

# Transportation Performance Management Webinar Series

Webinar 26

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

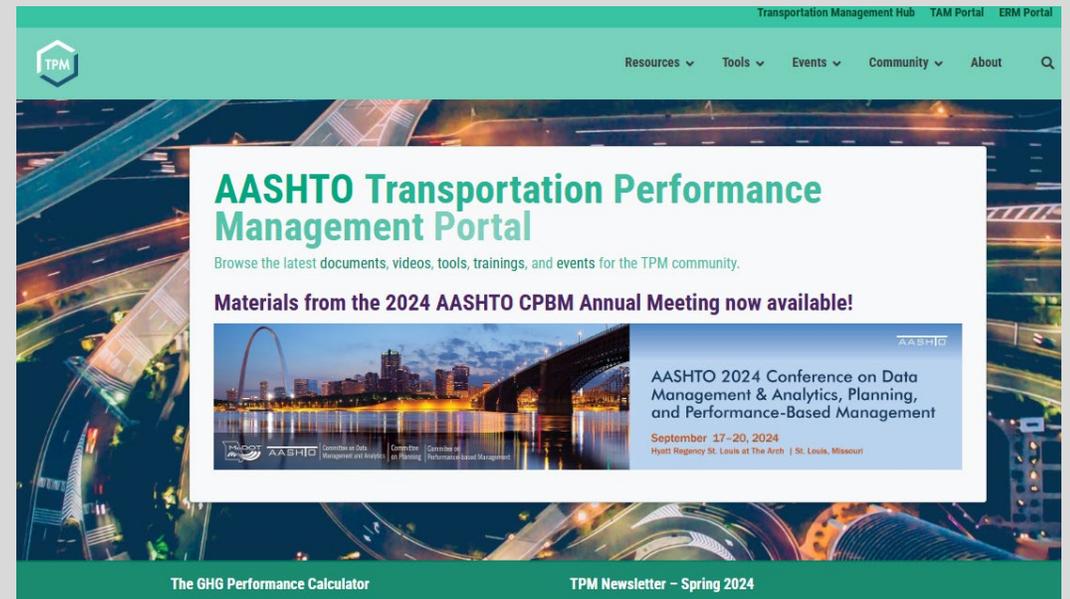
Sponsored by FHWA and AASHTO



May 21, 2025

# Transportation Performance Management Webinar Series

- Today is the 26<sup>th</sup> 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

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

- Highlight IJJA-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.

