

Transportation Performance Management Webinar Series

Webinar 26

Case Studies in Telling a Story — How to Leverage Collaboration and Communication in Performance Management

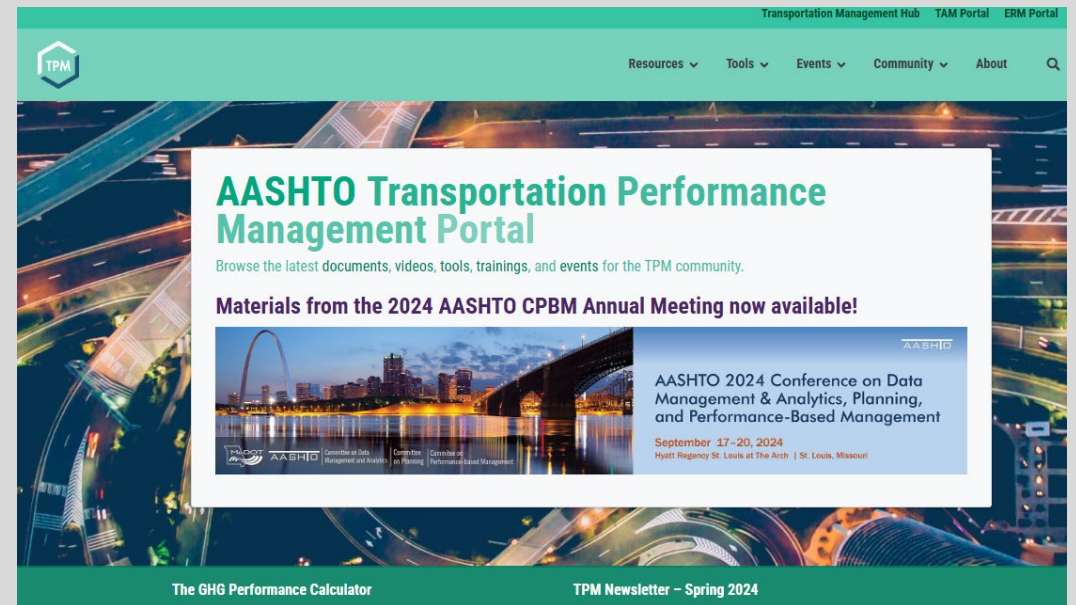
Sponsored by FHWA and AASHTO



May 21, 2025

Transportation Performance Management Webinar Series

- Today is the 26th webinar in our bimonthly series.
- Webinars are held every two months, on topics such as communications, data, and other performance management topics.
- We welcome ideas for future webinar topics and presentations
- Use the webinar chat panel during the webinar
 - Submit questions for today's presenters
 - Submit ideas for future webinar topics



Find us on the AASHTO TPM Portal
<https://www.tpm-portal.com>

Webinar Objectives

- Examining the crucial role of storytelling in improving transportation performance management
- Emphasizing how effective collaboration and clear communication can transform traditional performance management practices into engaging conversations and shared experiences
- Feature case studies on creating compelling narratives that align goals while fostering a culture of openness and continuous improvement





Webinar Agenda

- 2:00 Welcome, Overview, and Agenda**
Christos Xenophontos, CPBM Chair and Rhode Island Department of Transportation
- 2:05 AASHTO Perspective**
Anna McLaughlin, AASHTO
- 2:10 *Centering Safety: From IIJA to Reauthorization***
Garrett Eucalitto, Commissioner of the Connecticut Department of Transportation and 2025 AASHTO President
- 2:25 Part I: *Performance Management Lessons from National STIP Research***
Ken White, Cambridge Systematics and Mike Landvik, Garver
- Part II: *Implementing Enhanced STIP Processes in Texas***
Casey Wells, Texas Department of Transportation
- 2:55 Panelist Discussion and Wrap Up**
Hyun-A Park, Spy Pond Partners



AASHTO Perspective

Anna McLaughlin, AASHTO Program Director for
Transportation Program Management



Centering Safety: The Power of Storytelling in Performance Management

Garrett T. Eucalitto, Commissioner
Connecticut Department of Transportation

Our Safety Challenge

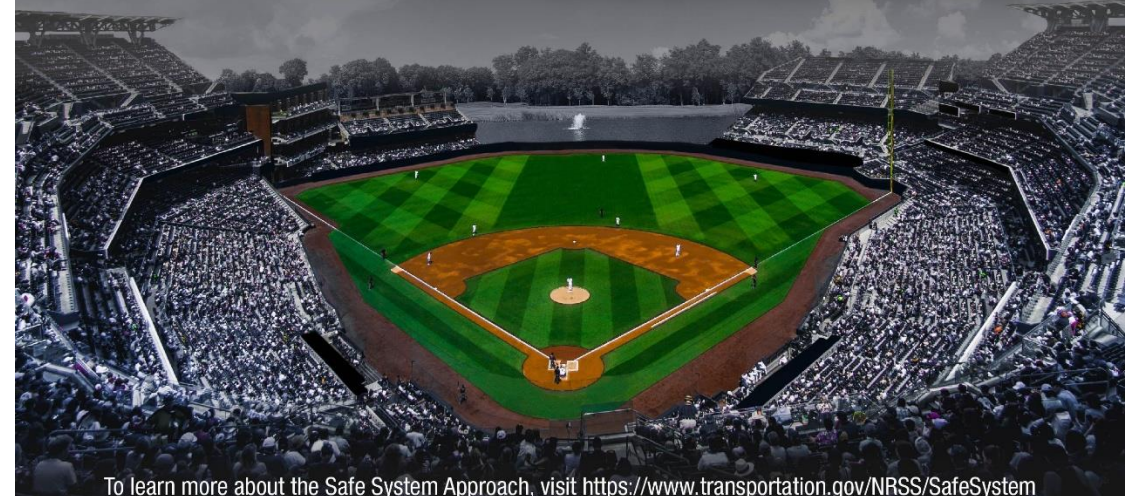
- In 2023, 40,990 lives lost from traffic crashes
- A continuing public health crisis
- Safety must be more than just a stated priority

**IMAGINE A WORLD WHERE
NO ONE DIES ON OUR ROADWAYS**

IN 2023, 40,990 PEOPLE

LOST THEIR LIVES ON ROADWAYS
ACROSS THE NATION.

THAT NUMBER OF PEOPLE
COULD FILL THE AVERAGE
**PROFESSIONAL
BASEBALL STADIUM.**



To learn more about the Safe System Approach, visit <https://www.transportation.gov/NRSS/SafeSystem>

Source: Early Estimate of Motor Vehicle Traffic Fatalities in 2023 DOT HS 813 561. Published by NHTSA at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813561>

Centering Safety: A Comprehensive Approach



GARRETT EUCALITTO
2024-2025 AASHTO President
Commissioner, Connecticut DOT



**2024-2025 AASHTO PRESIDENTIAL
EMPHASIS AREAS**

**CENTERING SAFETY
FROM IIJA TO REAUTHORIZATION**



CENTERING SAFETY ON EVERY STATE DOT ACTION

In 2023, 40,990 lives were lost across the nation from traffic crashes; the continuation of a major public health crisis. We say safety is our top priority, but what does that mean? At its most basic, that means safety is at the center of all actions made by state departments of transportation. **CENTERING SAFETY** necessitates different tactics for different goals—all resulting in safer communities, safer users, and safer workers. The whole is greater than the sum of its parts, and the state DOT community will harness the “whole-of-AASHTO” to address the safety crisis and improve outcomes towards zero deaths.

