

TRANSPORTATION PLANS AND TIP/STIP PROGRAMMING

CHAPTER 2

This Chapter describes the planning process that is required for a locally-sponsored transportation project to receive funding. The planning and programming process includes development of Regional and Statewide Transportation Plans (Plans), the Statewide Transportation Improvement Program (STIP), and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs). A new planning cycle is initiated every four years, but Plans and the STIP and TIPs can be amended as necessary.

Both the CDOT Division of Transportation Development's (DTD) Multimodal Planning Branch and the Division of Accounting and Finance's (DAF) Office of Financial Management and Budget (OFMB) lead development of Plans and the STIP. Plan and STIP development also includes participation from CDOT's Region planning staff, and coordination with several external planning partners.

TRANSPORTATION PLANS

In accordance with 23 USC 134 and 135, CDOT and each of the fifteen Transportation Planning Regions (TPRs) in Colorado, including the five MPOs, are required to develop and adopt a long-range Regional Transportation Plan (RTP). The purpose of each RTP is to outline transportation goals and improvements over a minimum 20-year planning horizon. All of these plans must be financially constrained - that is, each must show how the projects selected will not exceed the funding that is expected to be available. Once the RTPs have been adopted by their respective planning council or regional planning commission (RPC), they are consolidated into the comprehensive Statewide Transportation Plan.

To be considered for funding, a locally-sponsored project must be consistent with the RTP for its area and the Statewide Transportation Plan. Once it is determined to be consistent with these Plans, a local project can compete for funding in the STIP and TIP processes described in the following sections.

Refer to the [CDOT Planning website](#) and the STIP [Project Priority Programming Process \(4P\)](#) guidance document for more comprehensive information on the transportation planning process in Colorado.

10-YEAR PLAN

The [10-Year Vision Plan](#) sets the project priorities for Colorado over the next 10 years and is an important appendix to the Colorado Statewide Transportation Plan. The 10-Year Plan document identifies transportation improvements across the state, ranging from long-deferred resurfacing projects to large and complex projects. CDOT's 10-Year Plan represents projects proposed for funding through Senate Bill (SB)-1, SB-267, and now SB-260.

TRANSPORTATION IMPROVEMENT PROGRAMS

Federal Guidelines

All projects receiving federal funds must be identified in the STIP before funding will be authorized for the project. The STIP is developed in cooperation with the state's five MPOs, 10 rural Transportation Planning Regions (TPRs), local officials, and tribal governments with responsibility for transportation. The STIP must be consistent with the long-range Statewide Transportation Plan. Projects with only local funding may require CDOT involvement (and inclusion in the STIP) depending on the area of influence of the project (i.e. if the project impacts CDOT facilities).

In developing the STIP, federal statute requires that CDOT 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. The STIP is updated annually to include an additional year of projects and reset the federally recognized years of the STIP. The updated STIP is subject to a 30-day public review period, and is adopted by the Transportation Commission. Once the STIP is adopted, it is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for final approval.

STIP Development Process in Colorado

The STIP development process is how local projects are identified for state or federal funding and is prepared in accordance with *Title 23 CFR 450*. The STIP identifies all transportation projects that will receive federal funding and are expected to be initiated or completed over the four-year period that the STIP represents. In Colorado, the STIP includes federal and state-funded projects and those local projects that impact the state transportation system. The STIP is updated annually in order to maintain a full four-year STIP period. STIP amendments and modifications are completed on an as-needed basis. Information for modifying the STIP is detailed later in this chapter.

The STIP is updated through a continuing, comprehensive and cooperative process involving the Transportation Planning Regions (TPRs), Tribal Governments, MPOs, City and County Governments, FHWA and FTA.