# 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

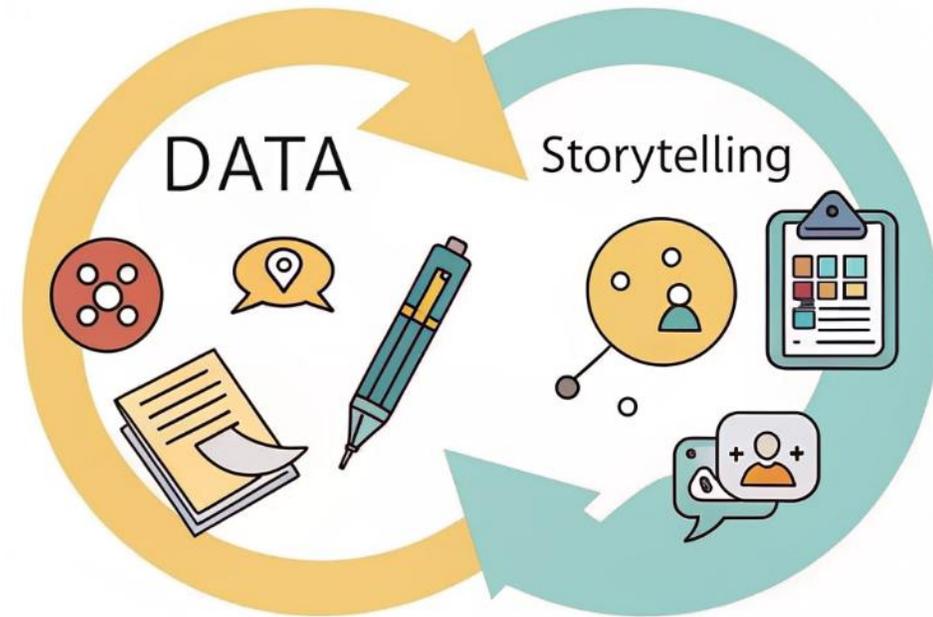


# Safety Storytelling in Action: Highway Signs Spotlight Fatal Crashes



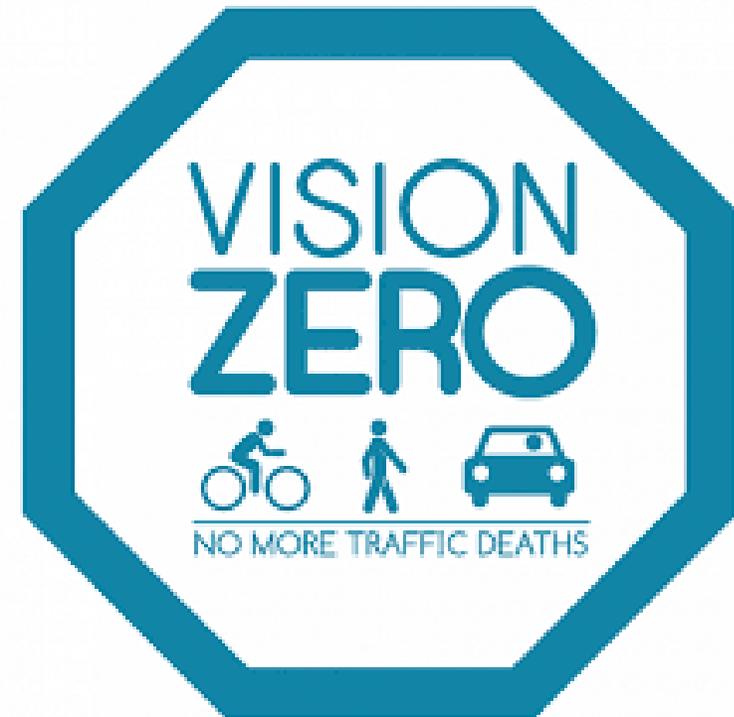
# Integrate Storytelling into Performance Management

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



## Interview & Questionnaire States

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

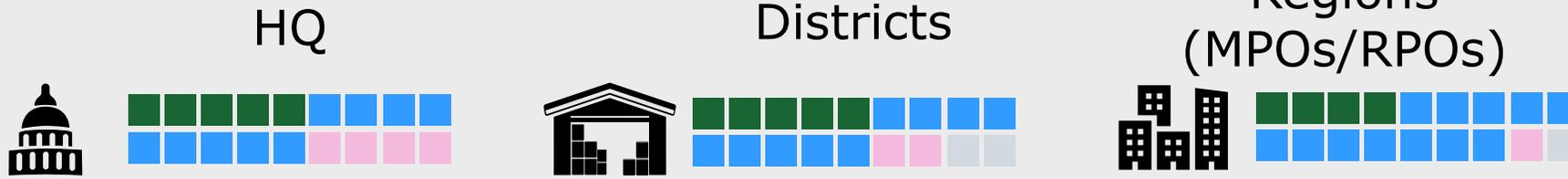
\*Interviews were conducted with states listed in bold.





