

Chattanooga-Hamilton County/North Georgia
Transportation Planning Organization (TPO)

Transportation Improvement Program (TIP) Workshop

Chattanooga-Hamilton County



Regional Planning Agency
TRANSPORTATION PLANNING

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A modified presentation of FHWA/FTA Transportation Planning Capacity Building
Program

INTRODUCTION



1/25/2010Draft

Purpose of this workshop

To provide Transportation Coordinating Committee (TCC) members with an overview of the TIP project selection process:

- The purpose and process of metropolitan transportation planning, and the larger context for it
- The authority and responsibilities of the Transportation Planning Organization (TPO)
- The role of the TPO TCC and Executive Board
- The process of including a project in the TIP



What is transportation planning?

Transportation planning provides the information, tools, and public involvement needed for improving transportation system performance

Transportation planning is a continuous process that requires monitoring of the system's performance and condition



What decisions are influenced by transportation planning?

- Policies
- Choices among alternative strategies
- Priorities
- Funding allocations



Regional transportation planning is essential

- Regions face shared challenges in relation to transportation mobility, safety, and security
- Transportation initiatives can involve major financial investments with long life spans



TPO PROCESS AND PRODUCTS



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Transportation planning and programming

Planning:

- Developing a vision
- Creating policies and strategies to support the vision
- Long-term

Programming:

- Prioritizing proposed initiatives
- Matching initiatives with available funds
- Short-term

The public must be involved in both



Basic requirements

Under SAFETEA-LU our current transportation legislation

- **Develop**
 - A Unified Planning Work Program (UPWP) or simplified statement of work
 - Participation Plan (PP)
 - Financial Plan
- **Produce and maintain**
 - A Regional/Long-Range Transportation Plan (RTP/LRTP)
 - Transportation Improvement Program (TIP)



Why do financial planning?

- Ensures realistic plans and programs
- Identifies funding shortfalls and establish strategies to overcome shortfalls
- Meets Federal requirements



What is “fiscal constraint”?

The cost of an initiative
(including operation and maintenance)
must not exceed the level
of reasonably available revenue



Who provides funding for TPO transportation initiatives?

- Federal government (FHWA, FTA)
- State government
- Local governments
- Transportation agencies
- Public-private partnerships



About Federal funding

- Many types, including:
 - Local STP funding (STP-L)
 - CMAQ
 - Transit (53xx)
 - Earmarked (HPP)
 - Enhancement grants (ENH)
- Most come through the State DOT
- Nearly all Federal funding programs require matching funds from State or local sources



Public involvement process

- Public involvement is a process, but may be formalized in a written document
- The public involvement process should be
 - *Proactive*
 - *Early and continuous*
 - *Open and collaborative*
- A formal Participation Plan (PP)



The Regional/Long-Range Transportation Plan (RTP/LRTP)

- Describes vision for the region, and policies, operational strategies, and projects to achieve it
- Covers at least the next 20 years “planning horizon”
- Leads to an intermodal system
- Reflects public involvement
- Contains a financial plan and is fiscally constrained
- Is updated every 3-5 years, ours is every 4



Fiscal constraint and the Transportation Plan

- Include a **financial plan** demonstrating consistency with available and projected revenues
- Identify proposed new revenue sources and strategies to ensure their availability





The Transportation Improvement Program (TIP)

- A staged, multi-year, intermodal program of prioritized transportation initiatives consistent with Plan
- Shows annual activity for a 4-year period
- Contains a financial plan and is fiscally constrained
- An initiative not listed in the TIP cannot receive FHWA or FTA funds
- Reflects public involvement



Fiscal constraint and the TIP

- Financially constrained **by year**
- Demonstrates which projects can be implemented with current revenue sources
- Identifies strategies for ensuring the availability of new funding sources
- In non-attainment/maintenance areas, only projects with available or committed funding can appear in first 2 years of TIP

