

2015 FTIP/FSTIP Workshop

FTIP Requirements

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FTIP REQUIREMENTS

Statutory Requirements

<http://www.fhwa.dot.gov/map21/legislation.cfm>

Public Law 112-141-July 6, 2012

“Moving Ahead for Progress in the 21st Century Act” (MAP-21)

Sec. 1201 & 20005. Metropolitan transportation planning.

Sec. 1202. & 20006. Statewide & nonmetropolitan transportation planning.

Sec. 1203. National goals and performance management measures.

Title 23 and Title 49 United States Code

23 U.S.C. 134 and 49 U.S.C. 5303. Metropolitan transportation planning.

23 U.S.C. 135 and 49 U.S.C. 5304. Statewide transportation planning.

23 U.S.C. 150. National goals and performance management measures.

FTIP REQUIREMENTS

Planning Regulations

<http://www.fhwa.dot.gov/resources/legsregs/>

Federal Register

72 FR 7261, February 14, 2007 – Final Rule

Code of Federal Regulations

Title 23, Code of Federal Regulations (CFR), Highways

23 CFR PART 450—PLANNING ASSISTANCE AND STANDARDS

Title 49, Code of Federal Regulations (CFR), Transportation

49 CFR PART 613—PLANNING ASSISTANCE AND STANDARDS

FTIP REQUIREMENTS

Development and Content of the FTIP (23 CFR 450.324)

- The FTIP must cover a 4 year period
- AQ Conformity Determination (in Nonattainment/Maintenance Areas)
- Public Comment and Public Meeting (nonattainment TMAs)
- With limited exceptions, include all capital and non-capital projects funded with FHWA/FTA program funds, and all regionally significant projects.
- Include for each project listing:
 - *A description of the work,*
 - *total project cost,*
 - *the source/amount/year of anticipated obligations, and*
 - *the responsible agency.*
- Identification of SIP TCMs (in nonattainment/maintenance areas).
- Financial Plan including costs and funds for system operations and maintenance.
- Demonstrated financial constraint by program year.

FTIP REQUIREMENTS

Regionally Significant Projects

23 CFR 450.324(d) – The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA regardless of the funding source.

23 CFR 450.104 – Regionally significant project means a transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principle arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

FTIP REQUIREMENTS

Consistency with Planning Products

23 CFR 450.306 – The metropolitan planning process shall be consistent with:

- the development of applicable regional ITS architectures (23 CFR Part 940).
- the preparation of the coordinated public transit-human services transportation plan (49 USC 5310, 5316-5317).
- the Strategic Highway Safety Plan (23 USC 148) and other transit safety and security planning.
- In AQ nonattainment and maintenance areas, the TIP grouped project classifications must be consistent with the exempt project classifications in the EPA conformity regulations (23 CFR 450.324 (f) & 40 CFR Part 93).
- Each project included in the TIP shall be consistent with the approved metropolitan transportation plan (23 CFR 450.324(g)) .

FTIP REQUIREMENTS

Congestion Management Process

The transportation planning process in a TMA shall address congestion management through a congestion management process pursuant to 23 CFR 450.320.

In a TMA designated as nonattainment for ozone or carbon monoxide, Federal funds may not be programmed for any project that will result in a significant SOV capacity increase unless the project is addressed through a congestion management process meeting the requirements of 23 CFR 450.320, including:

- an appropriate analysis of reasonable travel demand reduction and operational management strategies for the proposed project corridor.
- the identification of all reasonable strategies to manage the SOV facility safely and effectively.

FTIP REQUIREMENTS

Operations and Maintenance

The TIP shall include a financial plan pursuant to 23 CFR 450.324(h) that demonstrates how the approved TIP can be implemented, indicates reasonably expected resources to carry out the TIP, and recommends any additional financing strategies for projects. Further, for purposes of transportation operations and maintenance, the TIP financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.