# 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

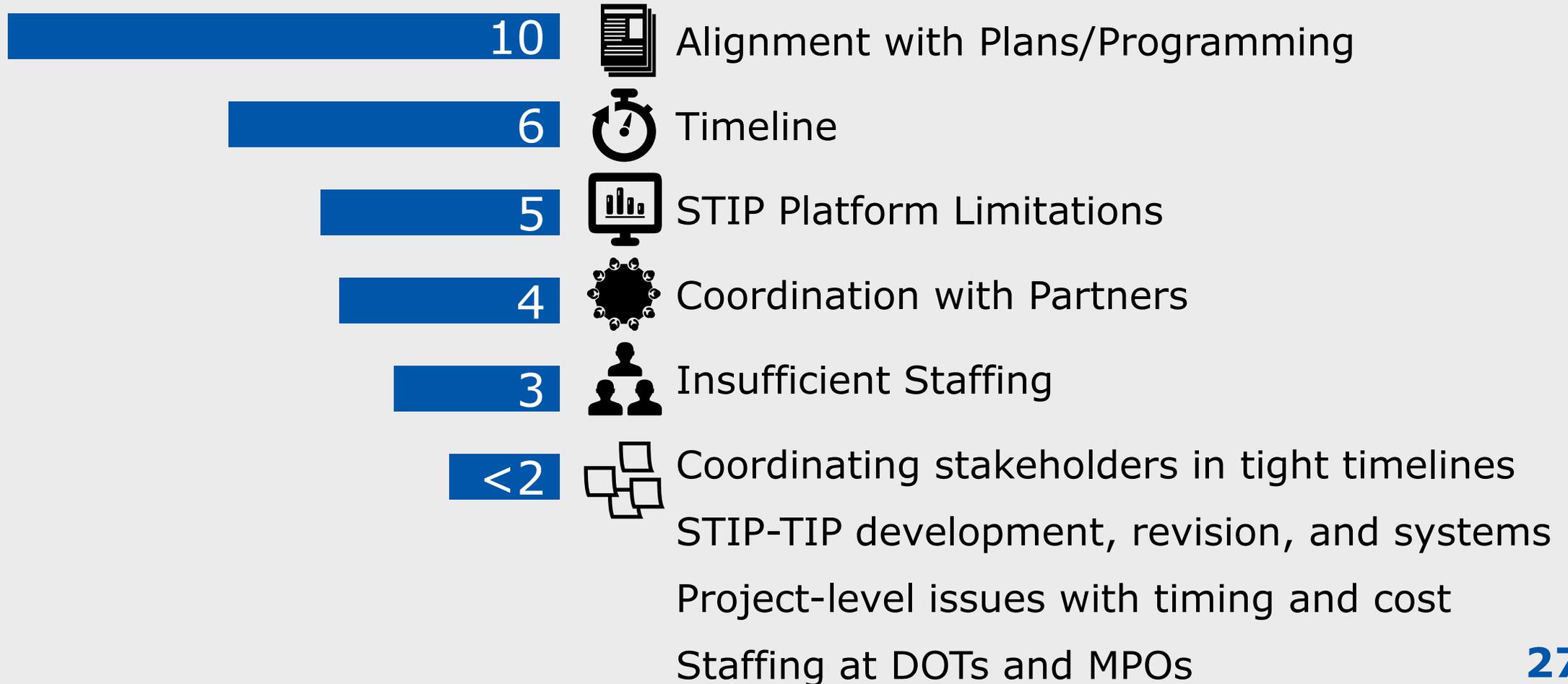
**Key Takeaway**

*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



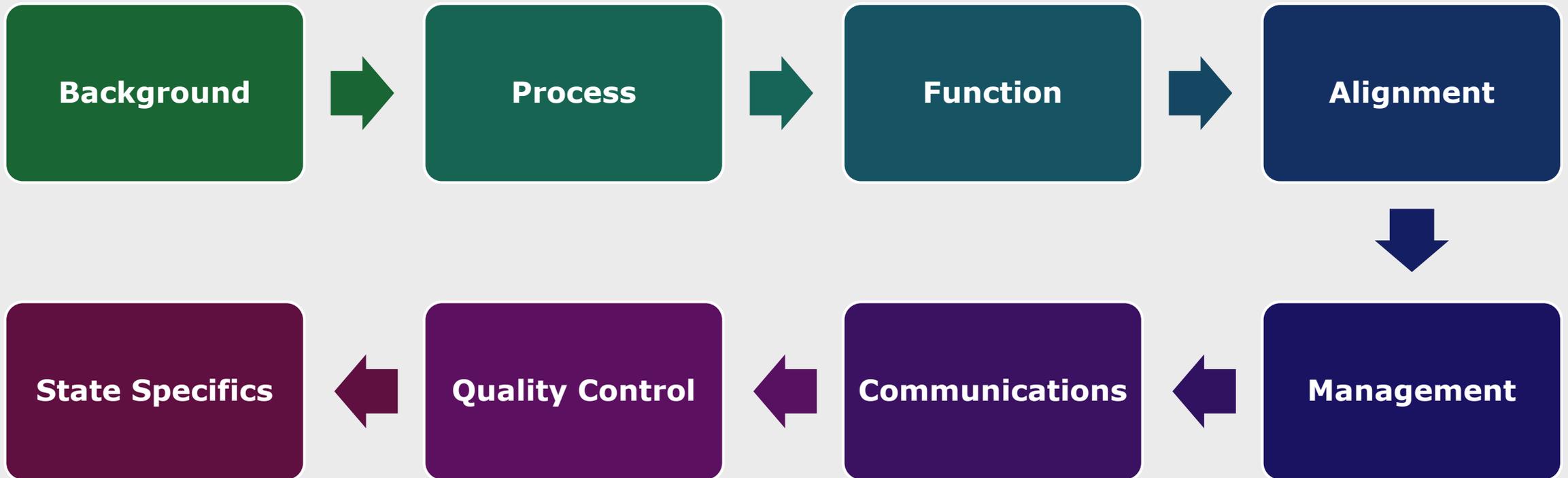
## MPOs



## RPOs



## Interviews | Discussion Topics

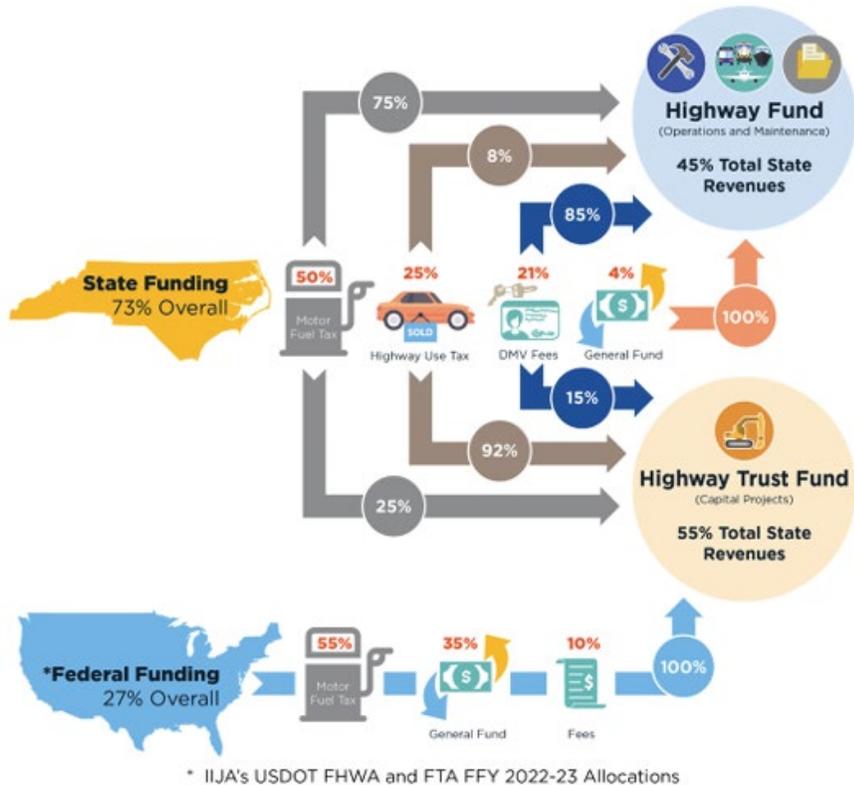


 **Duration**  
Usually 4 years, sometimes longer



# 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 <sup>1</sup>                   | \$ 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            | \$ -                    | \$ -                    |                         |                         |
| <b>Subtotal of Federal-aid FHWA funds =</b>                | <b>\$ 1,662,641,518</b> | <b>\$ 1,439,820,499</b> | <b>\$ 1,398,630,792</b> | <b>\$ 1,381,242,931</b> | <b>\$ 1,306,042,931</b> |
| <b>Subtotal of Federal-aid FTA funds =</b>                 | <b>\$ 532,547,879</b>   |
| 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        |
| <b>Subtotal of State funds =</b>                           | <b>\$ 1,829,669,473</b> | <b>\$ 1,845,286,428</b> | <b>\$ 1,860,593,896</b> | <b>\$ 1,846,033,973</b> | <b>\$ 1,821,780,989</b> |
| <b>Subtotal of Local Highway funds =</b>                   | <b>\$ 71,064,353</b>    | <b>\$ 64,942,930</b>    | <b>\$ 64,942,930</b>    | <b>\$ 64,942,930</b>    | <b>\$ 64,942,930</b>    |
| <b>Total of All Available Resources =</b>                  | <b>\$ 3,595,923,223</b> | <b>\$ 3,382,597,736</b> | <b>\$ 3,356,715,497</b> | <b>\$ 3,324,767,713</b> | <b>\$ 3,225,314,728</b> |

