



Statewide Transportation Improvement Program (STIP)

Public Primer

The STIP is a document that identifies the funding and scheduling of transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks. The goal of this STIP Primer is to describe a few fundamentals regarding the STIP as well as how to get involved.

Statewide Transportation Improvement Program (STIP)



Public Primer

What is the Statewide Transportation Improvement Program (STIP)?

The Statewide Transportation Improvement Program (STIP) is a federally mandated 4-year funding and scheduling document for surface transportation projects (road, highway, pedestrian trails, bicycle facilities, bridge facilities and transit projects in Indiana). The STIP is important because federal and state money cannot be spent on projects unless they are listed in the STIP. The STIP is NOT a plan; it is a budget document that is used to schedule and fund projects. The projects listed in the STIP typically come from local and/or state-approved plans. Only projects which construction and operating funds can reasonably be expected to be available are included in the STIP.

The Indiana Department of Transportation (INDOT) develops the STIP in accordance with the Fixing America's Surface Transportation Act (FAST Act) and applicable federal regulations. Projects are developed in coordination with the state's metropolitan planning and rural planning organizations. Projects are listed in the STIP by county. The STIP verifies that transportation revenues are available and sufficient to finance the improvements. See the STIP *Users' Guide* or view the adopted STIP at: <http://www.in.gov/indot/2348.htm>.

When is the STIP is Prepared?

The STIP is completely updated every two years, typically during the odd year. The process is very involved and must be coordinated with various partners; entities at the local, state, and federal levels; and must adhere to our public participation/involvement policy at <http://www.in.gov/indot/2366.htm> before approved. The update process can take up to 9-months.

Outreach and Public Involvement

Two-way information sharing and stakeholder involvement is critical to the Indiana Department of Transportation (INDOT) in the development of a STIP that best meets the ongoing transportation needs of the state.

Public involvement provides Indiana a road map for assuring everyone's voice is not only heard, but makes sure it makes a difference in moving the Hoosier State forward.

How is the STIP Document Organized?

The STIP is organized in four sections.

- **Section 1: STIP Overview** – Provides an introduction and overview of the STIP and the process used to develop or amend the document and the coordination efforts (MPOs, RPOs, stakeholders, and the general public)
- **Section 2: Requirements** - Describes state and federal requirements and how INDOT meets these requirements (public involvement, environmental justice, ADA, and agreements/coordination between states).
- **Section 3: Financial Information/Permits**– Describes and defines funding programs, revenue history/trends, financial summaries, risk management/mitigation strategies, financial plans for major capital projects (i.e. Ohio River Bridges, I-69 corridor), tables, and related information
- **Section 4: Project Listing** – Projects are listed by project sponsor: state, local, transit, by county, funding



source, and phases:

- a. **Preliminary Engineering (PE)** – Engineering analysis and design work to develop specifications, cost estimates to get a project to physical construction. PE can bring plans to 30% complete or lead to final design plans that are 100% complete.
- b. **Right of Way (RW)** – Land acquisition activities, right of way costing, and related activities
- c. **Construction (CN)** - This will include physical building activities approved roadway and transit construction activities and costs.

Who participates in the STIP Development Process?

A multi-disciplinary team participates in the development of the STIP from metropolitan/rural planning organizations, federal partners, freight advisory committees/stakeholders, transit providers, marine ports, local elected officials, and the general public.

How are Projects Chosen for the STIP?

Transportation projects begin through the identification of transportation needs, opportunities, or challenges and can be displayed in the STIP in phased development (e.g. PE, RW, and/or CN). Potential projects for the STIP can come from a number of sources from regional metropolitan plans, corridor studies, environmental studies, technical asset/engineering analysis, and transit providers just to name a few (**See Sources for Projects in the STIP table in this document**).

Each summer, INDOT District Offices open a 6-month Call for State Projects for proposed new projects on state facilities (interstates, U.S. Highways, and State Roads) and a separate Call for Local Projects. Proposed projects from the call are not fiscally constrained. All submitted projects are presented internally, reviewed, adjusted as needed, ranked and prioritized through state and local processes designed to assure the broadest participation in meeting the state's transportation needs. Funding estimates are established and the proposed projects are fiscally constrained based on their performance impacts. These new funded projects are approved by INDOT leadership and programmed into a scheduling system. Once these projects are programmed, they are amended into the STIP.

