



TRANSPORTATION NEWSLETTER

DATE: January 2022

Vince Rogalski, Chairman

Gunnison Valley TPR

vrogal@montrose.net

Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR); Jamie Grim, CDOT OPGR

Note a couple of items from the Legislative Report to the STAC

- The Joint Budget Committee (JBC) passed a 3-year spending authority for the Multimodal Transportation and Mitigation Options Fund (MMOF).
- The federal Bridge Formula Program allocations were released. Over the next five years Colorado will be receiving \$225 million. **Off-system bridges are eligible.**

10-Year Plan and Fiscal Constraint – Rebecca White, CDOT Director, Division of Transportation Development; Marissa Gaughan, CDOT Manager, Multimodal Planning Branch; Amber Blake, Director, Division of Transit and Rail; Aaron Willis, CDOT Manager, Statewide and Regional Planning Section

- Staff presented the reasons for updating the 10-year plan, the status of year 1-4 projects, and the funding sources for years 5-9. Staff also discussed the method for equitable distribution of projects among TPRs.
- Years 1-4 had a 10% set aside for transit. Going forward, there will be no set aside in order to allow for more integrated and comprehensive multimodal projects.
- Staff asked for STAC's feedback on how to define a rural pavement investment. For years 1-4, rural pavement was defined as non-interstate roads. Some sections of interstates, however, function as low-volume rural roads and are not receiving the maintenance they need.
- Staff reviewed the schedule for the 10-Year Plan update. Upcoming are: a second round of TPR/MPO discussions, outreach with transit agencies, and GHG Rule mitigation discussions with STAC and TC.

STAC Discussion

- The following items drove much discussion and it was decided to vote on them at the February STAC meeting: elimination of the 10% transit set-aside and inclusion of interstates in the definition of rural pavement.

- There was also discussion on whether to reopen the conversation on regional equity, which is based on the Regional Priority Program (RPP) formula.

Other Funding:

Revitalizing Main Streets:

The Notice of Funding Opportunity (NOFO) for the large Opportunity 1 grants went out in December. The NOFO for the small Opportunity 2 grants is planned to be released in early February.

MMOF

TO: TRANSPORTATION COMMISSION

FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT

AMBER BLAKE, DIRECTOR, DIVISION OF TRANSIT AND RAIL

MICHAEL SNOW, TRANSPORTATION PLANNING SPECIALIST

DATE: JANUARY 19, 2022

SUBJECT: MULTIMODAL TRANSPORTATION & MITIGATION OPTIONS FUND, DISTRIBUTION & MATCH FORMULAS

Purpose

To review and consider adoption of an updated formula for distribution of local Multimodal Transportation & Mitigation Options Fund (MMOF) funding to the Transportation Planning Regions (TPRs). This briefing and discussion follows up on the previous discussion on this topic at the November 2021 TC meeting.

Action

The TC is requested to review the recommendations of the STAC, TRAC and MMOF Advisory Committee and adopt by resolution an updated distribution formula for Local MMOF funding.

Background

With the passage of Senate Bill 2021-260, the MMOF program saw programmatic changes to expand its overall purpose and provide long-term funding to the program. The Bill made MMOF funds eligible for projects that mitigate transportation-related emissions of greenhouse gases (GHG), and added a specific program goal to provide accessible, alternative modes of transportation for Colorado's Disproportionately Impacted (DI) Communities. Funding allocated to the program in the Bill is estimated at \$448 million over the next ten years and includes both state revenues and federal stimulus revenues.

All funds appropriated to the MMOF program are split, with 85% of funds being distributed to the TPRs for local project selections, and 15% remaining with CDOT for TC selection of state multimodal projects. Of the funding appropriated in SB260, a total local MMOF amount of \$212,365,020 is currently available for TC allocation to TPRs for local project selection. This includes the local MMOF portion of both the federal stimulus funding transferred to MMOF in July 2021 according to Colorado Revised Statutes 24-75-219(7)(a)(II) and the state surplus revenues to be transferred to MMOF in June 2022 according to Colorado Revised Statutes 24-75-219(7)(f)(I).

The existing formula for distribution of local MMOF funds was adopted by the TC in 2019 to distribute the program's onetime Senate Bill 2018-001 funding and is based on 10 criteria derived from 2016 data, including American Community Survey (ACS) 5-year estimates, CDOT's 2016 bicycle and pedestrian crash data and the 2016 National Transit Database (NTD). Several of those criteria that were available at the time either cannot be reliably replicated with more recent year's data or they have been found to be inaccurately summarized for use in this formula.

Considering these data issues and the programmatic changes enacted in SB260, the STAC and CDOT staff recommended in

September 2021 to consider modifications to the local MMOF funding distribution formula adopted in 2019 to align it more

closely with the expanded goals defined in the program, and to update the formula with more recent and readily available data.

The MMOF Advisory Committee that developed the current formula in 2019, and which includes members of the STAC, the Transit & Rail Advisory Committee (TRAC) and advocates of transit, rail, bicycle, pedestrian, and aging populations convened in October 2021 to revisit the formula. The Committee developed a new recommended formula for the TC to consider, as presented in Attachment A. Both the STAC and TRAC reviewed the Committee's formula in November and concurred with its recommendations. The TRAC, however, urged the TC to revisit the formula prior to distributing subsequent years' funding to consider updated year's data, such as Census 2020 or updated National Transit Database data.

