



**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 Guidelines  
Updated February, 2023**

**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

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 to TPRs, including approximately equal portions of Federal Recovery funds and State General Revenues. Each funding source comes 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 applying or implementing an awarded project.

All MMOF funding awards and projects will be administered and overseen by CDOT with project delivery processes similar to its 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 variation of the applicable requirements for different projects, this **consultation is REQUIRED for all Transit projects**. Record of the consultation (e-mail, letter, etc.) should then accompany a 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 submitting an application, 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:

- Jan Rowe, [jan.rowe@state.co.us](mailto:jan.rowe@state.co.us) - Denver Area, North Front Range, Upper Front Range and Eastern TPRs
- Geoff Guthrie, [geoffrey.guthrie@state.co.us](mailto:geoffrey.guthrie@state.co.us) - Pikes Peak Area, Pueblo Area, Central Front Range, South Central and Southeast TPRs
- TJ Burr, [timothy.burr@state.co.us](mailto:timothy.burr@state.co.us) - Southwest, San Luis Valley, Gunnison Valley, Grand Valley and Northwest TPRs

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) - CDOT Region 1
- Lachelle Davis, [lachelle.davis@state.co.us](mailto:lachelle.davis@state.co.us) - CDOT Region 2
- Michael Konn, [michael.konn@state.co.us](mailto:michael.konn@state.co.us) - CDOT Region 3
- Bryce Reeves, [bryce.reeves@state.co.us](mailto:bryce.reeves@state.co.us) - CDOT Region 4
- Bridget McDougal, [bridget.mcdougal@state.co.us](mailto:bridget.mcdougal@state.co.us) - CDOT Region 5

### Federal Funding Requirements

Applicants that are awarded MMOF grants of federal recovery funds from the American Rescue Plan Act (ARPA) will be subject to federal requirements unique to ARPA. 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 not longer than 10 years). For this reason, more flexible project completion dates can be considered for projects awarded these funds.

Most state MMOF funding awarded in 2020 carried an expenditure deadline of June 30, 2023. All eligible project expenditures must be incurred within this performance period, unless a funding extension has been granted. Project sponsors needing a funding extension must inquire with the TPR that awarded the project to obtain formal approval prior to the current expiration date.

### 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 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 February 14, 2027 and CDOT must complete all reimbursement payments by March 31, 2027. There will be no opportunity for extension of these funds beyond these dates.

### 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 counties or municipalities (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 Regional Planning Commissions (RPC) in each TPR. Contact your RPC (also referred to as an MPO or TPR) for their respective application form.

MPO/TPR project selections for funds allocated in January 2022 have concluded. **Subsequent application opportunities for future years' allocations will be determined by your MPO/TPR.**

Project Applicants should contact their respective RPCs to engage in their selection processes. A guide to the 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**

