



DATE: February 18, 2015
TO: Transportation Commission
FROM: Maria Sobota, Director, Office of Financial Management and Budget
Jeff Sudmeier, Manager, Multimodal Planning Branch
SUBJECT: FY 2016-2019 STIP

Purpose

To provide the Transportation Commission (TC) with background on the Statewide Transportation Improvement Program (STIP), including a review of the STIP development process, changes to the format and structure of the FY 2016-FY 2019 STIP, and the timeline for adoption.

Action

No action requested at this time.

Background

The current FY 2012-FY2017 STIP was adopted by the Transportation Commission in May 2011. The new draft FY 2016-FY 2019 STIP is in the final stages of development and will be the subject of a March TC Workshop. A required 30 day public review and comment period is scheduled for March through April, with TC adoption anticipated in May. After TC adoption, the STIP is forwarded to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval by June 30, 2015. The new STIP will become effective on July 1.

Details

The STIP is “a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPS, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.”

The STIP must be fiscally constrained, cover a period of at least four years, be consistent with the long-range Statewide Transportation Plan, Metropolitan Transportation Plans, and Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPS), and be updated at least every four years. The STIP is developed through the transportation planning process in close coordination with the Transportation Planning Regions (TPRs) and MPOs.

Key changes to the approach for the FY 2016-FY 2019 STIP include:

- **Expenditure-Based-** Projects will be included in the STIP on an expenditure basis to align with cash management processes. This is in contrast to the previous approach wherein projects were included in the STIP according to the budget year of funds.
- **Rolling Four Years-** In the past the STIP was developed as a “static” six-year program, with years five and six considered additional “illustrative years” not part of the official STIP. These illustrative years were not fully developed or programmed. The FY 2016-FY 2019 STIP will be a four year “rolling” STIP meaning that once per year the STIP will be amended to add in an additional year of projects to maintain a four year time horizon. The current four year update schedule will remain, meaning that the STIP will be amended in 2016, 2017, and 2018 with a new four year STIP developed and adopted in 2019.
- **Streamlined STIP-** The FY 2016-2019 STIP will be streamlined to better align with federal requirements and reduce the need for frequent amendment. Amendments will be planned twice per year- in December and June, although more frequent amendments can still occur if necessary.

Next Steps

Transportation Commission review of the draft STIP document at a March TC workshop.

Attachments

STIP Presentation





COLORADO

Department of
Transportation

Overview of the FY 16-19 STIP

February 2015



Background on STIP

- **The Statewide Transportation Improvement Program (STIP) is:**
 - Federally Required (23 U.S.C. 134, 135 and 450, and 23 CFR, Part 450);
 - Fiscally Constrained;
 - Contains statewide prioritized listing/program of transportation projects;
 - Updated at least every four years;
 - Consistent with long-range statewide transportation plan, metropolitan transportation plans, and Transportation Improvement Programs (TIPs).

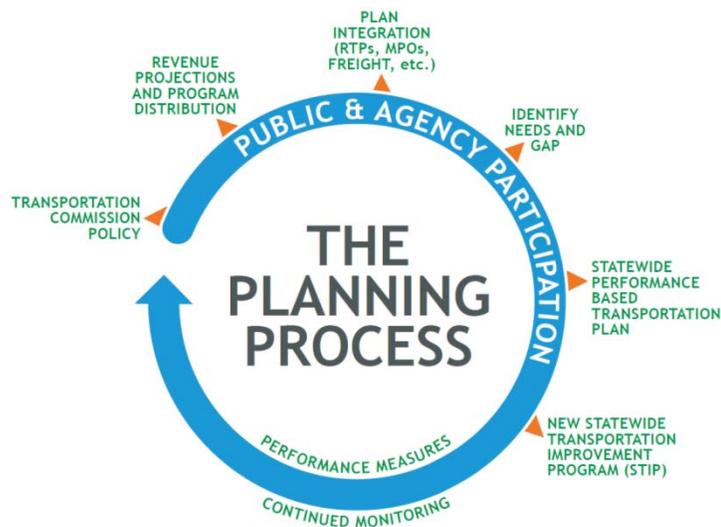


STIP Development Process / 4P

- **The STIP is developed through the continuing, cooperative, and comprehensive statewide multimodal transportation planning process CDOT carries out with the 15 TPRs.**
- **The process includes:**
 - Identification of transportation conditions and needs, forecasted revenues, performance objectives, and policies;
 - The development of long-range multimodal Regional Transportation Plans (RTPs);
 - The development of the long-range multimodal Statewide Transportation Plan (SWP);
 - The Project Priority Programming Process (4P).
- **This process provides the foundation for the creation of the STIP.**



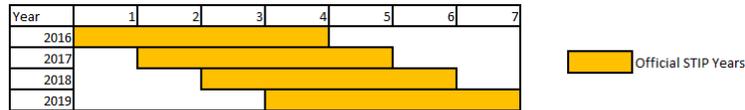
STIP Development Process / 4P





Changes in FY 16-19 STIP

- Coordinated changes and improvements with Regions and MPOs
- Rolling four year STIP as opposed to “static” six year STIP



- Streamlined to better align with federal requirements, increase flexibility, and reduce need for frequent amendment
- More public-friendly document- future improvements planned for web-based STIP
- Aligned with program and cash management
 - Expenditure-based
 - SAP/PBF integration with PMO



STIP Approval Timeline

- **Timeline**
 - March: TC review of Draft STIP and approval to release for public comment period
 - March – April: 30-day public comment period
 - April: STIP Public Hearing at April TC meeting
 - May: TC approval of STIP
 - June: FHWA / FTA Approval of STIP
 - July 1st : FY 16-FY 19 STIP effective



Next Steps

- Incorporate MPO TIPs into the STIP
- Finalize STIP program of projects and draft STIP document
- TC Workshop in March