

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
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MEMORANDUM

TO: Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

DATE: November 8, 2013

RE: FASTER Safety and Regional Priority Programs

Purpose: This memo summarizes information regarding the FASTER Safety Program and the Regional Priority Program (RPP). Two objectives are addressed: increased accountability for FASTER safety funds and safety benefits of projects; and the need for flexible funds at the Region level.

Action Requested: Transportation Commission input on the assignment of FASTER Safety funds, the level of funding for RPP, and the distribution of funds.

Background:

FASTER safety and RPP are currently allocated to the Regions for a total of \$97M (\$87M FASTER Safety and \$10M RPP). FASTER Safety funds are for construction, reconstruction or maintenance needed to enhance safety of a state highway. RPP funds are flexible and have been utilized to fund regional priority projects identified by the TPRs in the planning process, partnership efficiencies, design pool or minor unanticipated project needs.

The FASTER Safety Program is currently being reassessed to better define program goals, consistent project selection criteria, measurable metrics for evaluating projects, and an allocation that addresses the goals.

The FASTER Safety Program was recently examined by the CDOT Audit Division and their findings will be addressed as part of this program assessment and potential restructuring. The audit report found that CDOT is in compliance with requirements established by the legislature for the program, but that there were areas for improvement including: timely reports to management on funds and expenditures; better link of expenditures to safety improvement metrics; and a consistent project selection process. One recommendation from the FASTER Audit states, "The Director of the Division of Transportation Development and the Chief Engineer should present to the Transportation Commission alternatives to the current allocation method of FASTER safety funds in order to ensure the most critical safety projects are addressed." A core staff team is developing consistent safety metrics for project evaluation and examining potential use of the Benefit/Cost Analysis Tool developed by DTD. A statewide system for tracking and reporting of project results will also be developed.

The RPP was established to provide a flexible funding source that could be used to fund regional priority projects that are critical at the regional level. Over the past 15 years, RPP funding levels have ranged from a high of \$162 million in FY 2002 to \$0 in FY 2010 and 2011. Since FY 2012, RPP has been funded at \$10 million statewide annually. Discussions at the joint SWP and Asset Management Committees in October considered increasing RPP funding up to \$50 million.

RPP projects are identified through the transportation planning process where TPRs and MPOs meet with CDOT staff to identify regional transportation needs and priorities. RPP has often been the only source of funding to respond to opportunities for efficiencies such as partnering with local agencies and these projects are also developed through the regional planning process with the TPR membership. TPR membership consists of one representative from each city and county in the defined geographic area. Past practice includes multiple TPRs coming together to agree on a fiscally constrained RPP list that represents the highest priorities for the entire CDOT Region. Priorities for RPP funding are first identified in a Regional Transportation Plan, with final project identification occurring during the development of the STIP. The STIP is posted for public comment and is intended to inform stakeholders of the transportation projects that will be implemented in the time period listed.

Potential Program Structure: At last month's Statewide Plan Committee meeting, Commissioners discussed the possible use of FASTER safety funds for asset management programs that have clear safety benefits. To increase accountability and transparency, staff proposal is to direct \$40M of FASTER safety funds to asset management including bridge, tunnels, culverts, rockfall, and specific maintenance where projects can be prioritized using the Risk Based Asset Management Plan and for which safety benefits be demonstrated and reported. The remaining \$47M would remain in the FASTER Safety line item. Two potential options for administration of those funds are:

- From a statewide pool with a competitive process
- Through Region formula allocation based on safety needs determined through data analysis.

FASTER safety funds can be used to address both remedial measures at specific high accident locations and known safety needs, as well as proactive safety measures that help avoid or reduce the potential for future accident occurrence. For either a statewide program or a Region allocation, criteria will be developed for project selection and cost/benefit analysis using techniques from established programs such as the Highway Safety Improvement Program (HSIP), and Hazard Elimination (HES) program, along with additional proactive safety criteria. Project selection would involve consistent statewide criteria and evaluation processes to identify the most critical needs and most effective safety improvement investments. Tracking and reporting will be required.

Commission Input Requested:

_ Staff requests input on a proposal to:

- Allocate \$40M of FASTER safety to safety specific asset management programs starting in FY 15
- Develop an allocation method for remaining FASTER Safety funds based on safety needs, criteria, and benefits for FY 16 (use current allocation for FY 15)
- Fund RPP at \$50M (\$10M base plus \$40M) starting in FY 15

