









**Metropolitan Planning (Metro- PL)**

**FY 15** = \$7.7 M (federal and local)

**Program Goal:** Meet federal MPO transportation planning requirements.

**Program Overview:** The purpose of Metropolitan Planning funds is to carry out federal requirements and provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process. Metropolitan Planning funds are made available to each MPO.

**Distribution Methodology:** Per federal statute, funds are suballocated to MPOs. The TC directs the suballocation, which is based on the methodology agreed to by FHWA, FTA, CDOT, and MPOs in fall 2012. The methodology is based on the population of MPO Urbanized Areas (UZAs), with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO, and \$350,000 for PACOG.

Example - FY 15 Estimated Metro-PL			
Recipient	%	Example \$ Total	Example \$ Federal
DRCOG MPO	67.4%	\$ 5,211,288	\$ 4,314,426
GV MPO	4.3%	\$ 330,000	\$ 273,207
NFR MPO	9.7%	\$ 749,210	\$ 620,271
PPACG MPO	14.2%	\$ 1,096,327	\$ 907,649
PACOG MPO	4.5%	\$ 350,000	\$ 289,765
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 7,736,826</b>	<b>\$ 6,405,318</b>

**Regional Priority Program (RPP)**

**FY 15** = \$50.0 M (state and federal)

**Program Goal:** Regionally important projects identified through the transportation planning process.

**Program Overview:** RPP is flexible funding for use in the Regions, in consultation with local elected officials and other stakeholders through the transportation planning process. The program is funded through annual TC allocation.

**Distribution Methodology:** Allocated to Regions on the basis of 50% Population / 35% VMT / 15% Truck VMT, pending March TC discussion.

Example - FY 15 Estimated RPP		
Recipient	%	Example \$ Total
Region 1	35.5%	\$ 17,768,964
Region 2	19.9%	\$ 9,927,713
Region 3	14.3%	\$ 7,132,510
Region 4	23.2%	\$ 11,621,669
Region 5	7.1%	\$ 3,549,144
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 50,000,000</b>

**Resolution # TC –**

**FY 2016 – 2040 Program Distribution Allocation Methodologies for Formula Programs  
Transportation Commission of Colorado**

**WHEREAS**, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

**WHEREAS**, the Commission adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the Statewide Transportation Plan and the Regional Transportation Plans; and

**WHEREAS**, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

**WHEREAS**, the Commission adopted Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040 on February 14, 2014 (TC Resolution 3139); and

**WHEREAS**, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

**WHEREAS**, the Commission, as part of Program Distribution, also adopts allocation methodologies for programs allocated by formula;

**WHEREAS**, federal statute requires the obligation of Surface Treatment Program (STP) funds in Urbanized Areas with a population greater than 200,000 (Transportation Management Areas (TMAs)) on the basis of population; and

**WHEREAS**, federal statute requires the allocation of Metropolitan Planning (Metro-PL) funds on the basis of a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator; and

**WHEREAS**, federal statute requires that 50% of Transportation Alternatives Program (TAP) funds be obligated in certain population categories on the basis of population, including to Urbanized Areas with a population greater than 200,000 (TMAs); and

**WHEREAS**, the Commission has elected to allocate by formula the TAP funds remaining after allocation to TMAs to the CDOT Regions; and

**WHEREAS**, federal statute requires that Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds be spent in air quality non-attainment or maintenance areas, or natural gas refueling stations or electric vehicle charging stations at any location in the state; and

**WHEREAS**, a statewide Colorado Energy Office (CEO) natural gas station/electric vehicle charging station program in Fiscal Years (FYs) 14-17 was approved by the Commission in December 2013 (TC Resolution 3120); and

**WHEREAS**, the Commission has elected to allocate by formula the remaining CMAQ funds to the MPOs in air quality non-attainment or maintenance and to Transportation Planning Regions or rural areas in non-attainment or maintenance;

**WHEREAS**, the Commission has elected to allocate by formula Regional Priority Program (RPP) funds to the CDOT Regions; and

**WHEREAS**, the allocation methodologies for these formula programs for the period of the next long-range plan and Statewide Transportation Improvement (STIP) are as follows:

- 1) Surface Transportation - Metro (STP-M):** Pursuant to federal statute, based on population of Urbanized Areas with a population greater than 200,000;
- 2) Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Off the top funds to statewide CEO program in FYs 14-17, with remaining funds allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas with a minimum base for each rural recipient of \$200,000 (federal and local), with allocations to Ozone and CO areas based on 75% population and 25% on and off-system NHS VMT; and
- 3) Transportation Alternatives Program (TAP):** 50% of funds based on population pursuant to federal statute and 50% of funds based on 45% VMT / 40% Lane Miles / 15% Truck VMT;
- 4) Metropolitan Planning (Metro- PL):** Based on population of Urbanized Areas over 50,000, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO and \$350,000 for PACOG, as agreed by CDOT and MPOs and approved by FHWA;
- 5) Regional Priority Program (RPP):** Based on 50% Population / 35% VMT / 15% Truck VMT.

**NOW THEREFORE BE IT RESOLVED**, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodologies for formula programs for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

**FURTHER BE IT RESOLVED**, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.

---

Transportation Commission Secretary

---

Date