Recommendations

At the December 2021 TC meeting, the Commission took action on the MMOF match reduction formula granting reduced or eliminated match funding requirements to local government sponsors of local MMOF projects. This month, staff recommends the TC adopt the updated formula for distribution of local MMOF funds by resolution on January 20, 2022. This is the final decision item required for MMOF by the TC at this time. Following its review of the formula recommended by the MMOF Advisory Committee at today's workshop, the TC may choose to consider adoption of the formula as presented or make modifications to that formula, if desired. Staff also recommends the new formula be applied only to the current local MMOF funding as outlined in this memo and in staff's presentation, to allow a reexamination of the formula with updated annual data prior to subsequent allocations.

Next Steps

The TC's recommendations resulting from today's discussion will be presented for final TC adoption on January 20, 2022. CDOT staff will provide final TPR allocations and updated match and program guidance to MPOs/TPRs following adoption, which will enable those organizations to initiate project selection processes.

The following table indicates the level of funding APROVED by the Transportation Commission on January 20, 2022 by resolution. Application will be available soon. As with prior MMOF Funding all this will take place through the Gunnison Valley TPR. A notice will go out as soon as Application are available.

Recommended Formula

TPR Name	Pop 2019	School Aged Pop	DI Pop	Disabled Pop	Pop 65+	Zero vehicle HH	Revenue Miles	Unlinked Trips	Jobs	Bike Crashes	Ped Crashes	Alloc%	Allocation\$	
Pikes Peak Area	12.3%	13.1%	11.7%	13.8%	11.2%	9.7%	5.5%	2.6%	10.0%	7.6%	10.6%	8.90%	\$18,898,912	Urban (81%)
Denver Area	57.7%	58.1%	58.2%	50.4%	52.8%	63.0%	69.4%	78.9%	64.3%	65.9%	70.1%	60.04%	\$127,502,541	
North Front Range	8.9%	8.9%	7.2%	8.2%	8.7%	7.5%	3.9%	4.1%	8.0%	13.6%	7.0%	7.28%	\$15,457,986	
Pueblo Area	3.0%	3.0%	4.8%	5.4%	3.9%	4.4%	1.3%	0.6%	2.3%	2.2%	3.3%	2.60%	\$5,526,588	
Grand Valley	2.7%	2.6%	2.4%	3.9%	3.6%	2.6%	1.0%	0.6%	2.6%	4.0%	2.2%	2.18%	\$4,629,639	
Eastern	1.5%	1.5%	1.1%	1.7%	1.9%	1.3%	0.1%	0.03%	1.0%	0.2%	0.3%	1.50%	\$3,190,010	Rural (19%)
Southeast	0.8%	0.8%	1.6%	1.5%	1.1%	1.4%	0.3%	0.06%	0.6%	0.1%	0.2%	1.26%	\$2,674,866	
San Luis Valley	1.2%	1.1%	1.8%	2.0%	1.7%	1.7%	0.1%	0.01%	0.9%	0.5%	0.3%	1.65%	\$3,495,635	
Gunnison Valley	1.8%	1.6%	1.9%	2.5%	2.9%	1.7%	5.9%	3.53%	1.4%	1.1%	0.8%	2.88%	\$6,117,086	
Southwest	1.7%	1.5%	1.4%	2.0%	2.4%	0.8%	0.9%	0.32%	1.6%	0.8%	0.9%	1.86%	\$3,951,535	
Intermountain	3.0%	2.9%	3.4%	1.9%	2.8%	1.6%	9.4%	7.90%	3.5%	2.1%	2.0%	3.95%	\$8,390,443	
Northwest	1.1%	1.0%	0.8%	0.8%	1.2%	0.8%	1.1%	1.24%	1.1%	0.6%	0.4%	1.14%	\$2,413,856	
Upper Front Range	2.0%	2.0%	1.7%	2.4%	2.4%	1.3%	0.7%	0.06%	1.4%	0.6%	0.8%	2.11%	\$4,473,819	
Central Front Range	1.8%	1.4%	1.4%	2.6%	2.7%	1.3%	0.3%	0.05%	1.0%	0.5%	0.6%	1.99%	\$4,236,591	
South Central	0.4%	0.3%	0.7%	0.8%	0.7%	1.0%	0.2%	0.02%	0.3%	0.1%	0.2%	0.66%	\$1,405,513	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	\$212,365,020	
URBAN Formula wt	20.0%	10.0%	10.0%			10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	100%		
RURAL Formula wt	15.0%	10.0%	15.0%	15.0%	15.0%	10.0%	10.0%			5.0%	5.0%	100%		
URBAN	POPULATIONS		DISADVANTAGED groups				TRANSIT			OTHER				
RURAL	30.0%		20%				20.0%			30.0%				
	25.0%		55%				10.0%			10.0%				

NOTES

- Revenue Miles – represents total number of vehicle miles carrying passengers
- Unlinked Passenger Trips – represents the number of transit vehicle boardings, (not the number of passengers using transit)

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Note that the Gunnison Valley TPR will have \$6,117,086.00 to allocate for OUR projects.

The level of Match for each County and Municipality was approved at the December meeting of the Transportation Commission.

Transportation TPR Meeting
NEXT MEETING NOTICE TPR meeting TBD
Virtual at 9am to Noon