

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



DATE: February 6, 2014

TO: Transportation Commission

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

SUBJECT: Regional Priority Program(RPP) Formula

Purpose

To provide information on a potential formula for distribution of Regional Priority Program (RPP) funds to the CDOT Regions and receive TC input.

Action Requested

TC direction on an allocation formula for RPP.

Background

The TC was provided with presentations on potential RPP formula scenarios at the October and November TC meetings. The presentations addressed various RPP formula recommendations from STAC. These included alternatives considered by the STAC Subcommittee on Program Distribution (50% Population / 50% Lane Miles, and 60% VMT / 40% Lane Miles) and the recommendation from the STAC as a whole (45% VMT / 40% Lane Miles / 15% Truck VMT). Some STAC members, however, expressed the desire to alter this formula should the RPP budget increase beyond the annual \$10 million proposed at that time. Therefore, the STAC recommendation will be revisited at the February meeting. Commissioners also expressed concern with the scenarios presented and requested additional consideration by staff of potential factors and formulas. The TC also requested that they be provided with data on a variety of additional factors so that Commissioners could consider their own alternative formula scenarios.

Details

A working group of Senior Management Team (SMT) members met several times after the November TC meeting to consider the RPP and different formulas. The working group considered the purpose and goal of RPP and program assumptions before considering different formulas. Information was provided to Commissioners for their own analysis of options.

Purpose of RPP

Staff analyzed information on the use of RPP in previous years. The results of this analysis demonstrated that while RPP has been used for a wide variety of purposes including traffic/operations, new capacity, design/environmental, maintenance/safety, bridge, and drainage

projects, the majority (61%) have been used on system performance improvements. The analysis also demonstrated that RPP has been used fairly equally as a standalone funding source for projects and also as a supplement to projects funded primarily by other sources of funds. The working group expressed support for a program purpose or goal that maintains the use of RPP as a flexible funding source for regionally important projects and priorities.

Program Assumptions

Prior to discussion of formula scenarios, the working group considered and concurred with several assumptions regarding the RPP:

- \$50 million annual funding level
- Regional allocation by formula
- Region project selection in coordination with MPOs and TPRs
- Consistent approach to project selection, tracking and reporting among Regions

The working group will address the development of guidance regarding project selection and tracking/reporting at future meetings.

Formula Scenarios

The working group considered the program purpose and assumptions in developing different formulas. The group sought a formula that is simple, transparent, reproducible, and related to the program purpose. A number of different formula alternatives were considered based on multiple factors.

The recommended RPP formula balances population with lane miles and truck VMT, with population weighted 50%, lane miles 35%, and truck VMT 15%. This takes into account the entire state highway system, the importance of freight corridors, and the synergy between population and travel demand. The table below outlines the Region allocations based on this formula. As a basis for comparison, allocations based on the 45%/40%/15% formula initially recommended by STAC is also shown.

Formula Factors and Weighting*		
	Staff Recommendation	STAC Recommendation
	Pop. / Lane Miles / Truck VMT	VMT / Lane Miles / Truck VMT
VMT	0.0%	45.0%
Lane Miles	35.0%	40.0%
Truck VMT	15.0%	15.0%
Population	50.0%	0.0%
Formula %s		
Region 1	35.5%	31.8%
Region 2	19.9%	18.4%
Region 3	14.3%	17.0%
Region 4	23.2%	23.9%
Region 5	7.1%	8.8%
TOTAL	100.0%	100.0%

Attachment A provides context for the RPP allocation within the estimated program distributions for allocated programs. This information is for illustrative purposes only and actual program distribution may be different.

Next Steps

The working group will address TC feedback and refine formula scenarios in advance of March TC adoption.

**Estimated Program Distribution for Allocated Programs
(does not include statewide programs)
2/6/2014**

Formula %s*							
	STP-Metro	CMAQ	TAP**	Metro- PL	RPP***	FASTER Safety	TOTAL (excluding FASTER Safety)
	%	%	%	%	%	%	%
Region 1	74.2%	82.8%	40.8%	67.4%	35.5%	0.0%	60.9%
DRCOG MPO	74.2%	82.8%	39.3%	67.4%	34.0%	0.0%	60.3%
Region	0.0%	0.0%	1.5%	0.0%	1.5%	0.0%	0.6%
Region 2	17.5%	3.1%	18.7%	18.7%	19.9%	0.0%	15.0%
PPACG MPO	17.5%	2.5%	8.8%	14.2%	8.0%	0.0%	10.0%
PACOG MPO	0.0%	0.0%	2.1%	4.5%	1.9%	0.0%	1.0%
Region	0.0%	0.5%	7.9%	0.0%	9.9%	0.0%	3.9%
Region 3	0.0%	1.1%	13.0%	4.3%	14.3%	0.0%	6.1%
GV MPO	0.0%	0.0%	1.9%	4.3%	1.9%	0.0%	1.0%
Region	0.0%	1.1%	11.1%	0.0%	12.4%	0.0%	5.1%
Region 4	8.3%	12.0%	21.5%	9.7%	23.2%	0.0%	15.1%
DRCOG MPO	0.0%	0.0%	5.6%	0.0%	5.1%	0.0%	2.1%
NFR MPO	8.3%	10.3%	6.5%	9.7%	6.0%	0.0%	8.0%
Region	0.0%	1.7%	9.4%	0.0%	12.1%	0.0%	5.0%
Region 5	0.0%	1.1%	5.9%	0.0%	7.1%	0.0%	3.0%
TBD	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
DRCOG TOTAL****	74.2%	82.8%	44.9%	67.4%	39.1%	0.0%	62.3%

*Does not include Hot Spots, Traffic Signals, or Congestion Relief. Currently 20% of Hot Spots and Traffic Signals are allocated to each Region. Congestion Relief is currently allocated entirely to Region 1.

**TAP funds- DRCOG, NFRMPO, and PPACG receive a TAP suballocation. GVMPO and PACOG do not receive a suballocation. MPO allocations for TAP include the suballocation (for DRCOG, NFRMPO, and PPACG) plus an assumption of the MPO share of the Region allocation.

***RPP funds are not suballocated to MPOs. MPO allocations are based on an assumption of the MPO share of the Region allocation.

****MPO allocations are based on MPO boundaries. TAP and RPP allocation %s for DRCOG, GV MPO, and PACOG MPO would increase if based on TPR boundaries rather than MPO boundaries. In the case of DRCOG, TAP would be 46.4%, and RPP 40.6% , for a total of 63.0%.