SAFER COMMUNITIES

CENTERING SAFETY on communities means understanding community values, engaging its residents, and determining which safety improvements work in specific situations in each community. Implementing Complete Streets policies and deploying proven safety countermeasures—from roundabouts to connected vehicle-to-everything technology—there are many infrastructure upgrades that can be made to help create safer mobility in each community. AASHTO will:

- Advance a safe and community-centered transportation system delivered via a partnership between state DOTs and other public, private, and civic sector partners.
- Work with communities experimenting on innovative and promising safety approaches and treatments to evaluate and advance such innovations.
- Share best practices on documenting proven, promising, and innovative safety countermeasures, methods, and approaches; then illustrate their tangible benefits for respective communities.



SAFER USERS

The public faces risks regardless of travel mode. While vehicles are now increasingly safer for drivers and passengers, safety for those outside the vehicle has lagged or decreased. States continue to invest in efforts to combat and address unsafe driver behavior, yet the nation has seen an increase in speeding, impairment, distractions, and other selfish and reckless behaviors since 2020. **CENTERING SAFETY** on all transportation users means using infrastructure treatments, speed management, advanced technology, enhanced enforcement, better data collection and analysis, and more effective education to improve safety. AASHTO will:

- Develop strategies to encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize everyone's ability to reach their destination safely.
- In partnership with the U.S. Department of Transportation, address risky driving behaviors through research, education, technical assistance, and engagement with the behavioral and public health communities.
- Help state DOTs deploy technological advancements such as connected and automated vehicles in conjunction with automakers, safer infrastructure designs, and automated enforcement.



SAFER WORKERS

State DOT employees and transportation workers—such as construction and maintenance crews, tow operators, law enforcement, and other first responders—are facing increased risks and disregard for “Slow Down, Move Over” laws due to speed, recklessness, impairment, and distraction. **CENTERING SAFETY** on our nation's transportation workers means providing more and better safety equipment, increased efforts to train response teams in traffic incident management, and more widely available mental health resources. AASHTO will:

- In partnership with the North American Association of Transportation Safety and Health Officials, ensure the safety and health of every transportation worker by promoting individual and organizational practices, processes, and policies that prioritize and advance transportation worker health and safety.
- Broaden a more extensive understanding and application of traffic incident management planning and strategies, including post-crash medical response.
- Improve safety in work zones through advanced technologies and practices to address distracted driving, worker fatigue, and night work hazards.

CENTERING SAFETY requires us all to use the resources, talents and influence we have—individually and collectively—so that people who use, rely upon, and work on transportation systems are safe.

FOCUSING ON IIJA SUCCESSES AND BUILDING MOMENTUM FOR REAUTHORIZATION



Now in the final stretch of the Infrastructure Investment and Jobs Act, state DOTs are hard at work translating federal resources from the IIJA into tangible benefits to advance safety, mobility, and access across the country.

With that said, most Americans are unaware of the degree to which the quality of life, community vitality, and our economy depend on continued investment in our national transportation system. Often this awareness arises only when the system is disrupted in some way, such as by road flooding, a transit service breakdown, bottlenecked freeways, or a bridge closure.

In order to sustain the IIJA's momentum towards the next federal surface transportation bill, a broader awareness of the benefits of IIJA investment is essential to achieving public support. AASHTO will initiate a “Benefits of Transportation” campaign to highlight the IIJA's substantial gains in the following ways:

- Highlight IIJA-funded state DOT projects to illustrate the tangible benefits of transportation investments at a community level.
- Share innovative and effective public messaging approaches in an ever-evolving political and media landscape.
- Demonstrate mobility and quality of life benefits through enhanced access to employment, education, recreational, and health services opportunities.
- Demonstrate economic benefits through increased productivity, enhanced jobs and labor market accessibility, creation of new markets for businesses, and optimization of supply chain efficiency for freight movement.

2024-2025 AASHTO PRESIDENTIAL EMPHASIS AREAS | 3 |

| 2 | 2024-2025 AASHTO PRESIDENTIAL EMPHASIS AREAS

The Challenge: From Data to Action

- Data alone doesn't inspire action
- Need compelling narratives to
 - Connect metrics to real lives
 - Build support for safety initiatives
 - Create behavior change



Tell the Story of Safer Communities

- Understand community values
- Engage residents in the safety conversation
- Show real impacts of countermeasures



Before (left) and after (right) pictures of Stone Way North. (Source: Seattle DOT)

Tell the Story of Safer Road Users

- Address unsafe behaviors through compelling narratives
- Use data to identify problems, stories to inspire solutions
- Connect technology, infrastructure, and human behavior



Tell the Story of Worker Safety

- Humanize transportation workers
- Remember "Slow Down, Move Over" is more than a slogan
- Connect work zone safety to community impacts



Principles of Effective Safety Storytelling

- Center human experiences
- Use data as supporting evidence, not the main focus
- Appeal to community values and priorities
- Show, don't just tell
- Make it relevant to daily life



Safety Storytelling in Action: Highway Signs Spotlight Fatal Crashes



Integrate Storytelling into Performance Management

- Use metrics to identify what stories need telling
- Measure the impact of communication efforts
- Create feedback loops between data and the narrative



Center Safety Through Better Storytelling

- Start with one story from your data
- Collaborate across disciplines
- Share successes and lessons learned
- Remember the ultimate goal: **zero deaths**







May 21, 2025

STIP Peer Review

Part I: Performance Management Lessons from National STIP Research

Project Background and Overview

- STIP Management in Texas
 - 25 Districts
 - 24 MPOs
 - Hundreds of partners
- Key Challenges
 - Plan Alignment
 - Scale and Schedule of Revisions
 - Process Consistency



Project Goals

- To develop a clear understanding of the **STIP Process** in peer states, including:
 - STIP Production and Development
 - Organizational roles, responsibilities, and relationships
 - STIP data and revision management
 - Consultation with agency planning partners and the public
- Understand role of other capital plans in developing STIPs
- Identify opportunities to apply innovative practices to TxDOT

Key Findings

- 🔑 **Diversity of Approach** - No two states, STIPs, or processes are exactly alike
- 🔑 **Plan Alignment** - Capital plans, TIPs, MTPs, and more play variable roles
- 🔑 **Data Management** - Strategic approaches to issues like grouping can improve STIP management efficiency
- 🔑 **Relationships Matter** - Partnerships at every level directly inform how STIPs are built, managed, and revised

Methodology



Nationwide Scan

- **54** Variables by **10** Categories in **49** States
 - State Characteristics
 - STIP Status
 - STIP Content
 - Revision Process
 - Financial Planning
 - Consultation with Governments
 - Public Participation
 - Federal Requirements
 - Other

