

TIP / STIP AND LONG-RANGE PLANS

CHAPTER 2

This Chapter deals with the planning and fund programming process that is required for a transportation project to receive funding. Each CDOT Region has a planning staff person assigned to assist with these processes. See Appendix D for a list of these people.

LONG-RANGE PLAN

CDOT and each of the five Metropolitan Areas over 50,000 population are required to develop and adopt a Long-Range Plan. The purpose of the Long-Range Plan is to outline transportation goals and improvements for the next 20 to 30 years. This plan must identify potential projects and funding requirements for Statewide Transportation Improvement Program (STIP) development. The plan must be financially constrained - that is, it must show how the projects can be completed with funding that is reasonably expected to be available. To be considered for funding a project must be consistent with the fiscally constrained long range plan. Once it is deemed consistent with the long range plan, a project can compete for funding in the TIP/STIP process described in the next section.

For more information on long range planning process see the document in Appendix B titled Long-Range Planning Process and TIP/STIP Development.

TIP/STIP

Federal Guidelines

All projects receiving Federal funds must be identified in the STIP for the funding to be released for the project. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU) requires each state to develop a STIP containing at least four years of projects. The STIP is developed every other year in cooperation with the Metropolitan Planning Organizations (MPOs), local officials, and

tribal governments with responsibility for transportation. As noted above, the STIP must be consistent with the fiscally constrained long range plan.

The STIP development process is how local agency projects are identified for Federal funding. A STIP, by law, must be financially constrained. Therefore, all funding sources must be identified for each project.

In developing the STIP, the Governor is required by SAFETEA-LU to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, providers of freight transportation services, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed STIP. Copies of the STIP are mailed to public agencies, transportation agencies, private providers of transportation, and other interested parties. A public meeting on the STIP is conducted biennially with the Transportation Commission, typically at its April meeting. Comments are considered before the Transportation Commission approves the STIP. Once the Transportation Commission approves the STIP, it is forwarded to FHWA and FTA for final approval.

Presidential Executive Order 13898 “Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations” and FHWA Order 6640.23 address Environmental Justice at the state and federal level. They require CDOT and the Local Agencies it oversees to do enhanced public outreach and impact analysis during the planning process to fulfill that reasonable opportunity for all affected citizens, including minority and low-income populations, to comment.

STIP Development Process

Every other year, the STIP is updated through a continuing, comprehensive and cooperative process involving the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), MPOs, Transportation Planning Regions (TPRs), and City and County Governments. The STIP development process varies depending on whether projects are located in MPOs or TPRs.

As noted above, **SAFETEA-LU** only requires four years of projects in the STIP, however, the Colorado Transportation Commission has passed a resolution that requires a full six years of projects. The Transportation Commission has also passed a

resolution requiring all transportation projects that will receive State or Federal funding to be included in the STIP regardless of the sponsoring agency. This resolution also requires all projects in which CDOT will be involved to be included in the STIP, regardless of how they are funded.

STIP Development in TPRs

To develop the STIP in areas outside the MPO areas, TPR representatives meet with the appropriate CDOT Engineering Region and Transportation Commissioners to cooperate in the Project Priority Programming Process (4P). A CDOT Engineering Region can contain multiple TPRs and/or Transportation Commissioners. Public meetings are conducted in each TPR to solicit requests for projects and comments on State-selected projects. To establish a project in the STIP, contact the appropriate TPR. A list of TPR representatives is available by contacting the CDOT Division of Transportation Development or by checking the CDOT web site.

TIP Development in MPO Areas

For each metropolitan area exceeding 50,000 in population, **SAFETEA-LU** requires a Transportation Improvement Program (TIP). A TIP identifies all projects that will receive federal or state funds in the MPO area. The TIP preparation is the responsibility of the MPOs, with the coordination and concurrence of the CDOT Engineering Regions, and Division of Transportation Development. In Colorado, these MPOs are the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), the North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC), the Pueblo Area Council of Governments (PACOG) and the Grand Junction/Mesa County MPO.

The MPOs are responsible for the development and approval processes of financially constrained TIPs. This is successfully performed through a series of MPO Committees and policy adoptions. The appropriate MPO should be contacted to ascertain the procedures for establishing a project in a TIP. MPOs “select” or “approve” projects and pools using STP-Metro, CMAQ, and Enhancement funds. CDOT selects projects and pools using BRO and Federal Hazard Elimination (SHE/SHO) funds.

Once a TIP has been approved by the MPO, it is forwarded to the Governor for final approval. TIPs and the STIP are developed concurrently. An approved TIP is incorporated into the STIP verbatim. 100 percent locally funded projects may require CDOT involvement depending on the influence of the project (i.e. the project impacts CDOT facilities). In Air Quality Non-attainment/maintenance areas, projects that are determined to be “regionally significant” must be included in the TIP.

DRCOG, PPACG and NFRT&AQPC are considered Air Quality Non-Attainment/Maintenance Areas by the Federal government. In these areas, the regionally significant projects in the TIP must be modeled to demonstrate that project implementation will not degrade air quality below the Environmental Protection Agency health standards as set forth in the Clean Air Act Amendment of 1990. This process is referred to as conformity.

2.1 Review Project to Ensure It Is Consistent with STIP

With the Local Agency, CDOT reviews the project to ensure that the scope and budget are consistent with the approved STIP and Long-Range Plan, and amendments thereto.

STIP Amendment Guidelines

Because of the dynamic nature of transportation programs, changes may be necessary. The process for amending the STIP varies depending on the project type, funding source and whether the project to be amended is in an MPO or a TPR. STIP amendments will not be approved unless they are financially constrained.

If the project scope significantly changes or additional funds are needed, the STIP must be amended before a budget action can be processed.

STIP amendment requests may result in the need for a TPR and/or a statewide Long-Range Plan amendment. A CDOT Region representative should be contacted to determine if there is a need for a Long-Range Plan amendment.

Amendments in MPOs

TIP amendments must be approved by the MPO before the corresponding STIP amendments can be approved. A TIP amendment request may require a MPO Long-Range Plan amendment. The MPO representative or CDOT region planner should be contacted to discuss if a Plan amendment is needed.

Amendments in TPRs

The CDOT Engineering Region is responsible for coordinating with the appropriate TPRs to reach consensus on STIP amendments.

Reference Material

Appendix B contains an example page from the STIP and Appendix E presents maps of the Transportation Planning Regions, Transportation Regions and Transportation Commission Districts.

