

# STATE OF COLORADO

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



**DATE:** February 6, 2014  
**TO:** STAC  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development  
**SUBJECT:** Regional Priority Program (RPP) Formula

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A subcommittee of the STAC met between May and October to develop formula recommendations for programs allocated to the CDOT Regions and/or MPOs. These programs included CMAQ, TAP, and RPP. In the case of RPP, the subcommittee considered number of factors and formulas including the following:

- 50% population / 50% Lane Miles
- 60% VMT / 40% Lane Miles
- 45% VMT / 40% Lane Miles / 15% Truck VMT

The 45/40/15 formula is a historic formula developed in the mid 1990s that was used to allocate several programs, including RPP, for a number of years. At the time of its development, the 45/40/15 formula was thought to represent a “fair” allocation between different parts of the state.

The STAC subcommittee presented formula recommendations to the full STAC in October, and in the case of RPP, recommended the 45/40/15 formula. The STAC voted to recommend the 45/40/15 formula, however, some STAC members expressed a desire to alter the formula should the RPP budget increase beyond the \$10 million proposed at the time. The STAC recommendation was taken forward to the Transportation Commission, where some Commissioners expressed concerns with the scenarios presented and requested additional consideration of potential factors and formulas. Additionally, in October the Transportation Commission tentatively approved increasing RPP funding to \$50 million annually.

In response to the decision to increase RPP funding and the comments provided by STAC and the Transportation Commission, staff revisited both the purpose of RPP as well as factors and formulas.

## **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.

**Staff Recommendation**

Staff considered the program purpose and assumptions in developing different formula scenarios. Staff sought a formula that is simple, transparent, reproducible, and related to the program purpose. 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 of comparison, allocations based on the 45/40/15 formula initially recommended by STAC are also shown.

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

Attachment A has been prepared to illustrate estimated allocations for formula based programs to Regions and/or MPOs.

Next Steps: TC workshop in February and adoption in March.