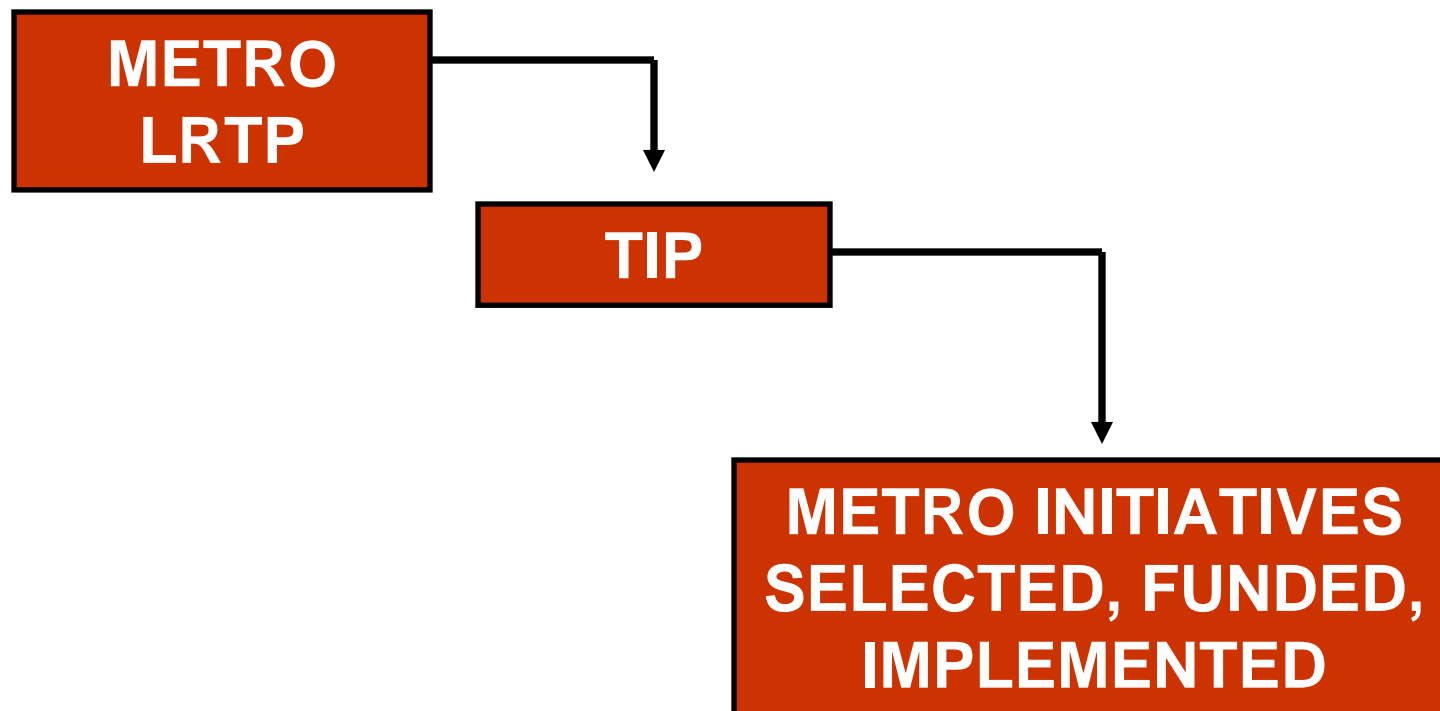


An effective TIP development process...

- Is part of a multimodal planning process
- Represents sound financial planning
- Contains only those initiatives consistent with Long-Range Plan
- Reflects early consensus and early screening of proposed initiatives
- Results from technical and policy leader buy-in



The TPO planning process



Environment and Historic Preservation agencies and groups that should be consulted:

- Tennessee Department of Environment and Conservation (TDEC), includes Tennessee State Historic Preservation Office (TN SHPO);
- Tennessee Wildlife Resources Agency (TWRA);
- Natural Resources Conservation Service (NRCS);
- United States Geological Survey (USGS);
- National Parks Service (NPS);
- Federal Emergency Management Agency (FEMA);
- Tennessee Valley Authority (TVA);
- University of Tennessee at Chattanooga (UTC); and
- Land Trust for Tennessee: Chattanooga Office.



Today's TIP Process

1. An applicant submits a "**Letter of Intent**" to the TPO, describing proposed projects.
2. Preliminary **description of the projects**, including **cost estimates** for engineering, right-of-way requirements, materials and labor, are submitted by the applicant. An estimate on phasing and length of time for implementation of the project, including anticipated start and completion dates, are included.
3. The local government gathers information to **justify the need** of the projects.
4. Applicant **submits applications** for inclusion of the projects in the Transportation Improvement Program (TIP) to the offices of the TPO.
5. The **TPO/RPA staff** receives and evaluates the applications and **submits a list** of recommended projects **to the Selection Committee**.
6. The TPO **TCC** reviews Selection Committee recommendation and **recommends a final list to the TPO Executive Board**.
7. The **TPO Executive Board approves the list or a revised list** for inclusion in the TIP.
8. All applicants will be informed of the status of their projects. **The jurisdiction** whose projects were approved **must establish contracts with the Tennessee/Georgia Departments of Transportation for obligation of funds** and/or engineering and contract management of the projects.

