC review on Nov. 5th
- STAC to review on Nov. 12th
- TC Final Adoption on December 15th



Formula CRITERIA

	NEW CRITERIA	Current CRITERIA
Population	<i>Total Population</i> <i>Population of School-aged Children</i>	<i>Same</i> <i>Same</i>
Disadvantaged Groups	<i>DI Community Population</i> <i>Disabled Population</i> <i>Population Aged 65+</i>	<i>Disadvantaged Population</i> <i>(<u>included</u> Low Income, Elderly & disabled)</i> <i>Housing Cost-Burden</i>
Transit Ridership	<i>Revenue Miles</i> <i>Unlinked Passenger Trips</i>	<i>Same</i> <i>Same</i>
Other	<i>Job Counts</i> <i>Bike Crashes</i> <i>Pedestrian Crashes</i> <i>Zero Vehicle Households</i>	<i>Same</i> <i>Same</i> <i>Same</i> <i>Same</i>

- DI Community, Disabled and Aged 65+ Population criteria added
- “DI Community” includes Low Income, Minority & Housing Cost-burdened
- Replaces Disadvantaged Population & Housing Cost-burden



Updated DISTRIBUTION FORMULA

Advisory Committee Recommendations:

- Continues existing 81% Urban / 19% Rural Split
- RURAL criteria weighting:
 - Eliminates Unlinked Passenger Trips, and
 - Shift weighting to new “disadvantaged” populations criteria
- URBAN criteria weighting:
 - Removes consideration of STAC-recommended Disabled and Aged 65+ populations criteria
 - Other urban criteria weights are generally unchanged from current formula

Committee Recommended Formula

	TPR Name	Pop 2019	School Aged Pop (5-17)	DI Pop	Disabled Pop	Pop 65+	Revenue Miles	Unlinked Trips	Jobs	Bike Crashes	Ped Crashes	Zero vehicle HH	Alloc%	Allocation\$
Urban (81%)	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
Rural (19%)	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
Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	\$124,814,000
<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>5.0%</i>	<i>5.0%</i>	<i>10.0%</i>	<i>100%</i>	
	POPULATIONS	DISADVANTAGED Pop.			TRANSIT			OTHER						
URBAN	30.0%	10%			20.0%			40.0%						
RURAL	25.0%	45%			10.0%			20.0%						

NOTES

- Favors funding to Urban areas with robust transit systems already in place
- Urban criteria omits STAC recommended Disabled & Aged 65+ Population criteria
- Higher Rural weighting to disadvantaged populations

ACTIVE Workbook

	TPR Name	Pop 2019	School Aged Pop (5-17)	DI Pop	Disabled Pop	Pop 65+	Revenue Miles	Unlinked Trips	Jobs	Bike Crashes	Ped Crashes	Zero vehicle HH	Alloc%	Allocation\$	
Urban (81%)	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%	9.57%	\$11,943,990	
	Denver Area	57.7%	58.1%	58.2%	50.4%	52.8%	69.4%	78.9%	64.3%	65.9%	70.1%	63.0%	58.52%	\$73,035,979	
	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%	7.67%	\$9,576,680	
	Pueblo Area	3.0%	3.0%	4.8%	5.4%	3.9%	1.3%	0.6%	2.3%	2.2%	3.3%	4.4%	2.84%	\$3,543,555	
	Grand Valley	2.7%	2.6%	2.4%	3.9%	3.6%	1.0%	0.6%	2.6%	4.0%	2.2%	2.6%	2.40%	\$2,999,136	
Rural (19%)	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	
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	\$124,814,000	
	URBAN Formula wt	20.0%	10.0%	10.0%	2.5%	2.5%	5.0%	5.0%	15.0%	10.0%	10.0%	10.0%	100%		
	RURAL Formula wt	15.0%	10.0%	15.0%	15.0%	15.0%	10.0%			5.0%	5.0%	10.0%	100%		
		POPULATIONS		DISADVANTAGED Pop.			TRANSIT		OTHER						
	URBAN	30.0%		15%			10.0%		45.0%						
	RURAL	25.0%		45%			10.0%		20.0%						

Current Formula (for reference)

	TPR Name	Pop 2019	School Aged Pop (5-17)	DI Pop	Disabled Pop	Pop 65+	Revenue Miles	Unlinked Trips	Jobs	Bike Crashes	Ped Crashes	Zero vehicle HH	Alloc%	Allocation\$
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	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
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	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
Rural (19%)	Eastern	1.5%	1.5%	1.1%	1.7%	1.9%	0.1%	0.0%	1.0%	0.2%	0.3%	1.3%	1.17%	\$1,458,950
	Southeast	0.8%	0.8%	1.6%	1.5%	1.1%	0.3%	0.1%	0.6%	0.1%	0.2%	1.4%	1.12%	\$1,399,797
	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%	1.36%	\$1,695,231
	Gunnison Valley	1.8%	1.6%	1.9%	2.5%	2.9%	5.9%	3.5%	1.4%	1.1%	0.8%	1.7%	3.25%	\$4,061,916
	Southwest	1.7%	1.5%	1.4%	2.0%	2.4%	0.9%	0.3%	1.6%	0.8%	0.9%	0.8%	1.52%	\$1,899,973
	Intermountain	3.0%	2.9%	3.4%	1.9%	2.8%	9.4%	7.9%	3.5%	2.1%	2.0%	1.6%	5.62%	\$7,016,951
	Northwest	1.1%	1.0%	0.8%	0.8%	1.2%	1.1%	1.2%	1.1%	0.6%	0.4%	0.8%	1.24%	\$1,553,255
	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%	1.74%	\$2,166,872
	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%	1.43%	\$1,783,894
	South Central	0.4%	0.3%	0.7%	0.8%	0.7%	0.2%	0.0%	0.3%	0.1%	0.2%	1.0%	0.54%	\$677,820
Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	\$124,814,000
<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>20.0%</i>	<i>10.0%</i>	<i>25.0%</i>			<i>15.0%</i>	<i>10.0%</i>	<i>0.0%</i>	<i>5.0%</i>	<i>5.0%</i>	<i>10.0%</i>	<i>100%</i>	
		POPULATIONS		DISADVANTAGED Pop.		TRANSIT			OTHER					
	URBAN	30.0%		10%		20.0%			40.0%					
	RURAL	30.0%		25%		25.0%			20.0%					



Questions & Discussion

- For questions or comments, please contact:
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