

## PRO-9 - Approve STIP with respect to Fiscal Constraint

### Description

In order to meet federal requirements, the STIP must meet fiscal constraint requirements. In addition, in nonattainment and maintenance areas for the transportation-related pollutants, FHWA/FTA must make conformity determinations of applicable MPO TIPs and in isolated rural areas when necessary.

### Purpose

To validate that the approved STIP meets requirements related to fiscal constraint. To make conformity determinations of applicable MPO TIPs and in isolated rural areas when necessary.

### Outcome

TIP/STIP that meet all state and federal requirements.

Partner	Role Type	Description
MPO	Observer (urban), No Role (rural)	Observes the approval of the STIP (including the metropolitan TIP) with respect to conformity and fiscal constraint.
FHWA/FTA	Decision Maker	Approves STIP with respect to fiscal constraint; make conformity determination for MPO TIPs and isolated rural areas, when necessary, before approving STIP.
State DOT	Advisor	Provides information required for approval of the STIP as needed.
Resource Agency	Advisor	US EPA has a consultation role in the conformity process, along with the State air agency.
Public Transportation Operator(s)	Observer	Observes the approval of the STIP (including the metropolitan TIP) with respect to conformity and fiscal constraint.

## **Policy Questions**

Questions are a way to elicit information and to validate that the information has been considered. The partners should discuss the listed questions to ensure a broad array of interests is considered at a key decision. Discussions arising from these questions support collaborative decision making.

## **Questions Partners Discuss**

### **Questions about purpose and roles**

- No specific questions

### **Questions about stakeholders, including modal and operational partners**

- What did we do in response to the feedback from the stakeholders?
- What were the commitments of the stakeholders? Are they still being upheld?

### **Questions about the transportation process supporting the decision**

- Are the individual MPO TIPs that have been incorporated into the STIP consistent with their LRTP fiscal constraint?
- For areas outside of MPO boundaries, does the STIP meet air quality conformity requirements?
- Is the STIP fiscally constrained?
- Where appropriate, are the individual MPO TIPs incorporated into the STIP consistent with the LRTP conformity?

### **Questions about other phases**

- No specific questions

### **Questions about non-transportation sectors/processes**

- No specific questions

## **Stakeholder Inputs**

'Questions to Gather Stakeholder Interests' allow staff to determine which stakeholders have interests at a key decision and to collect those interests for partner consideration. 'Questions to Incorporate Stakeholder Interests' ensure the interests of stakeholders are included in the decision. For more help with stakeholder collaboration visit the Stakeholder Portal

### **Questions to Gather Stakeholder Interests**

- What are your comments on the Draft STIP?

### **Questions to Incorporate Stakeholder Interests**

- What did the stakeholders tell us?

## Data

The following is a list of data needed to support the key decision. Practitioners collect this information for decision makers to consider.

Supporting Data for the Key Decision		
<b>From other phases of transportation decision making</b>	Long Range Planning	Conformity analysis and approvals by MPOs and State.
	Programming	No Specific Data.
	Corridor Planning	No Specific Data.
	Environmental Review	No Specific Data.
<b>From other sectors and processes</b>	Land Use	No Specific Data.
	Transportation Conformity	No Specific Data.
	Natural Environment and Implementing Eco-Logical	No Specific Data.
	Capital Improvement	No Specific Data.
	Safety and Security	No Specific Data.
	Human Environment	No Specific Data.
	Economic Development	No Specific Data.
	Greenhouse Gas Emissions	No Specific Data.
Freight	No Specific Data.	
<b>From the transportation technical process supporting this key decision</b>	Validation of conformity with respect to the inclusion of operations strategies	
	Validation of fiscal constraint.	
<b>From stakeholder collaboration</b>	Final communication plan	
	Public input and State's consideration of the Draft STIP	
	Stakeholder, including modal and operational partner, input and consideration of the Draft STIP	
<b>From public private partnership</b>	No Specific Data.	

## Links to Decisions

This table identifies how a key decision is connected to other key decisions. The linkages are a two-way transfer of information. Understanding and applying these linkages means that partners will recognize how a decision will impact other specific key decisions. Recognizing that the transportation processes are linked will: (1) encourage practitioners to produce information that can be used later and (2) remind them to look at information from previous key decisions.

### linkages to other phases of transportation decision making

Key Decision	What is Linked?	Purpose of Linkage
<b>To Environmental Review/NEPA Merged with Permitting</b>		
ENV-6 - Approve Full Range of Alternatives	Information from the TIP regarding a project description, logical termini, and funding identified for the project.	To inform, but not constrain, the development of the full range of alternatives for environmental review.
ENV-8 - Approve Draft EIS with Conceptual Mitigation	Funding for mitigation programmed in the STIP.	To inform partners of the sufficiency of funds for avoidance, minimization and mitigation programmed in the STIP.
ENV-12 - Reach Consensus on Avoidance and Minimization for the LEDPA	Funding for mitigation programmed in the STIP.	To inform partners of the sufficiency of funds for avoidance, minimization and mitigation programmed in the STIP.

## **Examples**

In-depth case studies of successful practices in collaborative decision making were used to develop the Decision Guide. Links in this table point to a specific paragraph or section of a case study that supports a key decision. It is not necessary to read through an entire case study to find the example; however, full versions are available in the Library.

### **PlanWorks Case Study Examples**

- None

### **Other Examples**

- None

## Integrated Planning

Integrated Planning looks at the interaction between the transportation decision making process and other processes. Considering these inputs will ensure that important values and goals outside the transportation process are recognized and considered. For a full understanding of a specific process and how it influences transportation decisions, visit Applications.

<b>Process</b>	<b>Integration Type</b>	<b>Integration Description</b>
<b>Land Use</b>	None.	None.
<b>Transportation Conformity</b>	None.	None.
<b>Natural Environment and Implementing Eco-Logical</b>	None.	None.
<b>Capital Improvement</b>	None.	None.
<b>Safety and Security</b>	None.	None.
<b>Human Environment</b>	None.	None.
<b>Economic Development</b>	None.	None.
<b>Greenhouse Gas Emissions</b>	None.	None.
<b>Freight</b>	None.	None.
<b>Bicycles and Pedestrians</b>	None.	None.

## Special Topics

This table provides an overview of the relationship between a key decision and individual special topics. A special topic may be an external process, a new regulation, or any emerging issue requiring collaboration. For a full understanding of a specific topic and how it influences transportation decisions, visit Applications.

## Key Decision Relationship to Other Topics

Topic	Description
None	