### TOTAL USES: FY2025 - FY2028

| TOTAL USES:                        | Estimated FY2025      | Estimated FY2026     | Estimated FY2027     | Estimated FY2028     |
|------------------------------------|-----------------------|----------------------|----------------------|----------------------|
| <b>TOTAL USES: FY2025 - FY2028</b> |                       |                      |                      |                      |
| <b>Local Programs</b>              |                       |                      |                      |                      |
| Local MPO and non-MPO projects     | \$ 140,500,000        |                      |                      |                      |
| FTA programs                       | \$ 25,294,983         | \$ 25,294,983        | \$ 25,294,983        | \$ 25,294,983        |
| <b>Subtotal of Local Uses =</b>    | <b>\$ 165,794,983</b> | <b>\$ 25,294,983</b> | <b>\$ 25,294,983</b> | <b>\$ 25,294,983</b> |

| INDOT Programs & Special Projects  | Estimated 2026          | Estimated 2027          | Estimated 2028          | Estimated 2029          | Estimated 2030          |
|--|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>Preservation &amp; Expansion projects</b>                                   |                         |                         |                         |                         |                         |
| 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 <sup>2</sup>  | \$ 315,000              | \$ 195,000              |                         |                         |                         |
| I-69 Section 6 <sup>3</sup>  | \$ 140,000              | \$ 450,000              | \$ 125,000              | \$ 265,000              | \$ 615,000              |
| Revive I-70 <sup>4</sup>   | \$ 111,813,740          | \$ 35,823,999           | \$ 29,231,342           |                         |                         |
| Lloyd Expressway <sup>5</sup>  | \$ 23,234,552           | \$ 34,411,843           |                         |                         |                         |
| I-65 Safety & Efficiency <sup>6</sup>  | \$ 33,946,947           | \$ 29,909,589           |                         |                         |                         |
| Ohio River Crossing (I-69 Henderson-Evansville) Project - IN only <sup>7</sup> |                         |                         |                         |                         |                         |
| Flex Road (I-80/I-94, Borman Expressway) <sup>8</sup>                          | \$ 185,983,114          | \$ 42,176,669           | \$ 51,144,531           |                         |                         |
| Safer Drive 65 Project <sup>9</sup>  | \$ 66,500,000           | \$ 63,755,761           |                         |                         |                         |
| National Elective Vehicle Infrastructure <sup>10</sup>                         | \$ 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           | \$ -                    |
| <b>Subtotal of INDOT Uses =</b>  | <b>\$ 2,851,865,000</b> | <b>\$ 2,601,989,239</b> | <b>\$ 2,514,520,985</b> | <b>\$ 1,425,580,862</b> | <b>\$ 1,583,838,202</b> |
| 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        |
| <b>Total of All Uses =</b>   | <b>\$ 3,595,923,223</b> | <b>\$ 3,382,597,736</b> | <b>\$ 3,356,715,497</b> | <b>\$ 3,324,767,713</b> | <b>\$ 3,225,314,728</b> |



## 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

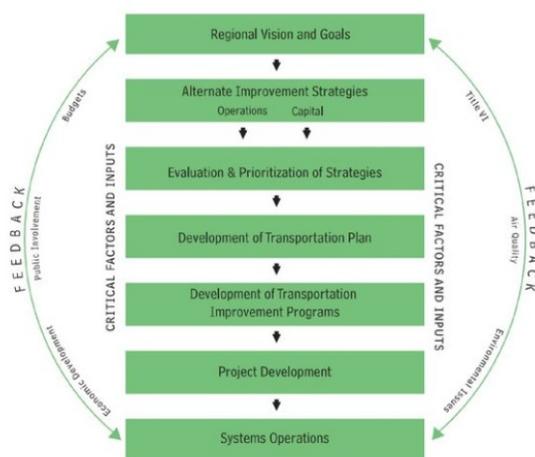


Figure 1: Transportation planning process

Source: USDOT, 2007

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## Data Management E-STIP Capabilities