TPR Coordination

The development of the STIP in rural areas of the state is conducted through the TPRs and their respective regional planning councils or commissions. To establish a project in the STIP, CDOT Region staff work with the appropriate TPR to identify priorities and potential funding sources. TPR representatives meet with appropriate CDOT staff and Transportation Commissioners to participate in the Project Priority Programming Process (4P). Public meetings are conducted in each TPR to solicit requests for projects and comments on state-selected projects.

After the individual TPR meetings, a joint meeting is held with all TPRs within a CDOT Region to review projects for the entire region. The purpose of the meetings is to review projects in the RTP and current STIP and consider project priorities for the next four-year STIP period. During this process, some TPRs not wholly contained in one CDOT Region may choose to plan and conduct a meeting with both Regions or separately with each Region. Following these meetings, the CDOT Region submits the list of projects for inclusion in the Draft STIP.

All projects included in the STIP must be consistent with the goals and strategies outlined in the Statewide Transportation Plan and appropriate RTP. If projects are not consistent, an amendment to the Plan(s) must be processed and approved before the

project can be included in the STIP.

A list of TPR representatives (STAC members) is available by contacting the CDOT Division of Transportation Development or by checking the CDOT Planning web site at <https://www.codot.gov/programs/planning>.

Tribal Coordination

Two tribes are responsible for transportation planning within their lands: Southern Ute and the Ute Mountain Ute. The projects in the tribal areas are included as part of the Southwest TPR Regional Plan and STIP.

MPO Coordination and Air Quality Conformity

Federal statute and regulation establishes MPOs for urbanized areas of more than 50,000 in population. Colorado has five MPOs: the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), the North Front Range MPO (NFRMPO), the Pueblo Area Council of Governments (PACOG) and the Grand Valley MPO (GVMPO).

MPOs are responsible for development of the Transportation Improvement Program (TIP) for the MPO area in coordination with the CDOT Regions, and the Division of Transportation Development. A TIP identifies all projects that will receive federal or state funds in the MPO area. MPOs are also required to conduct a public involvement process for review and comment on their TIP prior to adoption. Those interested in participating in TIP development may contact their MPO directly. The appropriate MPO should be contacted to ascertain specific procedures for including a project in a TIP.

For air quality conformity, three of Colorado's MPOs are considered to be non-attainment/maintenance area for one or more pollutants. These areas include DRCOG, PPACG, and NFRMPO, as well as a portion of Upper Front Range TPR (UFRTPR). In these areas, major projects identified in the TIPs must be modeled to demonstrate that project implementation will not degrade air quality below the Environmental Protection Agency health standards set forth in the Clean Air Act as amended in 1990. The modeling results and other analyses are reviewed to assure the TIP is in conformance

with the relevant State Implementation Plan (SIP); this process is referred to as demonstrating air quality conformity.

Once a TIP has been approved by the MPO, it is forwarded to the Governor for final approval. Once the MPO and the Governor approve a TIP, it is incorporated into the STIP without change.

