

**FY 2016 – 2040 Program Distribution  
Allocation Methodologies  
March 6, 2014**

**Allocation methodologies are applied to FY 15 Budget amounts in the tables below for illustrative purposes only. Actual FY 15 allocations may differ from what is presented here.**

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

**FY 15** = \$48.1 M (federal and local)

**Program Goal:** Address metropolitan area transportation issues.

**Program Overview:** Flexible funding source to fund transportation improvements in Transportation Management Areas (TMAs), which are defined as urban areas with populations greater than 200,000.

**Distribution Methodology:** Per federal statute, funds are suballocated to MPOs that are TMAs on the basis of the population of the TMA Urbanized Areas (UZAs).

Example - FY 15 Estimated STP-Metro			
Recipient	%	Example \$ Total	Example \$ Federal
DRCOG MPO	74.2%	\$ 35,713,568	\$ 29,567,263
NFR MPO	8.3%	\$ 3,978,172	\$ 3,293,529
PPACG MPO	17.5%	\$ 8,414,820	\$ 6,966,630
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 48,106,560</b>	<b>\$ 39,827,421</b>

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

**FY 15** = \$45.5 M (federal and local) (including \$8.5 M (federal and local) for Statewide CNG Program)

**Program Goal:** Support activities with air quality benefits.

**Program Overview:** CMAQ is a 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 non-attainment and maintenance areas (see attached map). In addition, MAP-21 allows funding for natural gas (NG) vehicle refueling stations or electric vehicle (EV) charging stations statewide. In December 2013, the Transportation Commission (TC) approved funding a \$30 M statewide NG/EV program in FYs 2014-2017. The Statewide NG/EV program is funded at \$10 M (federal) in FY 14, \$7 M in FY 15 and FY 16, and \$6 M in FY 17. The remaining funds are allocated to recipients in air quality non-attainment or maintenance areas.

**Distribution Methodology:** Per federal statute, funds go to air quality non-attainment or maintenance areas, or any location in the state for NG vehicle refueling stations or EV charging stations. The TC directs the allocation of funds to eligible areas. For allocated funds, funds are allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas, consistent with past CMAQ distributions. The 80%/15%/5% weightings identified previously reflect the size of air quality areas, but also reflect a desire to put more emphasis on Ozone areas, which are in non-attainment, as opposed to CO and PM-10 areas, which are maintenance areas. There is a minimum dollar base of \$200,000 (federal and local) for each rural PM-10 recipient. If the minimum dollar base is met, PM-10 funds are divided evenly between urban recipients (DRCOG) and rural recipients. Ozone and CO funds are distributed on the basis of the population of air quality areas (75%) and on and off-system NHS VMT (25%).

Example - FY 15 Estimated CMAQ*			
Recipient	%	Example \$ Total	Example \$ Federal
DRCOG MPO	82.8%	\$ 30,694,119	\$ 25,411,661
NFR MPO	10.3%	\$ 3,808,083	\$ 3,152,712
PPACG MPO	2.5%	\$ 939,649	\$ 777,935
UFR TPR	1.7%	\$ 642,620	\$ 532,025
Canon City PM-10 (Region 2)	0.5%	\$ 200,000	\$ 165,580
Aspen/Pitkin County, Steamboat Springs/Routt County PM-10 (Region 3)	1.1%	\$ 400,000	\$ 331,160
Pagosa Springs, Telluride/Mountain Village PM-10 (Region 5)	1.1%	\$ 400,000	\$ 331,160
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 37,084,471</b>	<b>\$ 30,702,233</b>

\*Assumes \$7 M (federal) Statewide NG/EV Program in FY 15.

### **Transportation Alternatives Program (TAP)**

**FY 15** = \$13.4 M (federal and local) (includes \$1.6 M for Recreational Trails)

**Program Goal:** Implement alternative transportation projects and environmental mitigation activities.

**Program Overview:** TAP wraps pre-MAP-21 programs into a single, flexible funding source for alternatives to traditional highway construction. Eligible activities include: facilities for bike/ped; overlooks and viewing areas; preservation of historic transportation facilities; environmental mitigation/vegetation management/stormwater mitigation; Recreational Trails program; Safe Routes to School program.

**Distribution Methodology:** Per federal statute, 50% of funds can be spent anywhere in the state, and 50% of funds must be spent in areas on the basis of population. As required by federal statute for the population-based funds, the Transportation Management Area (TMA) MPOs (defined as having a population greater than 200,000) 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 TC directs the allocation of the remaining funds. The remaining population-based funds are distributed to the Regions on the basis of population. Funds that can be spent anywhere in the state are allocated to the Regions using 45% VMT / 40% Lane Miles / 15% Truck VMT.

Example - FY 15 Estimated TAP							
Recipient	50% Population Based		50% Any Location		Total TAP		
	%	Example \$ Total	%	Example \$ Total	%	Example \$ Total	Example \$ Federal
Region 1	1.3%	\$ 153,206	15.9%	\$ 1,886,992	17.2%	\$ 2,040,197	\$ 1,632,158
Region 2	4.0%	\$ 470,395	9.2%	\$ 1,089,953	13.2%	\$ 1,560,347	\$ 1,248,278
Region 3	4.5%	\$ 534,640	8.5%	\$ 1,009,382	13.0%	\$ 1,544,022	\$ 1,235,218
Region 4	6.9%	\$ 817,684	12.0%	\$ 1,418,703	18.9%	\$ 2,236,387	\$ 1,789,109
Region 5	1.5%	\$ 182,275	4.4%	\$ 522,499	5.9%	\$ 704,775	\$ 563,820
DRCOG MPO	23.6%	\$ 2,798,291	0.0%	\$ -	23.6%	\$ 2,798,291	\$ 2,238,633
NFR MPO	2.6%	\$ 311,705	0.0%	\$ -	2.6%	\$ 311,705	\$ 249,364
PPACG MPO	5.6%	\$ 659,333	0.0%	\$ -	5.6%	\$ 659,333	\$ 527,466
<b>TOTAL</b>	<b>50.0%</b>	<b>\$ 5,927,529</b>	<b>50.0%</b>	<b>\$ 5,927,529</b>	<b>100.0%</b>	<b>\$ 11,855,057</b>	<b>\$ 9,484,046</b>

**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:** Per TC allocation to Regions based on formula. Formula TBD.