Characteristic	Min	Mean	Median	Max	Texas
Number of MPOs	1	9	8	27	24
Urban Population	225,850	4,899,159	3,110,153	37,259,490	24,400,697
Total Lane-Miles	9,854	166,110	165,275	410,934	701,447
NHS Lane-Miles	1,501	14,311	12,577	61,669	72,416
Rural Population	98,188	1,256,234	992,859	3,474,661	4,744,808
Urban/Rural Ratio	0.5	4.3	2.6	16.4	5.14

Interview & Questionnaire States

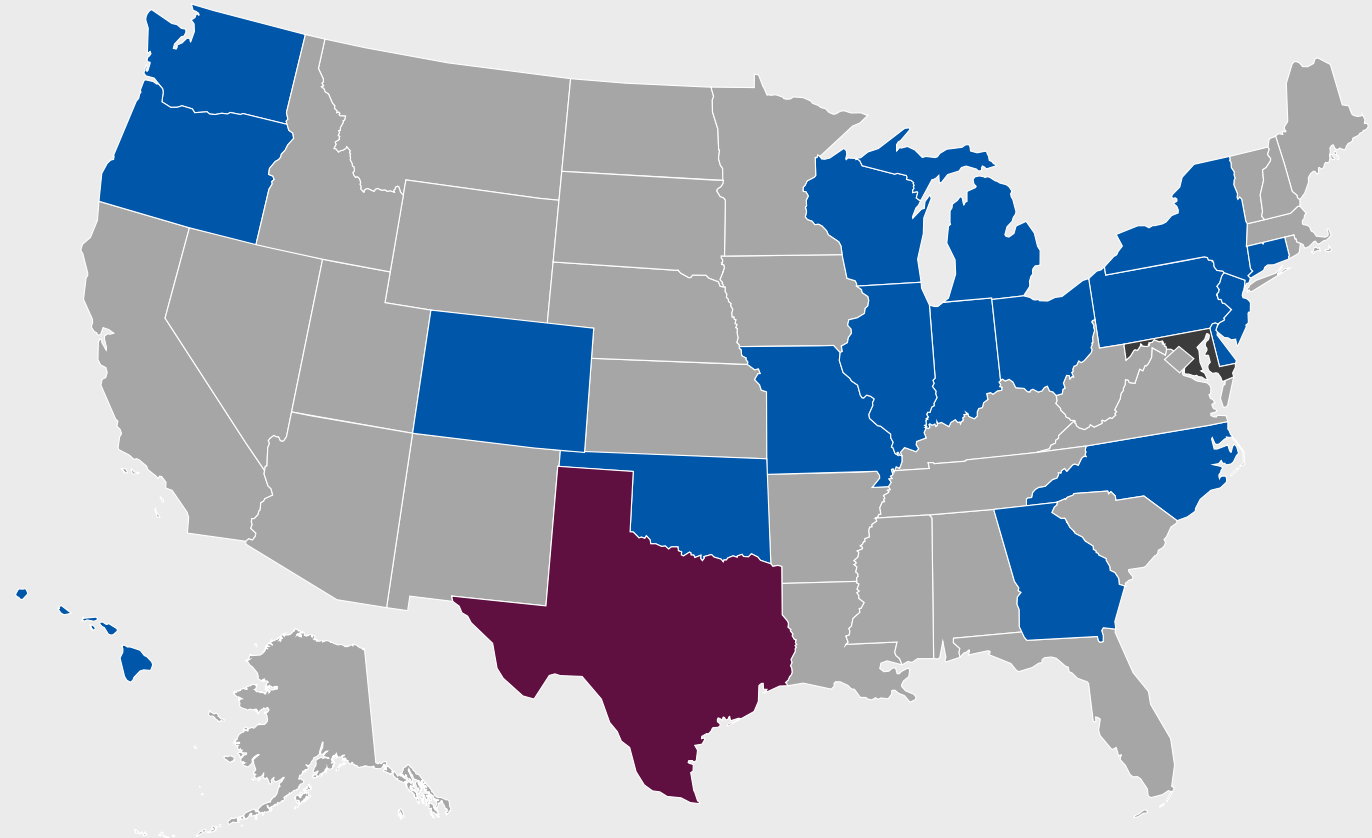
Region	States*
Mid America (MAASTO)	Indiana, Illinois, Michigan, Missouri, Ohio, Wisconsin
Northeastern (NASTO)	Connecticut, Delaware, Maryland, New Jersey, New York, Pennsylvania
Southeastern (SASHTO)	Florida, Georgia, North Carolina , Tennessee
Western (WASHTO)	Alaska, Hawaii, Colorado, Oklahoma, Oregon, Washington

*Interviews were conducted with states listed in bold.

Questionnaire

- **26** Questions by **3** Major Topics
 - Organizational roles, responsibilities, and relationships
 - Data and revision management
 - Consultation with agency planning partners and the public
- Respondents from **18 states**

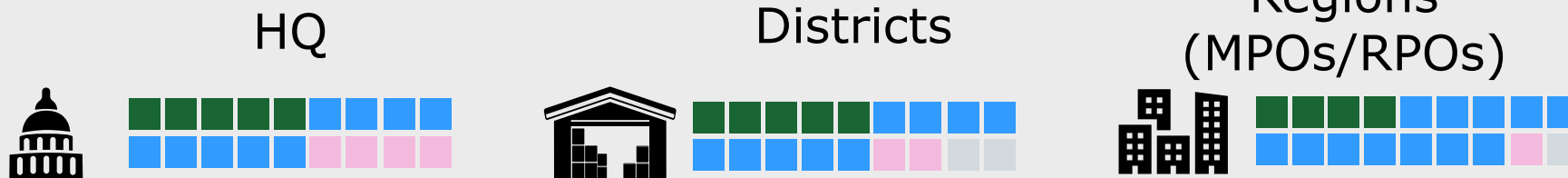
Questionnaire Responding States





Of the 18 states who responded:

Projects are initiated by...



States develop programs by...