STIP Approval Process

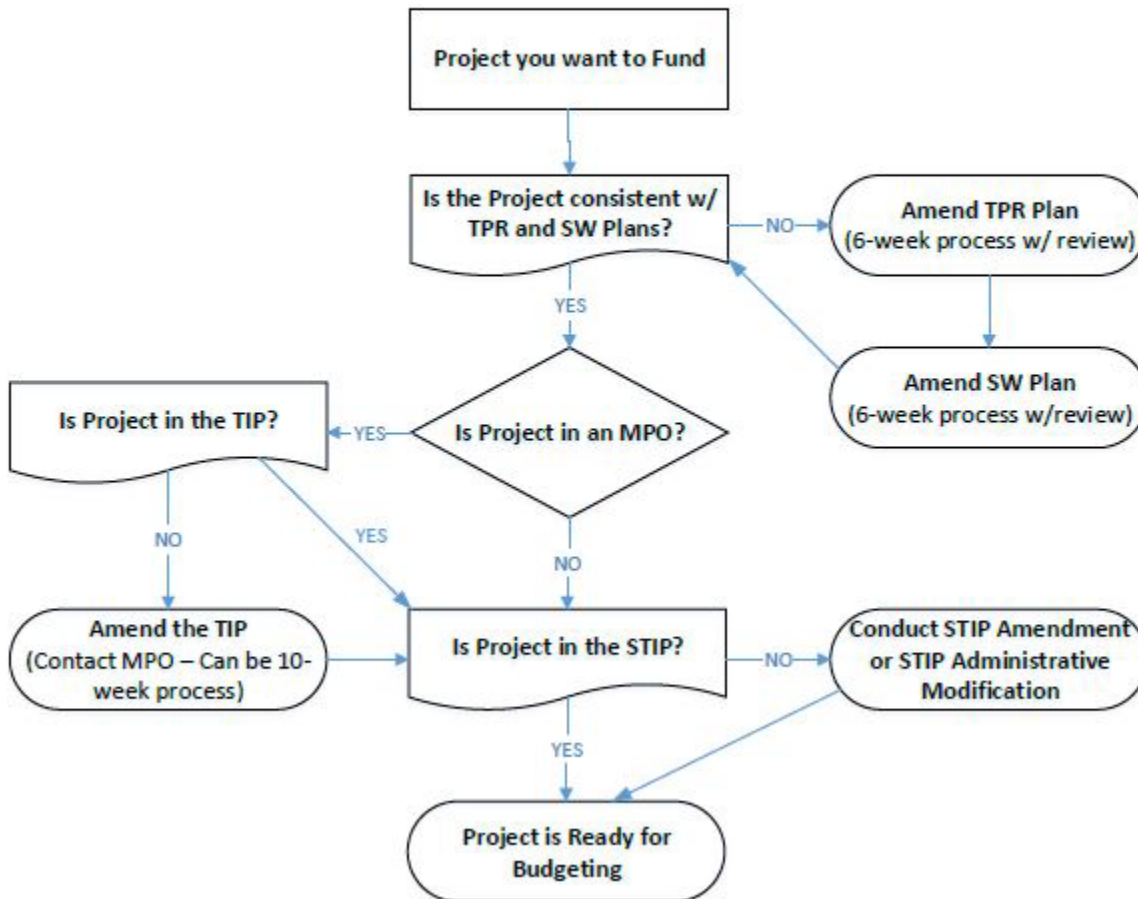
The STIP and MPO TIP development processes culminate in a comprehensive Draft STIP. CDOT Staff then verify that the Draft STIP is fiscally constrained and is consistent with the long-range Statewide Transportation Plan and appropriate Regional Transportation Plans. Staff certify that the planning process was followed and public involvement requirements were satisfied. The Draft STIP is then released to the public for review and comment.

Following the public comment period and any necessary revisions, the Draft STIP is submitted to the Transportation Commission for adoption. Once the STIP has been adopted, it is forwarded to the FHWA and FTA for approval, and takes effect at the beginning of the State fiscal year on July 1. Once the STIP is approved by FHWA and FTA, copies of the STIP are distributed and the document posted on CDOT's external website at <https://www.codot.gov>.

2.1 Review of Project to Ensure It Is Consistent with Statewide Plan

With the Local Agency sponsor, CDOT reviews a local-sponsored project to ensure that the scope and budget are within fiscal constraint with the approved STIP and are consistent with the goals and strategies of the long-range Transportation Plans and amendments. Basic project funding review steps are depicted in the following figure:

Basic Project Funding Review Steps



STIP Amendments and STIP Administrative Modification Guidelines

Because of the dynamic nature of transportation programs, changes may be necessary during the development of a project. There are three types of changes that apply to the STIP: STIP Amendments, STIP Administrative Modifications and TIP modifications.

- STIP Amendments

A STIP Amendment is any major change to a Regionally Significant project, including addition to or deletion from the STIP, major change to cost, initiation dates, or scope, or a major change to STIP Program. This type of change requires a 30-day public review period, re-demonstration of fiscal constraint, and Transportation Commission approval.