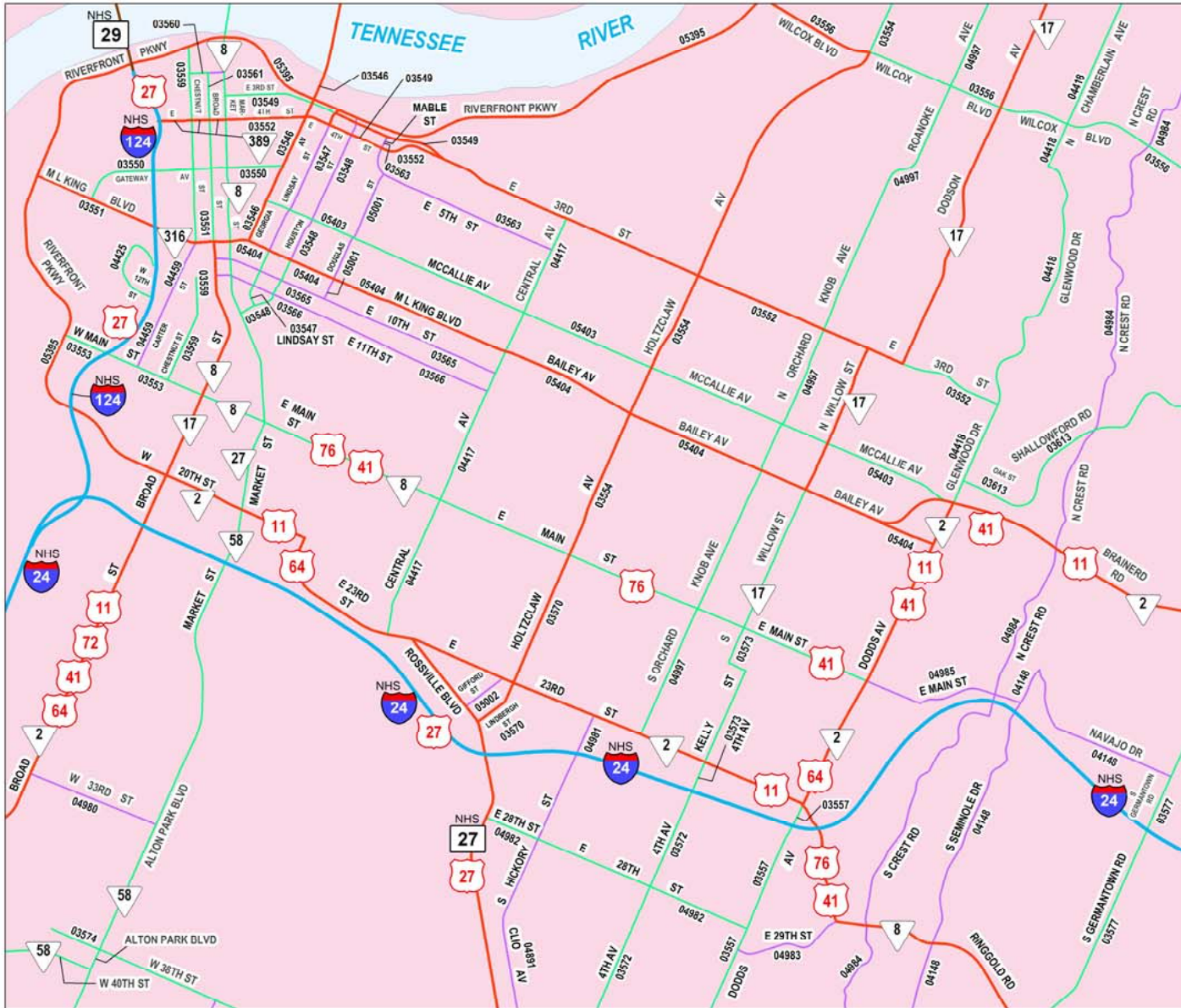


Application

[http://www.chcrpa.org/Divisions_and_Functions/TP
O/Current_Projects/TIP_Application_Section_A.pdf](http://www.chcrpa.org/Divisions_and_Functions/TP_O/Current_Projects/TIP_Application_Section_A.pdf)

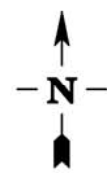


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LEGEND

-  INTERSTATE HIGHWAY
-  U.S. NUMBERED HIGHWAY
-  STATE HIGHWAY
-  FEDERAL AID URBAN BOUNDARY
-  URBAN INTERSTATE
-  OTHER FREEWAY AND EXPRESSWAY
-  URBAN PRINCIPAL ARTERIAL
-  URBAN MINOR ARTERIAL
-  URBAN COLLECTOR
-  COUNTY LINE
-  WIDE STREAM



CHATTANOOGA
TENNESSEE
 URBAN FUNCTIONAL CLASSIFICATION SYSTEM

PREPARED BY THE
 TENNESSEE DEPARTMENT OF TRANSPORTATION
 LONG RANGE PLANNING DIVISION
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



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