

**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 federally required Statewide Transportation Plan and 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 certain programs allocated by formula;

**WHEREAS**, federal statute requires the obligation of a portion 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 elects 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 CMAQ funded 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 elects to allocate by formula remaining CMAQ funds to the eligible recipients (MPOs and TPRs or to CDOT Regions for PM-10 areas) in air quality non-attainment or maintenance areas; and

**WHEREAS**, the FY 2016-2040 Program Distribution allocation methodologies for these formula programs for use in the next Statewide Transportation Plan and the next 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) **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;
- 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) **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) (if minimum base is reached, PM-10 funds are split 50% to urban recipients and 50% to rural recipients), with allocations to Ozone and CO areas based on 75% population and 25% on and off-system NHS VMT; and

**NOW THEREFORE BE IT RESOLVED**, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodologies listed above 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.

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Transportation Commission Secretary

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Date