STIP Administrative Modifications

A STIP Administrative Modification is any minor change to a Regionally Significant project, including a minor change to cost, initiation dates, or scope, or a minor change to STIP Program or Regional Sub-Program amounts. This type of change does not require public review, re-demonstration of fiscal constraint, or Transportation Commission approval.

TIP Amendments

Each MPO is required to establish their own process for amending and modifying their TIP. Any CDOT or local project located within an MPO must follow the MPO process. Once the MPO process is completed, the STIP is modified administratively. Refer to the [STIP Amendment Guidelines](#) for more information.

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.

2.2 Roles and Responsibilities

- **Local Agency**
 - Participate in County and Transportation Planning Region (TPR) meetings to review transportation needs and fund availability.
 - Check the TIP and STIP to ensure projects selected for funding are included.
- **Metropolitan Planning Organizations (MPOs) and Transportation Planning Regions (TPRs)**
 - Notify members of meetings and opportunities to provide input in the STIP development process.
 - If an MPO, develop the Transportation Improvement Program in accordance with federal and state requirements.

- If in a nonattainment/maintenance area, perform air quality modeling to ensure air quality conformity of projects
- Develop and adopt Regional Transportation Plans.

- **CDOT**

- **Division of Transportation Development Staff**

1. Conduct a continuing, comprehensive, and cooperative (3C), performance-based, multimodal transportation planning process in accordance with federal and state requirements.
2. Identify projected transportation conditions and needs, performance objectives, policies, corridor needs, visions, strategies, priorities, and improvements.
3. Develop, maintain, and update the 10-Year Vision Plan.
4. Provide funding control totals over a 20+ year planning horizon for the Regional and Statewide Transportation Plans.
5. Participate in the STIP development process.
6. Prepare the Statewide and Regional Transportation Plans.
7. Certify that the planning process was followed, and public involvement requirements were satisfied.
8. Lead the STIP development process.
9. Release the Draft STIP for public review and comment for a minimum of 30 days.
10. Comply with 23 USC 134 and 135, which outline the general policy foundation for the STIP.
11. Include approved TIPs and tribal projects into the Draft STIP.
12. Verify that the Draft STIP is fiscally constrained and is consistent with the long-range Statewide Transportation Plan and appropriate Regional Transportation Plans.
13. Submit Draft STIP to the Transportation Commission for adoption.
14. Forward adopted STIP to FHWA and FTA for final approval.
15. Post adopted STIP to the CDOT website.

- **Region Staff**
 1. Participate in County and TPR meetings to review transportation needs and fund availability developed as part of the regional plans.
 2. Hold at least one public meeting with each of the TPRs to discuss project prioritization for the STIP within that TPR. Review projects in the Statewide Plan and current STIP and consider project priorities for the 4-year STIP period.
 3. Coordinate with the MPO Planning Process to ensure consistency.
 4. Submit lists of prioritized projects for the Draft STIP to the STIP Manager.
 5. Assist the Local Agency with RTP and STIP amendments as required.
- **CDOT Project Manager/Local Agency Coordinator**
 1. Review a local-sponsored project to ensure that the scope and budget are consistent with the approved STIP and long-range Transportation Plans and amendments.
- **Transportation Commission**
 - Work with Colorado Counties Incorporated, the Colorado Municipal League and the MPOs to establish the Project Priority Programming Process (4) for Colorado.
 - Review the Draft STIP.
 - Adopt the final STIP.
 - Approve STIP amendments, as appropriate.
- **Governor**
 - Approve all TIPs.
 - Approve TIP Amendments or delegate authority to approve TIP Amendments to the CDOT Executive Director.
- **FHWA and FTA**
 - Provide final approval to STIP and STIP amendments.
 - Approve the adopted STIP.