

## STAC Program Distribution Subcommittee

### Program Distribution Final Recommendations

November 14, 2013

The STAC Program Distribution Subcommittee met between May and October, 2013 to develop recommendations for the distribution of “Specialized” programs. These include TAP, CMAQ, and RPP. The Subcommittee discussed and reviewed a number of different distribution options, before arriving at the final recommendations identified here. The distribution methodology for STP-Metro is identified in Federal statute, and as such was not the subject of Subcommittee discussion. The distribution methodology for Metro-PL (which includes FTA 5303 funds) was identified last fall through discussions between CDOT, FHWA, FTA, and the MPOs. ***The Subcommittee recommendations are applied to FY 14 Budget amounts in the tables below for illustrative purposes only. Actual FY 14 allocations are not based on Subcommittee recommendations and will differ from what is presented here.***

### Regional Priority Program (RPP)

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

*Distribution Methodology:* Allocation to CDOT Regions based on 45% VMT / 40% Lane Miles / 15% Truck VMT. RPP is intended for use on state highway projects and the Subcommittee agreed to connect the formula to metrics on state highway usage. VMT is a reasonable surrogate for both economic activity and population and generally favors urban areas but also accounts for high use corridors, such as I-70 Mountain, where population may be low but VMT is high. Lane miles are included in recognition of the importance of the entire state highway system and its role in providing critical connectivity for the State. Lane miles also takes into account the multi-lane facilities in the urban areas. Truck VMT recognizes the critical freight corridors in the state, the safety issues often associated with high truck volumes, and the impacts heavy trucks have on the highway system.

| Estimated RPP |        |              |
|---------------|--------|--------------|
| Area          | %      | Example \$   |
| Region 1      | 31.7%  | \$ 3,173,452 |
| Region 2      | 18.4%  | \$ 1,838,576 |
| Region 3      | 17.1%  | \$ 1,708,249 |
| Region 4      | 24.0%  | \$ 2,398,159 |
| Region 5      | 8.8%   | \$ 881,564   |
| Total         | 100.0% | \$10,000,000 |

## Transportation Alternatives Program (TAP)

*Program Overview:* TAP wraps pre-MAP-21 programs into a single, flexible funding for alternatives to traditional highway construction.

*Distribution Methodology:* Per federal statute, 50% of funds are flexible and can be spent anywhere in the State, and 50% of funds must be spent in areas on the basis of population. Transportation Management Area (TMA) MPOs receive a suballocation based on the share of the 50% population-based funds attributable to the population of the Urbanized Area (UZA) associated with each TMA. The remaining population-based funds are distributed to Regions on the basis of population. Flexible funds are distributed to Regions using 45% VMT / 40% Lane Miles / 15% Truck VMT. The Region allocation is a combination of flexible funds and population-based funds.

| Estimated TAP   |              |                     |                     |
|-----------------|--------------|---------------------|---------------------|
| Area            | %            | Example \$ (Total)  | Example \$ (Fed)    |
| <b>Region 1</b> | <b>40.8%</b> | <b>\$ 4,776,693</b> | <b>\$ 3,821,355</b> |
| DRCOG           | 23.6%        | \$ 2,765,936        | \$ 2,212,749        |
| Region          | 17.2%        | \$ 2,010,757        | \$ 1,608,606        |
| <b>Region 2</b> | <b>18.7%</b> | <b>\$ 2,193,885</b> | <b>\$ 1,755,108</b> |
| PPACG           | 5.6%         | \$ 651,709          | \$ 521,367          |
| Region          | 13.2%        | \$ 1,542,176        | \$ 1,233,740        |
| <b>Region 3</b> | <b>13.1%</b> | <b>\$ 1,529,320</b> | <b>\$ 1,223,456</b> |
| <b>Region 4</b> | <b>21.5%</b> | <b>\$ 2,521,409</b> | <b>\$ 2,017,128</b> |
| NFR             | 2.6%         | \$ 308,101          | \$ 246,480          |
| Region          | 18.9%        | \$ 2,213,309        | \$ 1,770,647        |
| <b>Region 5</b> | <b>5.9%</b>  | <b>\$ 696,676</b>   | <b>\$ 557,340</b>   |
| Total           | 100.0%       | \$ 11,717,983       | \$ 9,374,386        |

## Congestion Mitigation and Air Quality Improvement Program (CMAQ)

*Program Overview:* CMAQ is flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for nonattainment and maintenance areas.