Running  
Reports



Managing  
Financial  
Information



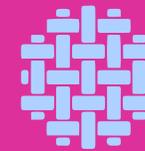
Presenting  
GIS Info



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.**

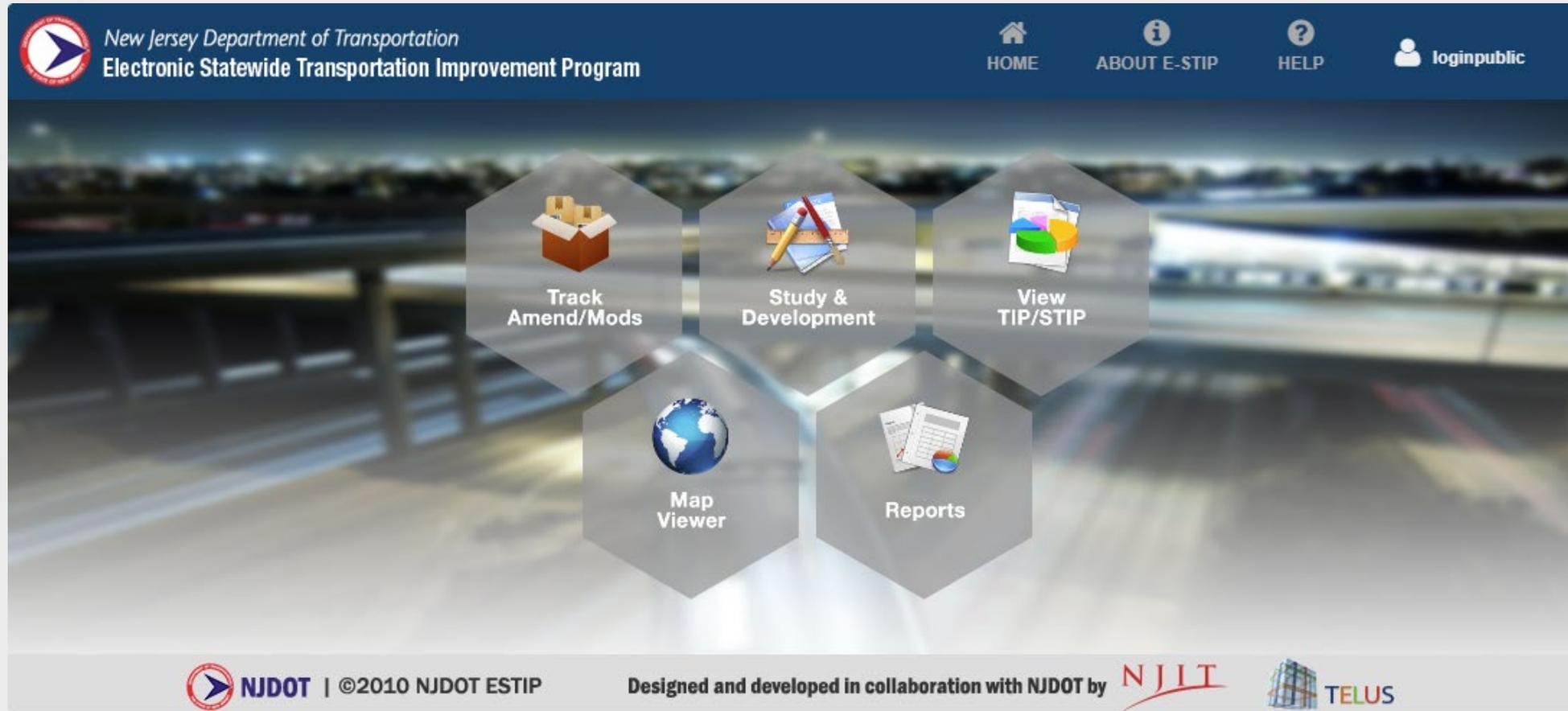
**In those that do, certain categories only:**

- 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



The screenshot displays the New Jersey Department of Transportation's Electronic Statewide Transportation Improvement Program (e-STIP) website. The header features the NJDOT logo and name on the left, and navigation links for HOME, ABOUT E-STIP, HELP, and a loginpublic button on the right. The main content area is a grid of five hexagonal buttons: Track Amend/Mods (with a box icon), Study & Development (with a pencil and paper icon), View TIP/STIP (with a pie chart icon), Map Viewer (with a globe icon), and Reports (with a document icon). The footer contains the NJDOT logo and copyright information, a statement of collaboration with NJIT, and the TELUS logo.

