

## **Resolution #2024-06-18**

FY 2025 - 2050 Program Distribution Allocation Methodologies for Sub-Allocated Formula Programs

**Approved by the Transportation Commission on June 20, 2024.**

**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 C.R.S. §43-1-1101 through 1105; and

**Whereas**, the Commission adopts Program Distribution, which outlines the forecasted allocation of anticipated state and federal transportation revenues for use in development of the Statewide Transportation Plan and Long Range Regional Transportation Plans; and

**Whereas**, the Commission recognizes that the Metropolitan Planning Organizations (MPOs) rely on Program Distribution for the development of their Regional Transportation Plans; and

**Whereas**, the Colorado Department of Transportation is conducting a statewide planning process that will set investment priorities and identify a 10-year strategic pipeline of projects across the state; and

**Whereas**, the Commission adopts allocation methodologies for programs allocated by formula; 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 the Commission has elected to allocate by formula the remaining after allocation to TMAs to the CDOT Regions based on population; and

**Now Therefore Be It Resolved**, that the Commission approves the FY 2025 - 2050 Program Distribution allocation methodologies for sub-allocated formula programs for use in developing the 2050 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the Statewide Transportation Improvement Program (STIP). The allocation methodologies for these sub-allocated formula programs are as follows:

1) Regional Priority Program (RPP): RPP is a flexible funding program for regional priority projects, and will be distributed using a formula of 50% Population, 35% Lane Miles, and 15% Truck VMT;

2) Metropolitan Planning (Metro-PL): Distribution by total MPO AREA population with the state providing State Planning & Research (SPR) funding to increase MPOs consolidated planning grant (up to \$500k per year available if MPO(s) has a low carryover balance and/or demonstrated need), 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) Funding Advancement for Surface Transportation and Economic Recovery (FASTER) Safety Mitigation: Funding distributed based on crash cost severity, 2018-2022 State Highway Crash Data, and fatalities;

5) Carbon Reduction Program: this new federal funding program to support the reduction of transportation emissions will be distributed based on population for the MPO urbanized areas;

6) Surface Transportation Block Grant Urban: Surface Transportation Block Grant Urban (STBG-U) funds are federally required to be allocated based on MPOs with census-defined urban area populations above 200,000, which include DRCOG, NFRMPO, and PPACG;

7) Congestion Mitigation and Air Quality (CMAQ) Funding is distributed to the ozone nonattainment areas (DRCOG, NFRMPO, and UFR TPR) on the basis of 75% population and 25% VMT in the ozone nonattainment areas. CDOT receives 5% of the CMAQ funding for eligible statewide projects; and

**Now Therefore Be It Resolved**, that the Commission will periodically review state and federal distribution formula methodology that are directed by Commission decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the distribution formulas of those funds.

*Herman F. Stockinger III*

Herman Stockinger, Secretary

Transportation Commission of Colorado