

STATE TRANSPORTATION IMPROVEMENT PROGRAM PRE-CONFERENCE TUTORIAL

*Dane Ismart and Paul Verchinski
Federal Transit Administration*

STATEWIDE REQUIREMENTS

Each state must carry out a statewide transportation planning process which is continuing, comprehensive and intermodal, which facilitates the efficient, economic movement of people and goods in all areas of the state, including metropolitan areas. The process must provide for data collection and analysis, consideration of 23 factors in conducting the planning process and coordination with participating agencies. The statewide transportation plan must consider a range of passengers, freight and modal transportation options. Plans must include development of a STIP, and the planning process shall be carried out in coordination with the metropolitan transportation planning process.

REQUIREMENTS FOR STATEWIDE TRANSPORTATION PLANS

- Cover all areas of the state.
- Be intermodal.
- Cover at least 20 years.
- Contain bicycle, pedestrian walkways and trails elements appropriately interconnected with other modes.
 - Be coordinated with the metropolitan transportation plans.
 - Summarize or contain information on financial resources needed to carry out the plan.

REQUIREMENTS FOR STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

- Cover all areas of the state, although a partial STIP is acceptable.
 - In a metropolitan planning area, TIPs shall be developed in cooperation with the MPO.
 - Include TIPs without modification once approved by the MPO and the Governor and after conformity findings are made.
 - State shall notify the appropriate agencies when a TIP including projects under its jurisdiction is included in STIP.

- Title 23 and Federal Transit Act fund recipients will share information as projects in the STIP are implemented.

- Priority transportation projects for first 3 years are at least grouped by year.

- TIP priorities dictate STIP priorities for metro areas.

- Cover a period of not less than 3 years (additional years are only informational).

- Contain projects consistent with the statewide plan.

- In non-attainment and maintenance areas, projects must be from conforming programs.

- Be financially constrained by year.

- Include sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the system as a whole is being adequately operated and maintained.

- In non-attainment and maintenance areas, during the first 2 years projects limited to those for which funds are available or committed.

- Strategies for ensuring availability of proposed funding sources shall be identified.

- Contain all capital and non-capital transportation projects or identified phases proposed for funding under the Federal Transit Act and/or Title 23, excluding:

- Safety projects under Section 402.

- ITS planning grants under ISTEA 6055(b).

- Transit planning grants under FTA Section 8 or 26.

- Metropolitan planning projects under 23 U.S.C. 104(f).

- State planning and research projects under 23 U.S.C. 307(c)(1) (except under NHS, STP and MA funding that the State and an MPO agree should be in the TIP and consequently in the STIP).

- Emergency relief projects (except substantial functional, location, or capacity changes).

- Contain regionally significant transportation projects requiring FHWA or FTA action regardless of funding.

- For information, including regionally significant transportation projects funded with Federal funds other than those administered by FHWA or FTA.

- Include, for information purposes, if appropriate and cited in any TIPs, regionally significant projects, to be funded with non-Federal funds.

- Include for each project the following:
 - Sufficient descriptive material to identify the project or phase.
 - Estimate total cost.
 - Amount of Federal funds proposed to be obligated during each program year.
 - Identification of responsible agency(s).
- Projects in a given program year may be grouped.
- Projects may be moved among the first 3 years of the STIP subject to the project selection requirements.
- STIP may be amended under procedure agreed to by the cooperating parties.

STATEWIDE PROJECT SELECTION CONSIDERATIONS

- Only projects included in STIP are eligible.
- In metropolitan planning areas, the projects shall be selected in accordance with the project selection portion of the metropolitan planning regulations.
 - Outside metropolitan planning areas:
 - NHS, bridge and interstate maintenance projects will be selected by the state in consultation with affected local officials.
 - Other FHWA funded projects selected by state in cooperation with affected local officials.
 - The projects in the first year of an approved STIP shall constitute an agreed to list of projects for scheduling and implementation.
 - FTA funded projects shall be selected by states in cooperation with the appropriate affected local officials and transit operators.
 - Project selection procedures need to be followed to advance a project from the outyears of a STIP.
 - Expedited selection procedures which provide for the advancement of projects from the second or third year of a STIP may be used if approved by all parties.

METROPOLITAN PLANNING AND PROGRAMMING REQUIREMENTS

Each metropolitan area transportation planning process must include the development of a Long-Range Transportation Plan addressing at least a 20-year planning horizon by December 18, 1994. The adopted plan must include a financial plan for meeting revenue shortfalls through strategies for developing new or increased revenues, and:

- Demonstrate the consistency of proposed transportation investments with already available and projected sources of revenue;
- Compare the estimated revenue from existing and proposed funding sources that can reasonably be expected

to be available for transportation uses, and the estimated costs of constructing, maintaining, and operating the total (existing plus planned) transportation system over the period of the plan;

- In non-attainment and maintenance areas, address the specific financial strategies required to ensure implementation of projects and programs to reach air quality compliance.

The development of strategies to meet revenue shortfalls over a 20-year time period is difficult to forecast concretely in detail. However, the intent is to make the Long-Range Plan more “realistic” by constraining them to revenues reasonably available to a metropolitan area and state. The MPOs and the states will need to work cooperatively to identify revenues available to the area including forecasts of federal, state, local, and private revenues.

A TIP must be updated at least every two years and approved by the MPO and the governor. The development of the TIP must be conducted by the MPO in cooperation with the state and public transit operator(s) in the metropolitan region and cover a period of not less than three years. The TIP may cover a longer time period if it identifies priorities and financial information for the additional years.

The state and the transit operator(s) must provide the MPOs with estimates of available federal and state funds which the MPOs shall use in developing financial plans.

The TIP must be financially constrained by year and contain a financial plan that:

- Demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained);
- Indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan and, in the case of new funding sources, identifies strategies for ensuring their availability;
- Recommends any innovative financing techniques to finance needed projects and programs, including value capture, tolls, and congestion pricing.

In developing the financial analysis, the MPO shall take into account all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other federal funds, local sources, state assistance, and private participation.

In non-attainment and maintenance areas, projects included in the first two years of the current TIP shall be limited to those for which funds are available or committed.