



Statewide Transportation Improvement Program

II. FEDERAL REQUIREMENTS FOR THE STIP

The February 14, 2007 FHWA/FTA Final Rule for SAFETEA-LU Statewide Transportation Planning and Metropolitan Transportation Planning Requirements continues the longstanding requirement that every state must have a project selection process for all projects involving Federal participation. Projects involving Federal participation are presented in the STIP as required by 23 CFR Part 450. The FHWA/FTA Rule also continues the requirement that each state develop a STIP and provides that after approval by the MPO and the Governor, the TIP shall be included without modification, directly or by reference, in the STIP Program.

1. STIP Development

- The State shall develop a STIP for all areas of the State.
- The STIP shall be developed in cooperation with MPOs designated for metropolitan areas of the State.
- Interested and affected parties shall be provided a reasonable opportunity to comment on the proposed STIP.
- The STIP shall be developed in consultation with affected non-metropolitan local officials with responsibility for transportation.
- The STIP shall be developed in consultation with the Tribal government and the Secretary of the Interior if applicable.

2. Projects Included in the STIP

- The STIP shall include projects within the boundaries of the State, which are proposed for funding under Title 23 CFR, Title 23 U.S.C. and the Federal Transit Act.
- Projects must be consistent with the State's Long-Range Transportation Plan, the MPO TIPS, Tribal Federal Lands projects (if any), and Federal Lands Highway projects (if any).
- Projects in areas designated as non-attainment under the Clean Air Act Amendment are to conform to the State Implementation Plan (SIP), developed pursuant to the Clean Air Act Amendment.
- The STIP shall include only those safety projects identified in the State's Strategic Highway Safety Plan



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- The STIP shall include only those federal-aid or regionally significant projects or project phases that are anticipated to be fully funded within the time period contemplated for project completion, including non-traditional elements (i.e. transportation enhancements, trails projects, pedestrian or bicycle facilities, etc.).
- Financial constraint of the STIP shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally-supported facilities are being adequately operated and maintained.
- Starting December 11, 2007, revenue and cost estimates for the STIP must use an inflation rate to reflect “year of expenditure dollars”
- The STIP shall include for each project or phase, the following information:
 - Sufficient descriptive material to identify the project
 - Estimated total cost
 - The amount of Federal funds proposed to be obligated during each program year including the proposed category of federal funds
 - Identification of the agencies responsible for carrying out the project or phase
- The STIP shall reflect priorities for programming and expenditures