14 TIP first vs. **4** STIP first

11 single TIP vs. **7** regional TIPs

5 can amend or veto projects in TIPs

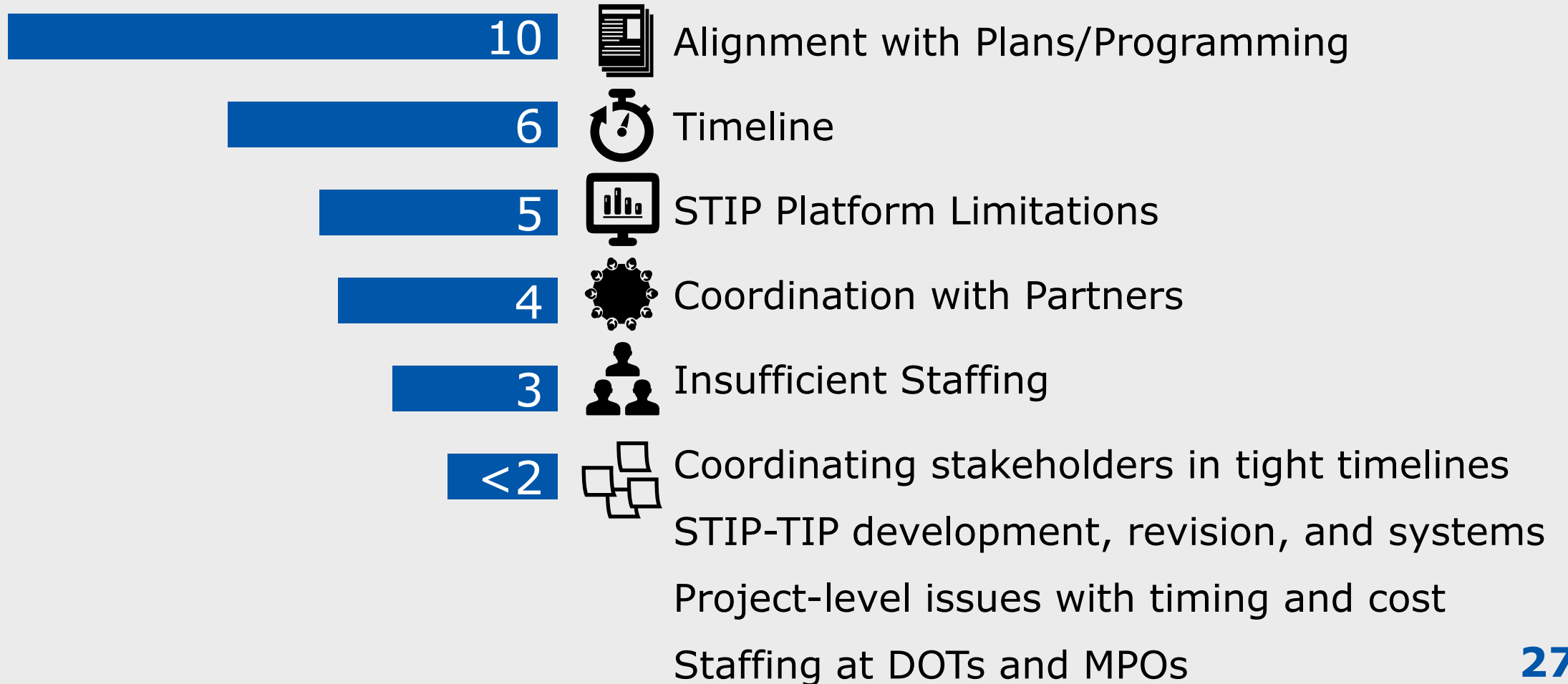
13 have an MOU with FHWA and FTA

Key Takeaway

*Diversity of Approach:
States face similar
challenges, but develop
solutions to fit their
context!*

Of the 18 states who responded:

Most noted challenges:



"Please describe their role in developing your STIP..."