New Jersey Department of Transportation  
Electronic Statewide Transportation Improvement Program

HOME ABOUT E-STIP HELP loginpublic

Track Amend/Mods Study & Development View TIP/STIP

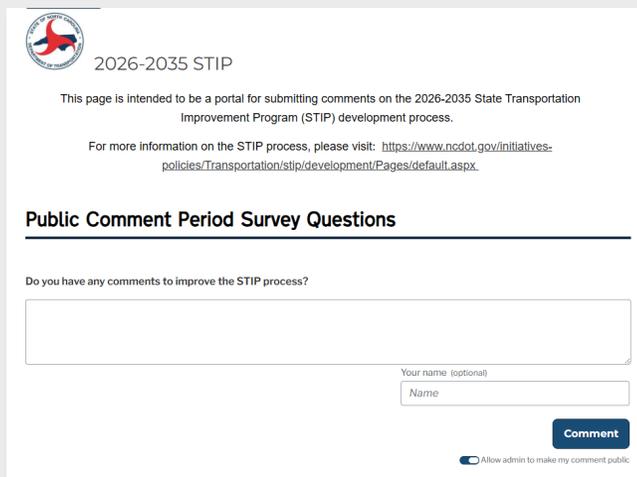
Map Viewer Reports

NJDOT | ©2010 NJDOT ESTIP Designed and developed in collaboration with NJDOT by NJIT TELUS

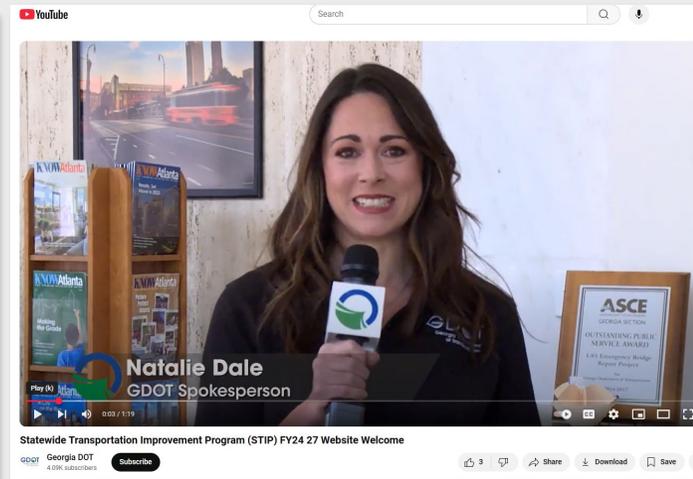


# Stakeholder Involvement Public Participation

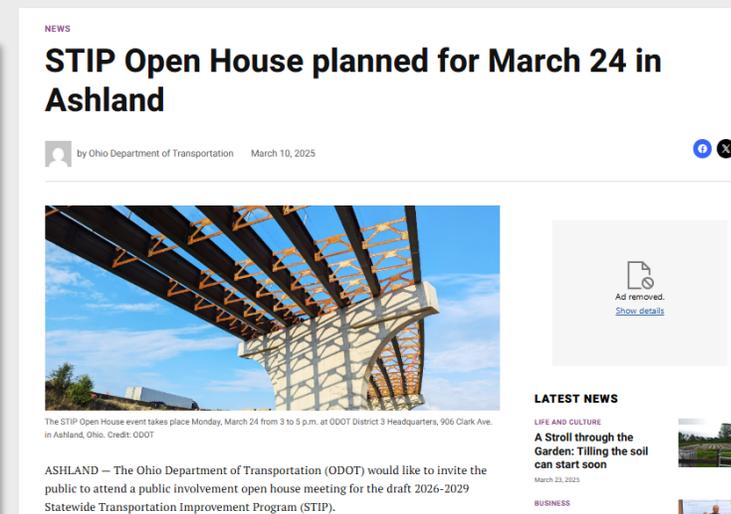
- STIP Adoption - well-documented opportunities to involve the public
- Amendments - Incorporation of MPO Public Involvement Process



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)

| NYS DOT 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](#)

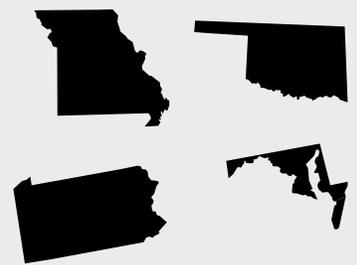


# Stakeholder Involvement

## 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 MPOs without modification. | January  |
| Development of the STIP will begin with a request to the FHWA for the current Indian Reservation Roads (IRR) TIP.  | January  |
| DOTs, 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 |

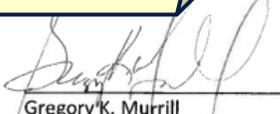
... Interpretation of the definition of an Administrative Modification or Amendment, the final decision rests with the FTA.