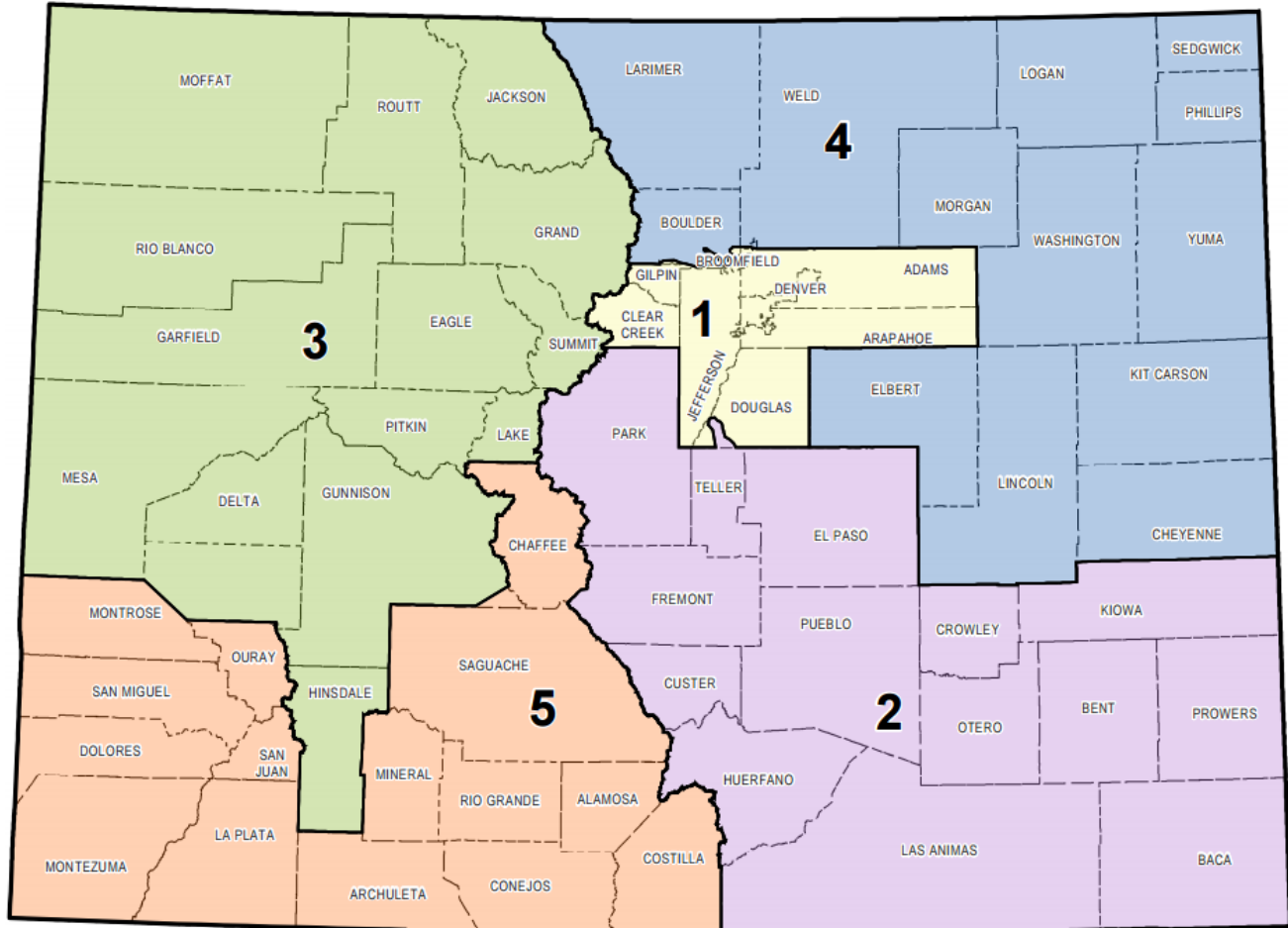
All TPRs must provide CDOT with an annual report listing the status of projects selected for funding through the Local MMOF Program. This report includes information about the sponsor/recipient, project names and descriptions, funding sources, current expenditure amounts and projected annual expenditures. *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:** Geoff Guthrie, [geoff.guthrie@state.co.us](mailto:geoff.guthrie@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:** Tony Cady, [tony.cady@state.co.us](mailto:tony.cady@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>	<i>20.0%</i>	<i>10.0%</i>	<i>10.0%</i>			<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>100%</i>	
	<i>RURAL Formula wt</i>	<i>15.0%</i>	<i>10.0%</i>	<i>15.0%</i>	<i>15.0%</i>	<i>15.0%</i>	<i>10.0%</i>	<i>10.0%</i>			<i>5.0%</i>	<i>5.0%</i>	<i>100%</i>	
		POPULATIONS		DISADVANTAGED groups				TRANSIT		OTHER				
	URBAN	30.0%		20%				20.0%		30.0%				
	RURAL	25.0%		55%				10.0%		10.0%				

\*Allocations include both FY22 Federal Recovery 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%

**Table 2b: Match Rate Requirements – MUNICIPALITIES**

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Centennial city	90.4%	111,096	50%
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<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%



**Table 2b: Match Rate Requirements – MUNICIPALITIES**

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Englewood city	61.6%	35,268	25%
Erie town	96.3%	27,133	50%

<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%



**Table 2b: Match Rate Requirements – MUNICIPALITIES**

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Haxtun town	29.1%	916	0%
Hayden town	55.7%	1,962	25%
Hillrose town	48.7%	264	0%

<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%

**Table 2b: Match Rate Requirements – MUNICIPALITIES**

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

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%

<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%

**Table 2b: Match Rate Requirements – MUNICIPALITIES**

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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%

<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%

**Table 2b: Match Rate Requirements – MUNICIPALITIES**

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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%

<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%