HQ



Districts



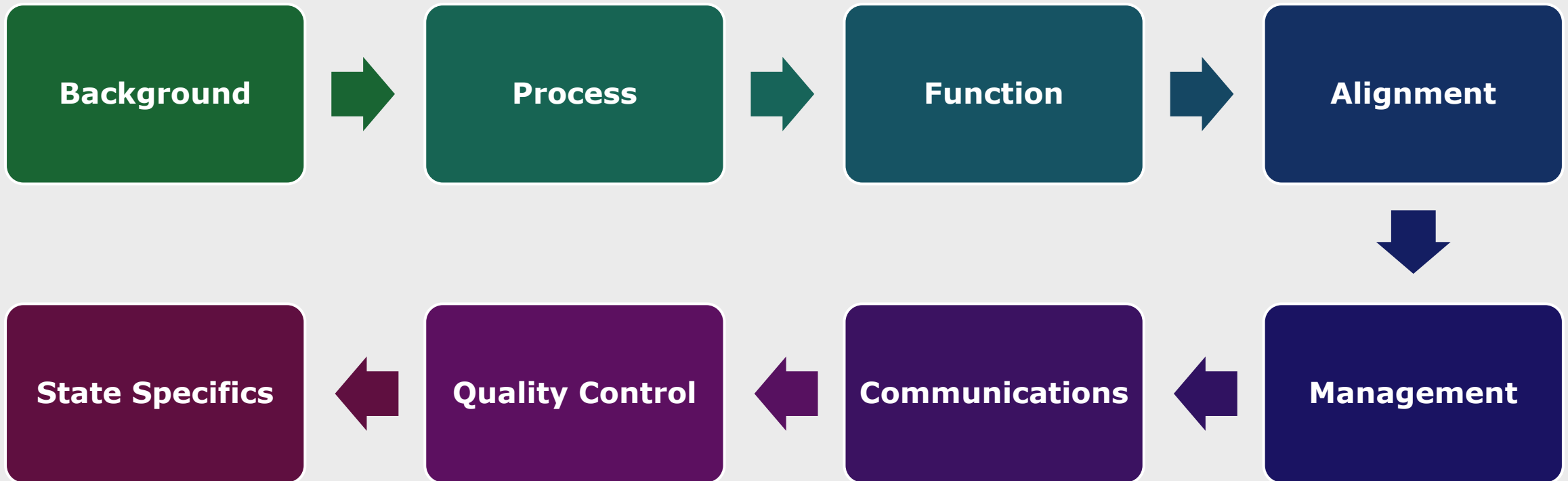
MPOs



RPOs



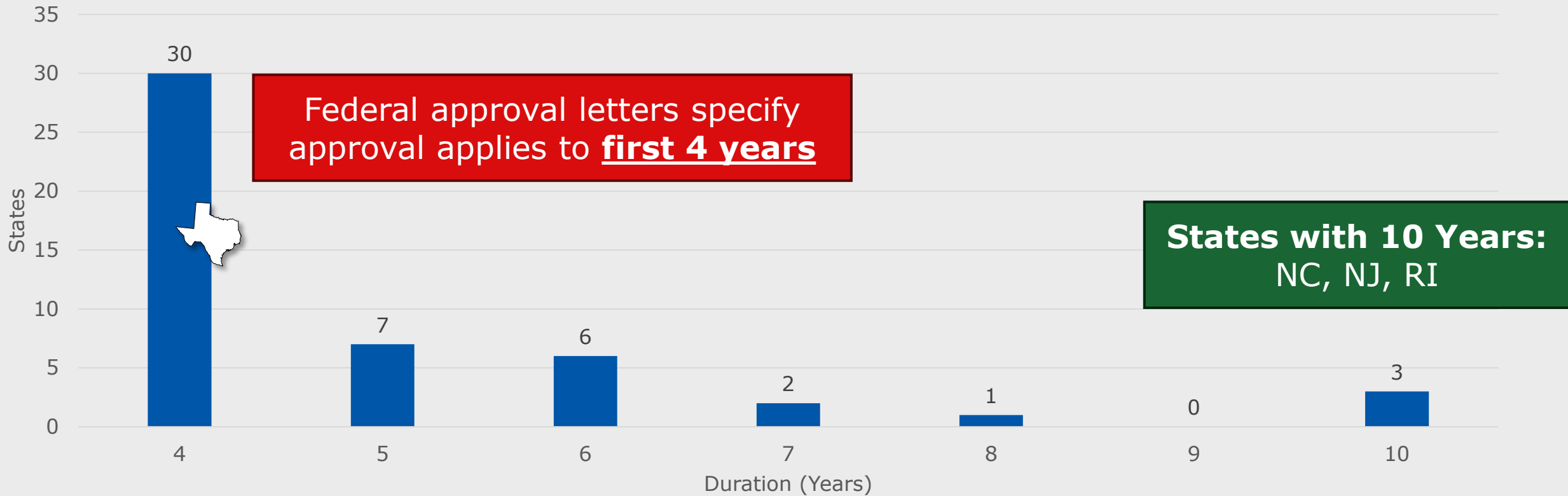
Interviews | Discussion Topics





Duration

Usually 4 years, sometimes longer





Documentation

Variety of Details, Styles



STIP FINANCIAL SUMMARY FOR 2026 thru 2030

TOTAL RESOURCES:	Estimated FY2026	Estimated FY2027	Estimated FY2028	Estimated FY2029	Estimated FY2030
State Federal-aid FHWA fund ¹	\$ 1,094,967,038	\$ 1,118,471,213	\$ 1,119,871,213	\$ 1,121,471,213	\$ 1,046,271,213.44
State Federal-aid Formula Bridge	\$ 55,907,076				
State Federal-aid MEGA/INFRA Grant	\$ 198,250,000	\$ 34,334,669			
State Federal-aid Electric Vehicle Charging Infrastructure	\$ 27,242,899	\$ 27,242,899	\$ 18,987,861		
State Federal-aid FHWA Earmarks	\$ 17,096				
State Federal Discretionary Grants	\$ 2,000,000				
Local Federal-aid FHWA Funds	\$ 259,771,718	\$ 259,771,718	\$ 259,771,718	\$ 259,771,718	\$ 259,771,718
Local Federal-aid Formula Bridge	\$ 18,635,692				
Local Federal-aid Highway Infra Bridge					
Local Federal-aid FHWA Earmarks	\$ 5,850,000	\$ -	\$ -		
Subtotal of Federal-aid FHWA funds =	\$ 1,662,641,518	\$ 1,439,820,499	\$ 1,398,630,792	\$ 1,381,242,931	\$ 1,306,042,931
Subtotal of Federal-aid FTA funds =	\$ 532,547,879	\$ 532,547,879	\$ 532,547,879	\$ 532,547,879	\$ 532,547,879
State Highway Funds	\$ 1,719,469,473	\$ 1,734,885,428	\$ 1,749,990,891	\$ 1,735,227,952.64	\$ 1,710,770,938.50
State Highway Road Construction Improvement Fund	\$ 70,000,000	\$ 70,000,000	\$ 70,000,000	\$ 70,000,000	\$ 70,000,000
Crossroads Fund	\$ 40,200,000	\$ 40,401,000	\$ 40,603,005	\$ 40,806,020.00	\$ 41,010,050.00
Subtotal of State funds =	\$ 1,829,669,473	\$ 1,845,286,428	\$ 1,860,593,896	\$ 1,846,033,973	\$ 1,821,780,989
Subtotal of Local Highway funds =	\$ 71,064,353	\$ 64,942,930	\$ 64,942,930	\$ 64,942,930	\$ 64,942,930
Total of All Available Resources	\$ 3,595,923,223	\$ 3,382,597,736	\$ 3,356,715,497	\$ 3,324,767,713	\$ 3,225,314,728
TOTAL USES: FY2025 - FY2028					
Local Programs					
Local MPO and non-MPO projects	\$ 140,500,000				
FTA programs	\$ 25,294,983	\$ 25,294,983	\$ 25,294,983		
Subtotal of Local Uses =	\$ 165,794,983	\$ 25,294,983	\$ 25,294,983	\$ 25,294,983	
INDOT Programs & Special Projects					
Preservation & Expansion projects					
within Metropolitan Planning Areas	\$ 831,011,686	\$ 755,948,564	\$ 855,569,070	\$ 309,821,181	\$ 377,181,249
Rural Areas	\$ 759,741,578	\$ 699,675,588	\$ 665,888,909	\$ 214,798,540	\$ 354,944,828
I-69 Section 5 ²	\$ 315,000	\$ 195,000			
I-69 Section 6 ³	\$ 140,000	\$ 450,000	\$ 125,000	\$ 265,000	\$ 615,000
Revive I-70 ⁴	\$ 111,813,740	\$ 35,823,999	\$ 29,231,342		
Lloyd Expressway ⁵	\$ 23,234,552	\$ 34,411,843			
I-65 Safety & Efficiency ⁶	\$ 33,946,947	\$ 29,909,589			
Ohio River Crossing (I-69 Henderson-Evansville) Project - IN only ⁷					
Flex Road (I-80/I-94, Borman Expressway) ⁸	\$ 185,983,114	\$ 42,176,669	\$ 51,144,531		
Safer Drive 65 Project ⁹	\$ 66,500,000	\$ 63,755,761			
National Elective Vehicle Infrastructure ¹⁰	\$ 27,242,899	\$ 27,242,899	\$ 18,987,861		
Operating Budget (includes MWP and SPR)	\$ 761,174,849	\$ 824,565,724	\$ 805,740,669	\$ 827,455,819	\$ 851,097,125
Debt Service	\$ 50,760,635	\$ 87,833,604	\$ 87,833,604	\$ 73,240,322	\$ -
Subtotal of INDOT Uses =	\$ 2,851,865,000	\$ 2,601,989,239	\$ 2,514,520,985	\$ 1,425,580,862	\$ 1,583,838,202
Costs yet to be identified from future needs and	\$ 578,263,240	\$ 755,313,514	\$ 816,899,528	\$ 1,899,186,851	\$ 1,641,476,526
Total of All Uses	\$ 3,595,923,223	\$ 3,382,597,736	\$ 3,356,715,497	\$ 3,324,767,713	\$ 3,225,314,728



STIP-TIP Relationship

Creative methods to manage consistency



No projects within MPO boundaries

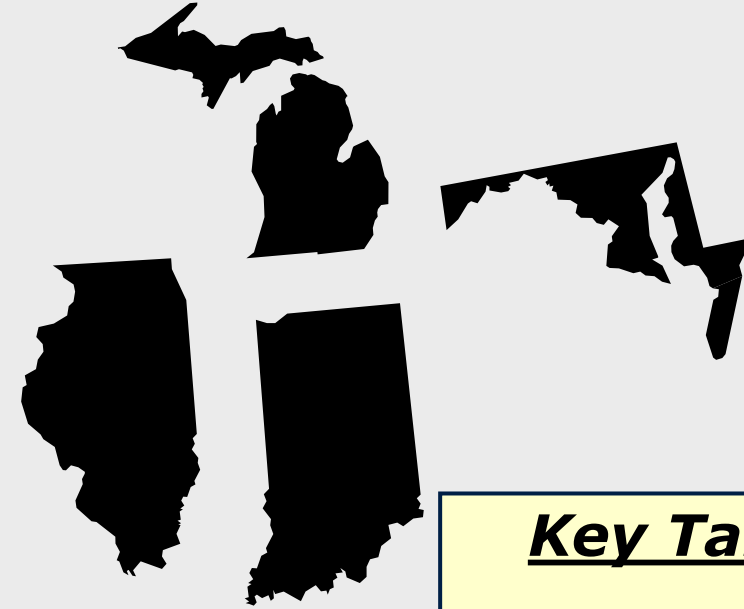


Only on-system projects in STIP



MPO projects or TIPs
incorporated by reference


- Sub-allocated Federal \$ in summaries
- Locally-let Fed-funded in TIPs only
- Rural locally-let, Fed-funded not listed
- STIPs developed first