*Distribution Methodology:* For suballocated funds, funds are allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas, consistent with past CMAQ distributions. PM-10 funds are divided evenly between urban recipients (DRCOG) and rural recipients (Canon City (Region 2), Aspen/Pitkin County (Region 3), Steamboat Springs/Routt County (Region 3), Telluride/Mountain Village (Region 5), Pagosa Springs (Region 5)). There is a minimum dollar base of \$200,000 (federal and local) for each rural PM-10 recipient. Ozone and CO funds are distributed on the basis of the population of air quality areas. The 80%/15%/5% weightings identified previously reflect both the number and size of air quality areas, but also reflects a desire to put more emphasis on Ozone areas, which are in non-attainment, as opposed to CO and PM-10 areas, which are in attainment.

| Estimated CMAQ*  |        |                    |                  |
|------------------|--------|--------------------|------------------|
| Area             | %      | Example \$ (Total) | Example \$ (Fed) |
| DRCOG            | 81.9%  | \$ 29,429,256      | \$ 23,543,405    |
| NFRMPO           | 11.6%  | \$ 4,170,361       | \$ 3,336,288     |
| PPACG            | 2.5%   | \$ 917,834         | \$ 734,267       |
| Region 2 (PM-10) | 0.5%   | \$ 200,000         | \$ 160,000       |
| Region 3 (PM-10) | 1.0%   | \$ 400,000         | \$ 320,000       |
| Region 4 (UFR)   | 1.5%   | \$ 542,067         | \$ 433,654       |
| Region 5 (PM-10) | 1.0%   | \$ 400,000         | \$ 320,000       |
| Total            | 100.0% | \$ 36,059,517      | \$ 28,847,614    |

\*If minimum dollar bases are not met, percentages will adjust to meet base.

### Surface Transportation – Metro (STP-Metro)

*Program Overview:* Flexible funding source to fund transportation improvements in urban areas with populations greater than 200,000.

*Distribution Methodology:* Suballocation to Transportation Management Area (TMA) MPOs according to federal statute, based on the population of TMA Urbanized Areas (UZAs).

| Estimated STP-Metro |        |                    |                  |
|---------------------|--------|--------------------|------------------|
| Area                | %      | Example \$ (Total) | Example \$ (Fed) |
| DRCOG               | 74.2%  | \$ 35,348,741      | \$ 29,265,223    |
| NFRMPO              | 8.3%   | \$ 3,937,534       | \$ 3,259,884     |
| PPACG               | 17.5%  | \$ 8,328,860       | \$ 6,895,463     |
| Total               | 100.0% | \$ 47,615,135      | \$ 39,420,570    |

### Metropolitan Planning (Metro- PL)

*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:* Suballocation to MPOs according to federal statute. Suballocation methodology agreed to by FHWA, FTA, CDOT, and MPOs in fall 2012. Based on the population of MPO UZAs, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO, and \$350,000 for PACOG.

| Estimated Metro-PL* |        |                    |                  |
|---------------------|--------|--------------------|------------------|
| Area                | %      | Example \$ (Total) | Example \$ (Fed) |
| DRCOG               | 68.8%  | \$ 5,167,876       | \$ 4,278,485     |
| GVMPO               | 3.3%   | \$ 330,000         | \$ 273,207       |
| NFRMPO              | 9.9%   | \$ 742,969         | \$ 615,104       |
| PPACG               | 14.5%  | \$ 1,087,194       | \$ 900,088       |
| PACOG               | 3.5%   | \$ 350,000         | \$ 289,765       |
| Total               | 100.0% | \$ 7,678,039       | \$ 6,356,648     |

\*If minimum dollar bases are not met, percentages will adjust to meet base.

**Potential STAC Motion**

*STAC recommends that Specialized Programs including RPP, TAP, CMAQ, STP-Metro, and Metro-PL be allocated to CDOT Regions and/or MPOs in accordance with the STAC Program Distribution Subcommittee recommendations identified in the attached (Program Distribution Final Recommendations- November 14, 2013) for the purposes of the Program Distribution for the Statewide Plan and the next STIP.*