

<i>Funding Program</i>	Surface Transportation Program (STP) and STP-Metro (STP-M)	Transportation Alternatives Program (TAP)
<i>Statutory Citations</i>	MAP-21 §1108; 23 USC 133	MAP-21 §1122; 23 USC 101, 206, 213
<i>Program Description</i>	The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STP-Metro refers to the portion of the STP that is suballocated to MPOs that include a census-defined urbanized area over 200,000 population (TMAs).	The TAP was established under MAP-to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails, Safe Routes to School, and several other discretionary programs (see eligible activities), wrapping them into a single funding source.
<i>Eligible Recipients</i>	<ul style="list-style-type: none"> • State and local governments. 	<ul style="list-style-type: none"> • Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies or schools, tribal governments, or any other local or regional governmental authority responsible for transportation or recreational trails. • DOTs and MPOs are not eligible recipients.
<i>Eligible Activities/Projects</i>	<ul style="list-style-type: none"> • A wide variety of projects including projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. 	<ul style="list-style-type: none"> • Transportation alternatives, as defined in section 101 (including planning, design, and construction of facilities for non-motorized forms of transportation and safe routes for non-drivers, conversion of abandoned rail corridors to trails, construction of turnouts, overlooks and viewing areas, community improvement activities including control/removal of outdoor advertising, preservation/rehabilitation of historic transportation facilities, and some environmental mitigation activities.) • The Recreational Trails program under section 206; • The Safe Routes to School Program under section 1404 of the SAFETEA-LU; • Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
<i>Previous Allocation Methodology</i>	<ul style="list-style-type: none"> • Allocation methodology pursuant to statute. • Of the funds apportioned to the State, 62.5% of funds must be obligated in proportion to the relative shares of the population of the State: <ul style="list-style-type: none"> ○ In urbanized areas of the State with an urbanized 	<ul style="list-style-type: none"> • Under the previous TE Program funds, were allocated to the CDOT Regions using the incremental formula. A portion was then further suballocated from the Region allocation to each of the TMAs. • Safe Routes to School has been administered as a statewide

	<ul style="list-style-type: none"> area population > 200,000 <ul style="list-style-type: none"> o In other areas of the State • Of the 62.5% of funds that are obligated in proportion to population, the portion corresponding with the urbanized areas > 200,000 is suballocated to the TMAs (“STP-Metro”). • The other 37.5% of funds apportioned to the State may be obligated in any area of the State. • The 37.5% of funds that may be obligated anywhere in the state, and the portion of the 62.5% of funds that are obligated in proportion to population but not suballocated to the TMAs, are administered by CDOT. 	<ul style="list-style-type: none"> pool with project selection by a Committee with membership outlined in state law. • Recreational Trails Funds have been transferred to the Colorado DNR.
<i>MAP-21 Allocation Methodology</i>	<ul style="list-style-type: none"> • <i>Allocation methodology pursuant to statute.</i> • Of the funds apportioned to the State, 50% of funds must be obligated in proportion to the relative shares of the population of the State: <ul style="list-style-type: none"> o In urbanized areas of the State with an urbanized area population > 200,000 o In areas of the state other than urban areas with a population > 5,000 o In other areas of the State • Of the 50% of funds that are obligated in proportion to population, the portion corresponding with the urbanized areas > 200,000 is suballocated to the TMAs (“STP-Metro”). The remainder of this 50% is obligated to the other population categories identified above. • The other 50% of funds apportioned to the State may be obligated in any area of the State. • Before obligating funding attributed to an area with a population greater than 5,000 and less than 200,000, a State shall consult with the regional transportation planning organizations that represent the area, if any. 	<ul style="list-style-type: none"> • <i>Allocation methodology pursuant to statute.</i> • Of the funds apportioned to the State, 50% of funds must be obligated in proportion to the relative shares of the population of the State: <ul style="list-style-type: none"> o In urbanized areas of the State with an urbanized area population > 200,000 o In areas of the state other than urban areas with a population > 5,000 o In other areas of the State • Of the 50% of funds that are obligated in proportion to population, the portion corresponding with the urbanized areas > 200,000 is suballocated to the TMAs (same as STP-Metro). The remainder of this 50% is obligated to the other population categories identified above. • The other 50% of funds apportioned to the State may be obligated in any area of the State.
<i>FY 14 Budget Amount</i>	<ul style="list-style-type: none"> • Est. \$123.5 million (federal) (after Bridge Off-System) <ul style="list-style-type: none"> o Est. \$39.4 million (TMAs- urbanized areas > 200,000) 	<ul style="list-style-type: none"> • Est. \$9.4 million (federal) (after Rec Trails transfer) <ul style="list-style-type: none"> o Est. \$3.0 million (TMAs- urbanized areas > 200,000)
<i>FY 14 RA Amount</i>	<ul style="list-style-type: none"> • \$37.5 million (federal) (TMAs- urbanized areas > 200,000) 	<ul style="list-style-type: none"> • \$9.6 million (federal) (former TE) <ul style="list-style-type: none"> o \$5.5 million (TMAs) • \$1.8 million (federal) (Safe Routes to School)