... FHWA for highway projects.

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

... 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

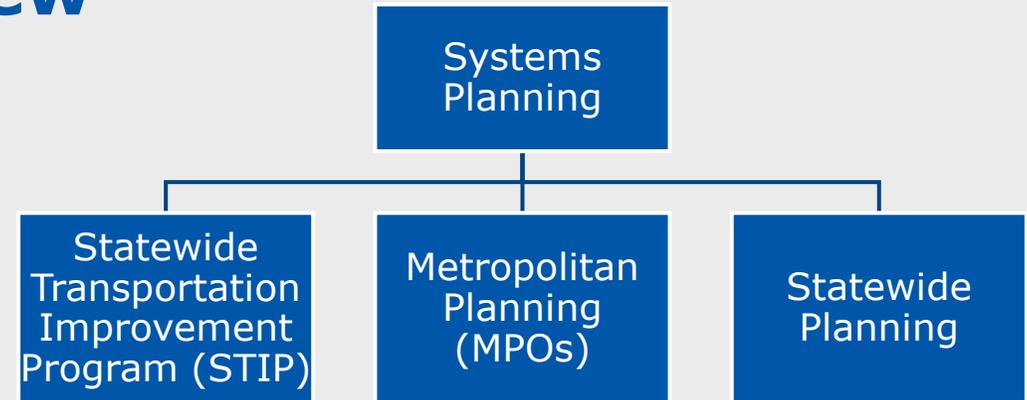
# STIP Peer Review

## 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

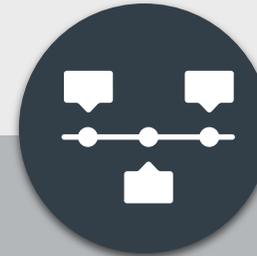
Better align STIP processes and timeline with UTP and other plans

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



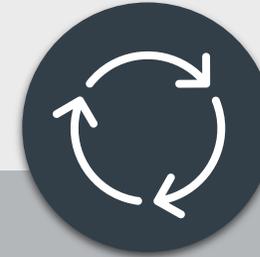
## **New e-STIP Platform**

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**

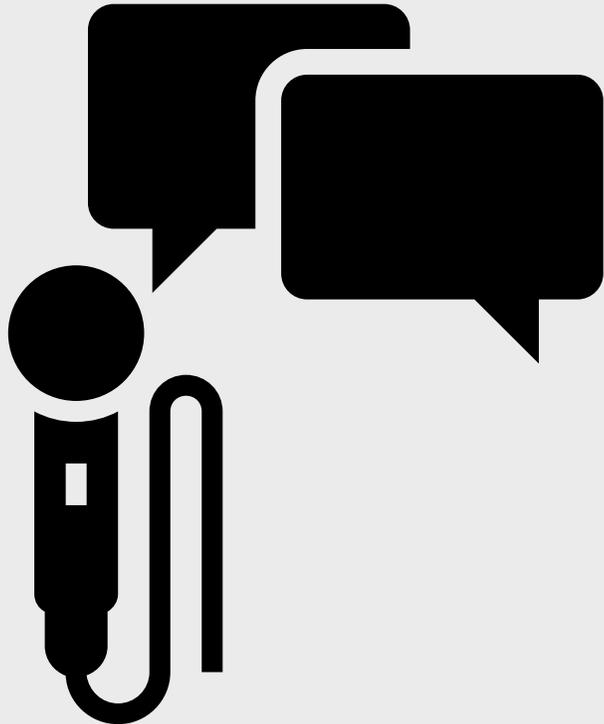
Look for future opportunities to share and partner with peer states regarding STIP best practices through AASHTO, TRB and other venues



## **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:

For TxDOT STIP  
Questions, Email:  
[TPP\\_STIP@txdot.gov](mailto:TPP_STIP@txdot.gov)

### TxDOT Team

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All webinars available online:

<https://www.tpm-portal.com/event-directory/tpm-webinars/>

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>

