

## **TIP / STIP AND LONG-RANGE PLANS**

### **CHAPTER 2**

#### **LONG-RANGE PLAN**

CDOT is required to develop and adopt a Long-Range Plan. The purpose of the Long-Range Plan is to outline transportation goals and improvements. This plan must identify potential projects and funding requirements for Statewide Transportation Improvement Program (STIP) development.

#### **TIP/STIP**

##### **Federal Guidelines**

All projects receiving Federal funds must be identified in the STIP. The Transportation Equity Act for the 21st Century (TEA-21) requires each state to develop a STIP containing at least three years' of projects. The STIP is developed in cooperation with the Metropolitan Planning Organizations (MPOs), local officials, and tribal governments with responsibility for transportation, and the STIP development process is where local agency projects are "selected" or "approved" for Federal funding. In developing the STIP, the Governor is required 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.

A STIP, by law, must be financially constrained. Therefore, all funding sources must be identified for each project.

##### **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, TEA-21 only requires three 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 State and Federally funded transportation projects, even those receiving only State funds, to be included in the STIP.

#### TIP Development in MPO Areas

For each metropolitan area exceeding 50,000 in population, TEA-21 requires a Transportation Improvement Program (TIP). A TIP identifies locally significant projects. The TIP preparation is the responsibility of the MPOs. 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. The appropriate MPO should be contacted to ascertain the procedures for establishing a project in a TIP.

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.

DRCOG, PPACG and NFRT&AQPC are considered Air Quality Non-Attainment Areas by the Federal government. In these areas, the 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.

#### STIP Development in TPRs

In areas outside the MPOs, referred to as TPRs, TIPs are not required. To develop the STIP, TPR representatives meet with the appropriate CDOT Engineering Region and

Transportation Commissioners to cooperate in the project prioritization process. 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.

TEA-21 requires that the STIP be made available for public review and comment. 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.

## **2-1 Review to Ensure Consistent with STIP**

With the Local Agency, CDOT reviews the project to ensure 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 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.

### 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.