

Option 3: More or Less "As Is" (in comparison to STP-E) for the 3 TMAs

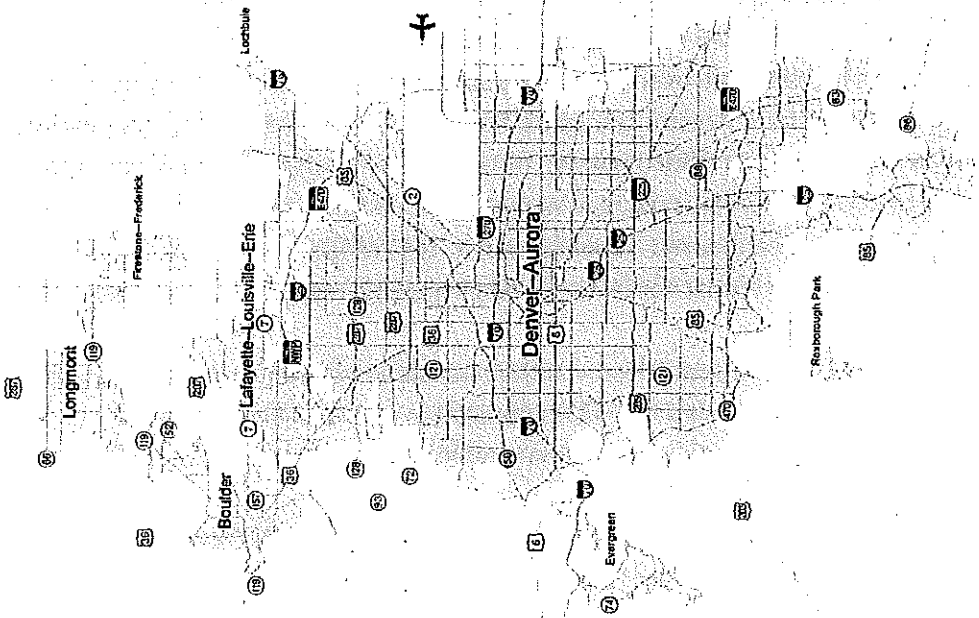
- Direct allocation of a percentage of ALL the TAP funds to the 3 TMA MPOs for project selection
- Current (& long-standing) formula (45/40/15) in Resource Allocation >> 57% in 3 TMAs
 - New formula would be defined; could include population and other statistics
- All 3 TMAs have robust project selection process for TAP-type projects
- CDOT participates in the project selection process within each TMA; able to influence selection criteria and impact actual selections

Issues with other options

- Under SAFETEA-LU (and prior TEAs), there was no requirement to suballocate STP-E to TMAs; it was TC decision(s) to do so
- Within the TMAs, what problems are the CDOT staff options trying to solve?
 - In DRCOG, all but one project selected in current TIP is a b/p project
 - o other project is a streetscape project with major b/p improvements
 - In DRCOG, "demand" for b/p projects far exceeds funds available
 - o STP-E = ~\$3.75M/year
 - o DRCOG funds additional b/p projects with CMAQ and STP-M = ~ \$5M/year
 - Average federal cost of DRCOG-selected b/p projects = \$1.3M
 - Selected projects typically well overmatched by sponsors; ave total cost = ~\$1.85M
 - DRCOG b/p project criteria stresses transportation-function benefits (safety, connectivity, air quality benefits, use, cost-effectiveness); reconstruction projects must document poor pavement condition, age (>20 years), and non-standard features (e.g., ADA)
- If only >200K suballocation considered, suballocation to TMA MPOs >>31%
 - Within those MPOs, substantial population (and geography) outside the strict boundary of the 200K urbanized area
 - o Total DRCOG MPO area population = 2.84M; population of Denver-Aurora UA = 2.37M
 - o Total NFR MPO area population = 433K; population of Fort Collins UA = 264K
 - o Estimated that 78% of state's population is within the planning areas of the 3 TMA-sized MPOs
 - Does it make sense within an MPO area to have one process (the MPO process) for some of the planning area/funds and another process (a state process) for the rest? Or two different processes for the same area (can apply to either MPO or state process)?

Is it really of benefit to the state to have urban TAP project submittals compete for funding with non-urban ones?

2010 Denver - Aurora Urbanized Area



Large Urbanized Area (Denver - Aurora)
 Small Urbanized Area
 Urban Cluster
 Regional Roadway System
 Area Outside Region

0 10 20 Miles

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 Source: U.S. Census
 Projection: Colorado State Plane, NAD 83
 MN 127
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