**Illustrative TMA Allocations Based on FY 14 Budget and Proposed RPP/FASTER Safety Funding Levels
11/8/2013**

Programs Distributed by Formula- FY 14 Budget											
Program	DRCOG \$	DRCOG %	NFR \$	NFR %	PPACG \$	PPACG %	Statewide / Other Areas \$	Statewide / Other Areas %	Total \$	Notes	
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$ 29,429,256	65.3%	\$ 4,170,361	9.3%	\$ 917,834	2.0%	\$ 10,556,946	23.4%	\$ 45,074,397	Population based formula. Assumes 20% taken off the top for SW CNG Program. DRCOG receives roughly 82% of suballocated funds.	
Metropolitan Planning (Metro-PL)	\$ 5,167,876	67.3%	\$ 742,969	9.7%	\$ 1,087,194	14.2%	\$ 680,000	8.9%	\$ 7,678,040	Population based formula.	
Surface Transportation Program-Metro (STP-M)	\$ 35,348,741	74.2%	\$ 3,937,534	8.3%	\$ 8,328,860	17.5%	\$ -	0.0%	\$ 47,615,135	Population based formula (pursuant to statute).	
Transportation Alternatives Program (TAP)	\$ 5,200,302	44.4%	\$ 748,356	6.4%	\$ 1,129,041	9.6%	\$ 4,640,283	39.6%	\$ 11,717,983	50% based on population (pursuant to statute); 50% by 45/40/15. TMA \$s include suballocation plus assumption of proportion of Region allocation.	
Congestion Relief	\$ 4,000,000	100.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 4,000,000	Total \$ from FY 14 Budget. Courtesy Patrol on I-25 and I-70.	
Hot Spots	\$ 561,855	25.9%	\$ 124,074	5.7%	\$ 200,879	9.3%	\$ 1,280,346	68.3%	\$ 2,167,154	Total \$ from FY 14 Budget. Distributed evenly to each Region. TMA proportion of Region allocation based on share of VMT.	
Traffic Signals	\$ 381,843	25.9%	\$ 84,322	5.7%	\$ 136,520	9.3%	\$ 870,138	68.3%	\$ 1,472,823	Total \$ from FY 14 Budget. Distributed evenly to each Region. TMA proportion of Region allocation based on share of VMT.	
Total Programs Distributed by Formula	\$ 80,089,874	66.9%	\$ 9,807,616	8.2%	\$ 11,800,329	9.9%	\$ 18,027,713	15.1%	\$ 119,725,532		
Option A	Regional Priority Program (RPP)	\$ 18,162,200	36.3%	\$ 2,385,122	4.8%	\$ 2,845,368	5.7%	\$ 26,607,310	53.2%	\$ 50,000,000	45/40/15. Assumes proportion of Region allocation.
	Total Programs Distributed by Formula	\$ 98,252,073	57.9%	\$ 12,192,738	7.2%	\$ 14,645,696	8.6%	\$ 44,635,024	26.3%	\$ 169,725,532	
	FASTER Safety	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	\$ 47,000,000	
Option B	Regional Priority Program (RPP)	\$ 19,000,000	38.0%	\$ 3,270,866	6.5%	\$ 3,919,459	7.8%	\$ 23,809,675	47.6%	\$ 50,000,000	50/50 (Pop./LM). Assumes proportion of Region allocation.
	Total Programs Distributed by Formula	\$ 99,089,874	58.4%	\$ 13,078,482	7.7%	\$ 15,719,788	9.3%	\$ 41,837,389	24.7%	\$ 169,725,532	
	FASTER Safety	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	\$ 47,000,000	

FASTER Safety and RPP

Debra Perkins-Smith
Director, DTD
November 20, 2013

FASTER Safety and RPP

- Total of \$97M currently to Regions (\$10M RPP and \$87M FASTER Safety)
- Two objectives:
 - Accountability – better safety needs and benefits analysis
 - Flexibility – TPR/MPO priorities, partnerships, design pool, minor project needs.

FASTER Safety Program

- Started in FY 2010 after passage of FASTER legislation
- Construction, reconstruction or maintenance needed to enhance safety of a state highway
- Safety – address remedial or proactive
 - Remedial – based on data analysis identify appropriate measures for accident area
 - Proactive – elements of asset management (i.e Rockfall or preventative maintenance)

FASTER Safety Program

- Recent Audit report found that:
 - CDOT is in compliance with legislative requirements
 - Need metrics to measure/report safety improvements
 - Need consistency in project selection process
 - Need timely reports on funds and expenditures

FASTER Safety Program

- Address Audit Findings and Reassess Program
 - Program Goals and Objectives
 - Program Structure
 - Criteria-Based Selection Process
 - Reporting on Program Delivery
 - Reporting on Metrics related to Goals and Objectives

FASTER Safety Program

- Potential Program Structure – relate to goals
 - Some FASTER safety funds (i.e. \$40M) directed to Asset Management programs (such as bridge, tunnels, culverts, rockfall and preventative maintenance) that show safety benefits
 - Remainder (\$47 M) to safety projects based on consistent criteria and metrics established for program
 - Statewide program or regional program or combination?

Regional Priority Program

Purpose: Flexible Funds for Regionally Important Projects and Priorities

- Regional priorities identified through planning process with TPRs and MPOs
- Joint TPR meetings to prioritize projects based on fund availability
- Include priorities in TPR and MPO Plans that are incorporated into Statewide Plan

Regional Priority Program

Comments from October Transportation Commission:

- RPP funding needs to be at a level that is meaningful
- RPP addresses TPR priority, flexibility at region level and partnering efficiencies
- Concern if the higher funding level results in more money overall going to rural areas than urban
- RPP provides an opportunity to fund partnership projects and therefore leverage CDOT's limited funds.
- Concern about accountability and how decisions are made about project selection

Regional Priority Program

Transparent and Accountable

- Program projects consistent with TPR/MPO Plan and Statewide Plan
- Projects move into the STIP based on fund availability
- STIP posted for public comment and approved by TC
- New Financial Controls - track and report expenditures through Project Portfolio

Regional Priority Program

How much should RPP be Increased?

How should RPP be Allocated?

- 45/40/15 formula
 - 45% vehicle miles traveled (VMT)
 - 40% lane miles
 - 15% truck VMT
- 50/50 formula
 - 50% population
 - 50% lane miles

What is the source of the additional RPP funds?

Discussion

- Structure of FASTER safety program
- Allocation of funds to RPP