Key Takeaway

Plan Alignment: States have developed variable approaches to align their STIPs with capital plans, TIPs, and more

Example – Michigan Transportation Program Portal



Michigan Department of Transportation

[Web Help](#)
[MDOT Maps](#)

Michigan Transportation Program Portal

[Home](#)
[5YTP](#)
[Approved STIP](#)
[Draft STIP](#)
[Rebuilding Mi](#)

Welcome to the Michigan Transportation Program Portal (MTPP)

This portal provides access to information about projects and allows the public to comment on projects during specified public comment periods. General comments are always accepted. View the MDOT Five-Year Transportation Program (5YTP), Rebuild Michigan Program (RBMP), and the State Transportation Improvement Program (STIP) using the tabs above. Use the navigation bar above to select the program you are interested in. Click on the road or bridge project of interest for additional information. Links have also been provided to the MDOT GIS Open Data Portal where the 5YTP and STIP data can be downloaded.

Five-Year Transportation Program (5YTP)
 The 5YTP includes information about MDOT's near-term funding picture and major state funded transportation projects to be constructed in the next five years. It provides the foundation for short-range planning and program development and is a rolling five-year program, updated annually. The 5YTP is provided to the state Legislature prior to March 1, as required. The STIP is developed from this foundation.

State Transportation Improvement Program (STIP)
 The STIP is a federally mandated planning document that includes a list of surface transportation projects to be funded with federal aid. The document covers a period of four years and is updated every three years. It includes projects listed in the 5YTP, statewide rural projects (road and transit), and, by reference, Transportation Improvement Programs (TIPs) from the 14 metropolitan planning organizations (MPOs). In addition to the list of projects, the STIP contains information on federal requirements for state and metropolitan planning, statewide transportation goals, and a detailed financial plan. The STIP must:

1. Be consistent with the state long-range transportation plan;
2. Be fiscally constrained (projects cannot exceed available revenue);
3. Cover at least four years;
4. Provide opportunity for public input; and
5. Meet air quality conformity regulations.

View more info on the Michigan Transportation Program Portal, frequently asked questions, and a term & data glossary on the [Transportation Program Portal FAQ](#).

Accepting Feedback

General Comment Form

Closed for Feedback


5YTP Comment Map

Accepting Feedback

STIP Comment Map

Accepting Feedback

RBMP Comment Form




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graph TD
    A[Regional Vision and Goals] --> B[Alternate Improvement Strategies<br/>Operations Capital]
    B --> C[Evaluation & Prioritization of Strategies]
    C --> D[Development of Transportation Plan]
    D --> E[Development of Transportation<br/>Improvement Programs]
    E --> F[Project Development]
    F --> G[Systems Operations]
    G --> A
    
    subgraph Left_Feedback [FEEDBACK]
        direction TB
        L1[Budgets]
        L2[Public Investment]
        L3[Economic Development]
    end
    
    subgraph Right_Feedback [FEEDBACK]
        direction TB
        R1[Title VI]
        R2[Air Quality]
        R3[Environmental Issues]
    end
    
    subgraph Center [CRITICAL FACTORS AND INPUTS]
        direction TB
        C1[Operations]
        C2[Capital]
    end
    
```

Figure 1: Transportation planning process

Source: USDOT, 2007

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Data Management

E-STIP Capabilities



Running
Reports



Managing
Financial
Information



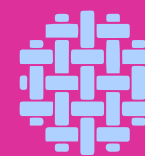
Presenting
GIS Info



Preparing
Revisions



Identifying
Errors



Coordinating
Unified
Revisions



Securing
Approvals



Communicating with
Other Systems



Data Management Grouping



Washington State DOT groups pavement projects as individually-listed district budgets

CFR

Division Allowance

Program Administration

Some states don't group at all.

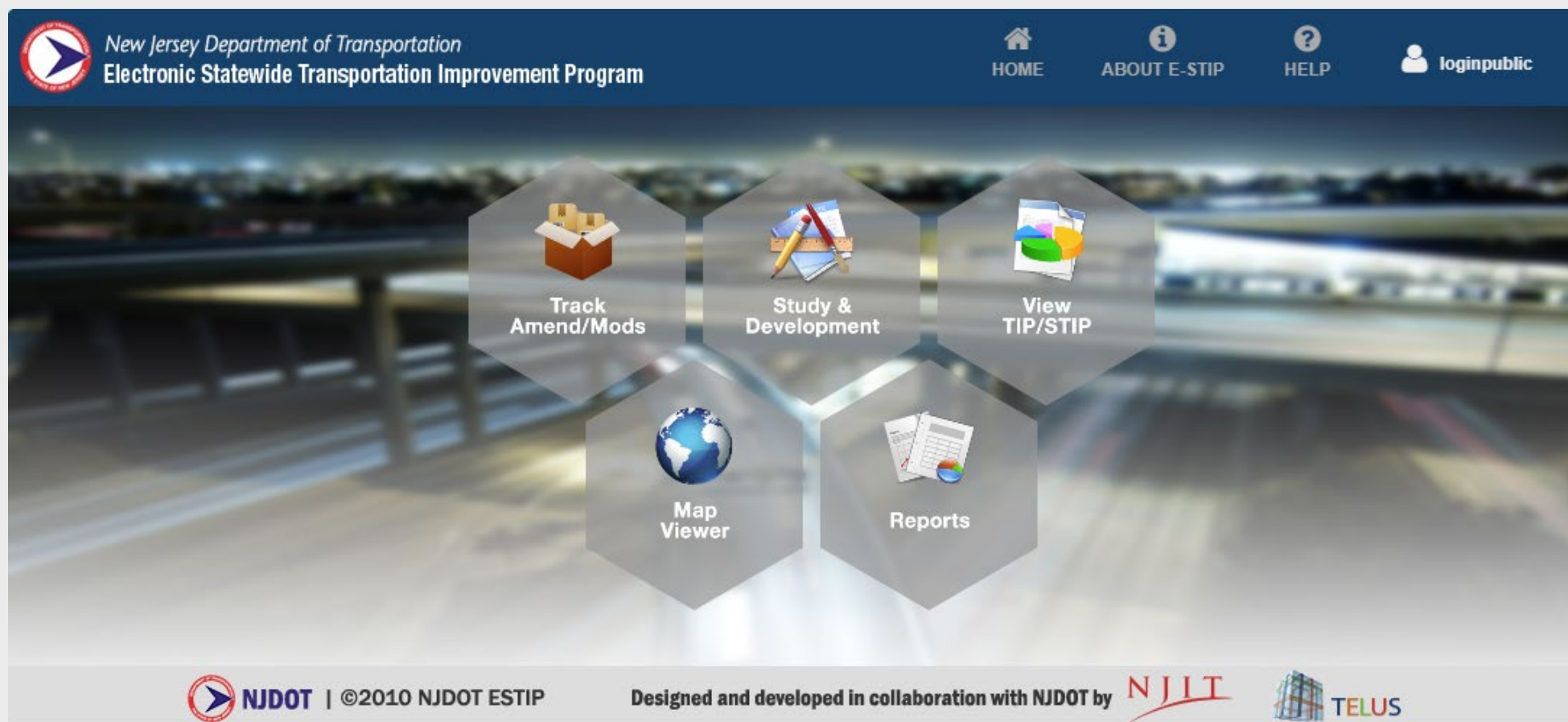
In those that do, certain categories only:

- System Preservation (most common)
- Safety
- Bike/Ped/Trails

Key Takeaway

*Data Management:
Strategic approaches to issues like grouping can simplify STIP management and improve efficiency!*

Example – New Jersey DOT e-STIP

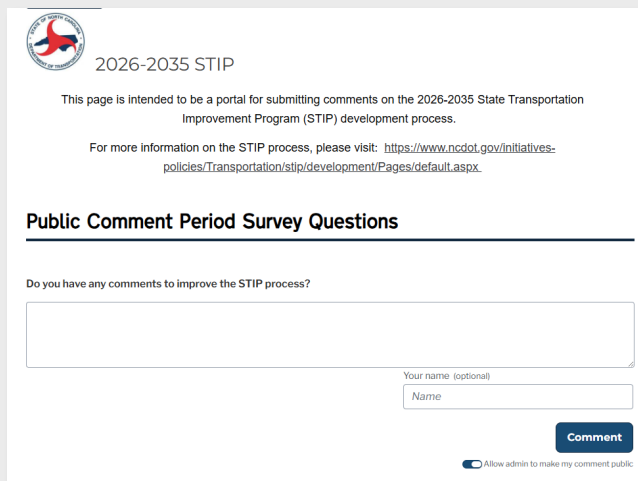




Stakeholder Involvement

Public Participation

- STIP Adoption - well-documented opportunities to involve the public
- Amendments - Incorporation of MPO Public Involvement Process



2026-2035 STIP

This page is intended to be a portal for submitting comments on the 2026-2035 State Transportation Improvement Program (STIP) development process.

For more information on the STIP process, please visit: <https://www.ncdot.gov/initiatives-policies/Transportation/stip/development/Pages/default.aspx>.

Public Comment Period Survey Questions

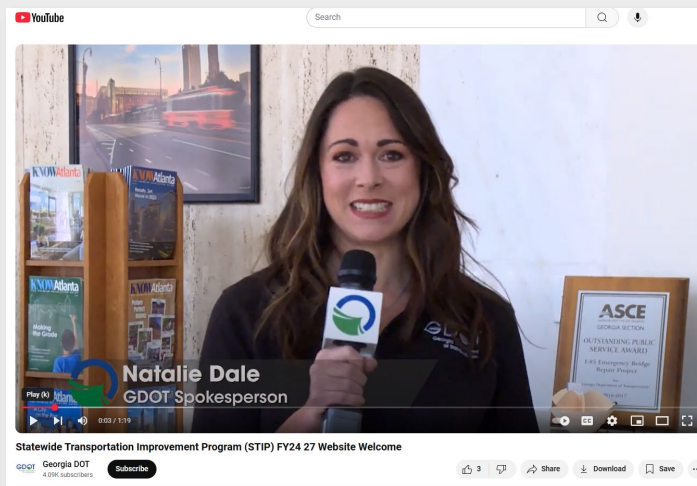
Do you have any comments to improve the STIP process?

Your name (optional)
Name

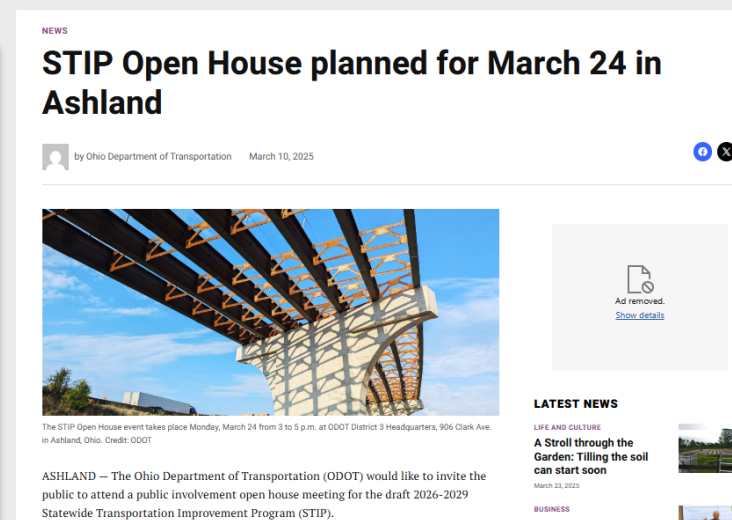
Comment

☐ Allow admin to make my comment public

Comment online



Educational videos



Open houses and public meetings



Review, Amendment, and Approval

Amendment Processes Across the Country

- Most monthly or quarterly
- Special out-of-cycle in some states
- Oregon has bi-weekly amendments
- Hawaii – Bi-annual, plus 2 specials
- Colorado and New York are real-time
 - Allows STIP to be living document
 - Standardized reporting of revisions
 - Improved transparency

OREGON STIP AMENDMENT TIMELINES CALENDAR YEAR 2025

<i>ODOT statewide approval</i>	<i>ODOT public comment period *if necessary</i>	<i>Submittal to FHWA / FTA</i>	<i>Anticipated approval</i>
1/1/25 – 1/16/25	1/17/25 – 1/31/25	2/3/25	2/14/25
1/17/25 – 1/31/25	2/1/25 – 2/14/25	2/17/25	2/28/25
2/1/25 – 2/14/25	2/15/25 – 2/28/25	3/3/25	3/14/25
2/15/25 – 2/28/25	3/1/25 – 3/15/25	3/17/25	3/31/25

Source: [Oregon DOT Amendment Calendar](#)

STIP Project List and Data Download (latest monthly list and download as of 02/03/2025)

NYSDOT Region	Counties	STIP Project List (PDF)	Data Download (XLS)
Capital District (1)	Albany, Essex, Greene, Rensselaer, Saratoga, Schenectady, Warren, Washington		
Mohawk Valley (2)	Fulton, Hamilton, Herkimer, Madison, Montgomery, Oneida		
Central New York (3)	Cayuga, Cortland, Onondaga, Oswego, Seneca, Tompkins		
Genesee Valley (4)	Genesee, Livingston, Monroe, Ontario, Orleans,		

Source: [New York DOT STIP Webpage](#)



Stakeholder Involvement State/FHWA/FTA Agreements

Procedural Agreement or MOU

- Signed by DOT and Feds
- Format Varies
- Publicly Available
- Often included in narrative



Key Takeaway

*Relationship Matter:
Partnerships at every
level play a critical role
in developing, revising,
maintaining, and
improving STIP
management!*

Source: [Oklahoma DOT STIP](#)

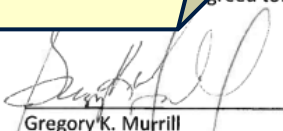
STIP DEVELOPMENT PROCEDURES	
PROCEDURE	DEADLINE
ODOT shall develop a 4 year STIP biennially. Development of the STIP shall be directly related to the currently approved 8 Year Construction Work Plan. Hereafter, the STIP will be revised as necessary through a series of amendments, administrative modifications and annual inclusion of the MPO's without modification.	January
Development of the STIP will begin with a request to the FHWA for the current Indian Reservation Roads (IRR) TIP.	January
OD's, through ODOT Transit Division will provide a list of all Transit Programs and Funds to be included in each fiscal year of the STIP.	February

Interpretation of the definition of an Administrative Modification or Amendment, the parties disagree on the definition of what constitutes a Modification or Amendment, the final decision rests with the FTA for highway projects.

14 and remain in effect until it is modified or terminated by the FTA.

I agree to the above procedures and principles.

I agree to:

 Date: 10/22/14

Gregory K. Murrill
Division Administrator
Federal Highway Administration

Source: [Maryland DOT STIP Webpage](#)



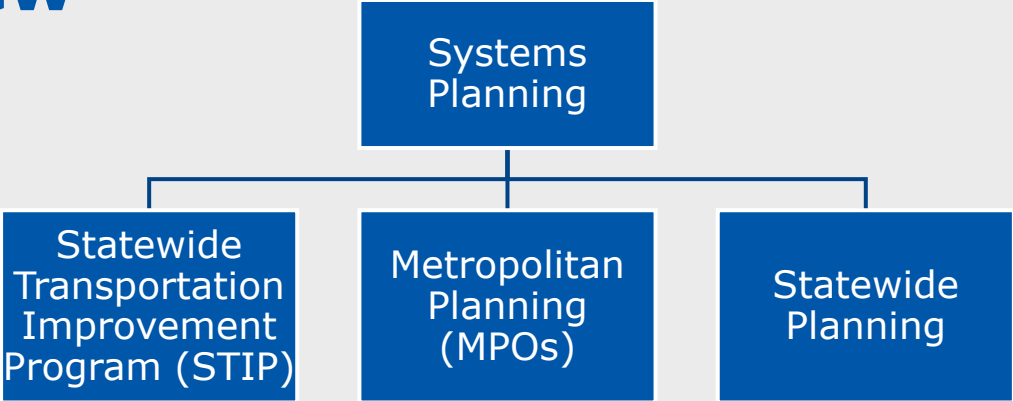
May 21, 2025

STIP Peer Review

Part II: Implementing Enhanced STIP Processes in Texas

TxDOT Systems Planning Overview

- Internal Process Overview
- STIP Planning in Texas
 - Staff Size and Organization
 - MPO Coordination
 - TIP-STIP Alignment
- STIP Peer Review
 - Goals and Objectives



Applying the Lessons Learned

- Considering recommended best practices and innovations from peer states
- Recommendations must be evaluated for application in Texas
- Creating implementation Plan
 - Short, medium, long-term tasks
 - Most recommendations will involve FHWA/FTA TX Division consultation

Implementation Plan – Short Term



Improve Internal Coordination

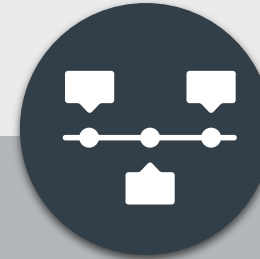
Better align STIP processes and timeline with UTP and other plans

Designate district "STIP Champions" as point-person for district STIP tasks



Provide Guidance to MPOs

Draft STIP handbook for districts and MPOs with detailed guidance and tools including templates and checklists



Refine STIP Development and Review

Revise TIPs/STIP timeline to incorporate multiple drafts, early federal review and re-evaluate length of public comment period

Implementation Plan – Medium Term



STIP MOA with Federal Partners

Develop an MOA between TxDOT, FHWA and FTA based on peer state best practices describing STIP responsibilities, timeline and procedures



Identify STIP Process Enhancements

Consider potential ways to streamline STIP processes through simplified project listing information, incorporating TIPs by reference or expanded grouping definitions

Implementation Plan – Long Term



New e-STIP Platform

Develop a new integrated e-TIP/e-STIP platform with potential reporting, mapping and other enhanced capabilities to reduce redundancy and errors



Build and Foster a Community of Practice

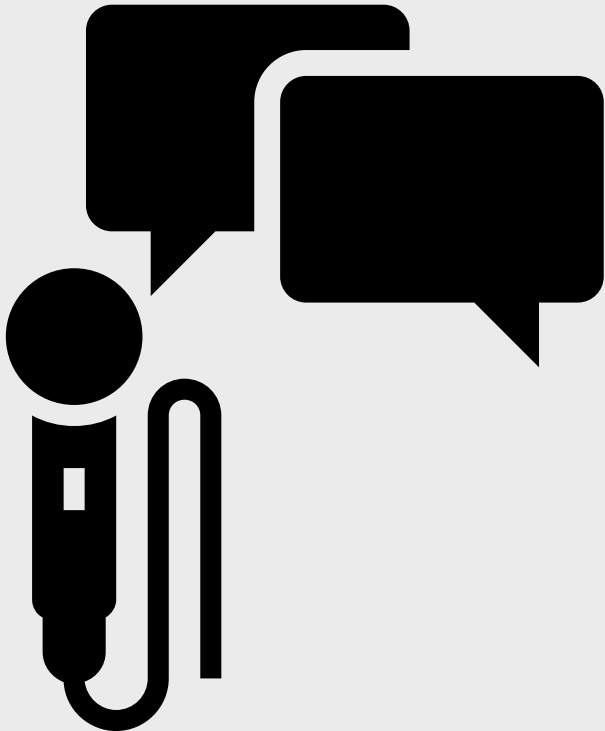
Look for future opportunities to share and partner with peer states regarding STIP best practices through AASHTO, TRB and other venues



Regular Reviews and Updates

Create an environment of continually feedback from districts and MPOs to regularly evaluate processes and update handbook and tools

Ongoing Engagement



Working on Programming:

- ☒ Workshop at a Regional AASHTO meeting
- ☒ Purpose-built gathering (e.g., Pooled Fund)
- ☒ State spotlight webinars

Thank You!

For more information on this project, please contact:

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Save the Dates!

A bimonthly webinar series, Wednesdays at 2:00 PM EST

Next Webinar

Wednesday, July 16, 2025 – 2:00 PM EST

Topic: Evaluating Post-Project Outcomes

More to follow!



For more information or to register:

<https://www.tpm-portal.com>