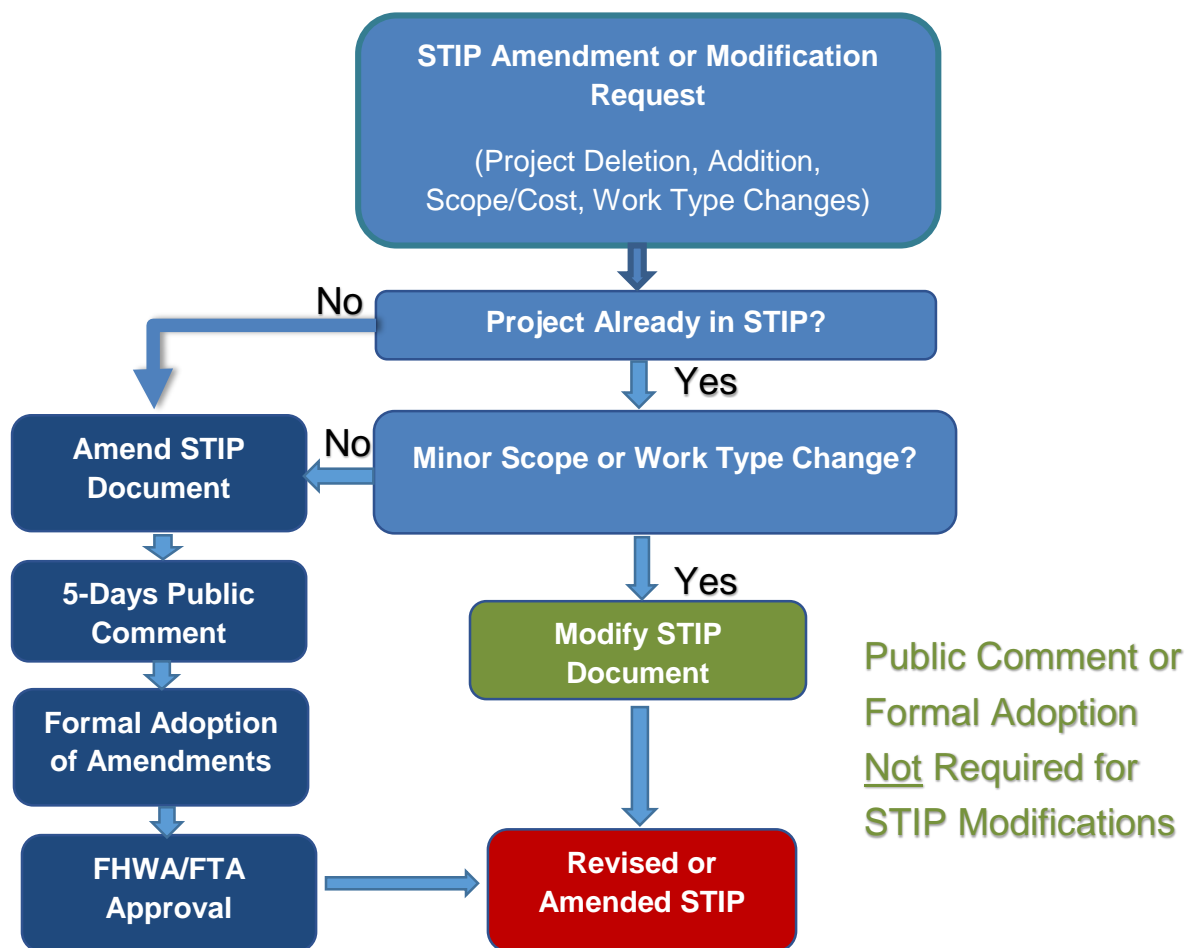
How are Projects Maintained in the STIP?

The STIP does undergo various amendments and modifications between complete updates (roughly an amendment occurring monthly). INDOT Transportation Planners, Project Managers, and Engineers work closely with Metropolitan Planning Organizations (MPOs) and non-metropolitan local officials to address needed changes between formal STIP update cycles. The updated document and amendments are publically listed on our website at: <http://www.in.gov/indot/2348.htm>.

Two Types of STIP Changes:

- **STIP Amendment** - is a formal process that must be approved by FHWA, FTA, and must be associated with the MPO's TIP and formally approved by the MPO Policy Board. Amendments may include changes to phases of work, major project scope changes or project work type (e.g. bridge replacement to bridge repair).
- **STIP Modification** - is not as formal and does not require formal approval from FHWA, FTA or the MPO Policy Board. Examples of modification include project advancement or deferment without changes to the project scope or cost or splitting a project.

INDOT Monthly STIP Revision Process



How Can You Get Involved with the STIP Development Process?

There are multiple opportunities along the way for the public and stakeholders to have a voice in the STIP process. The most effective way to get involved is to participate in the project discussion early, frequently, and strategically.



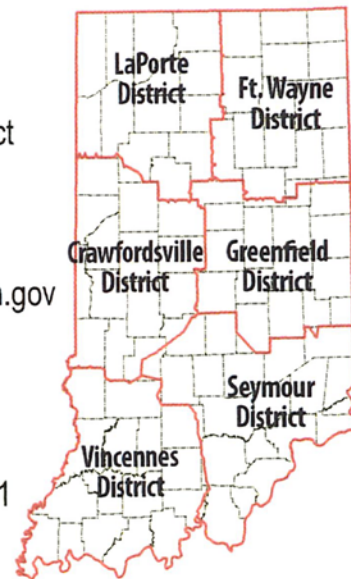
1. Attend local MPO Council Meetings in your area of interest. INDOT planners, engineers, and project managers often meet with MPO Board members, and Technical Advisory members to discuss and present project concepts, and answer questions from regional and local officials. Depending on the MPO, these opportunities may come every 2-4 months.
2. INDOT will have two opportunities for early involvement during our annual call process.
 - a. Local officials outside of MPO areas should meet with their INDOT District to discuss transportation needs and challenges. District Contact Information: <https://entapps.indot.in.gov/dotmaps/districtmaps/>
 - b. INDOT has a 45-day STIP public comment period. Public comments may be submitted by mail, email, or via our public comment form: www.in.gov/indot/3132.htm



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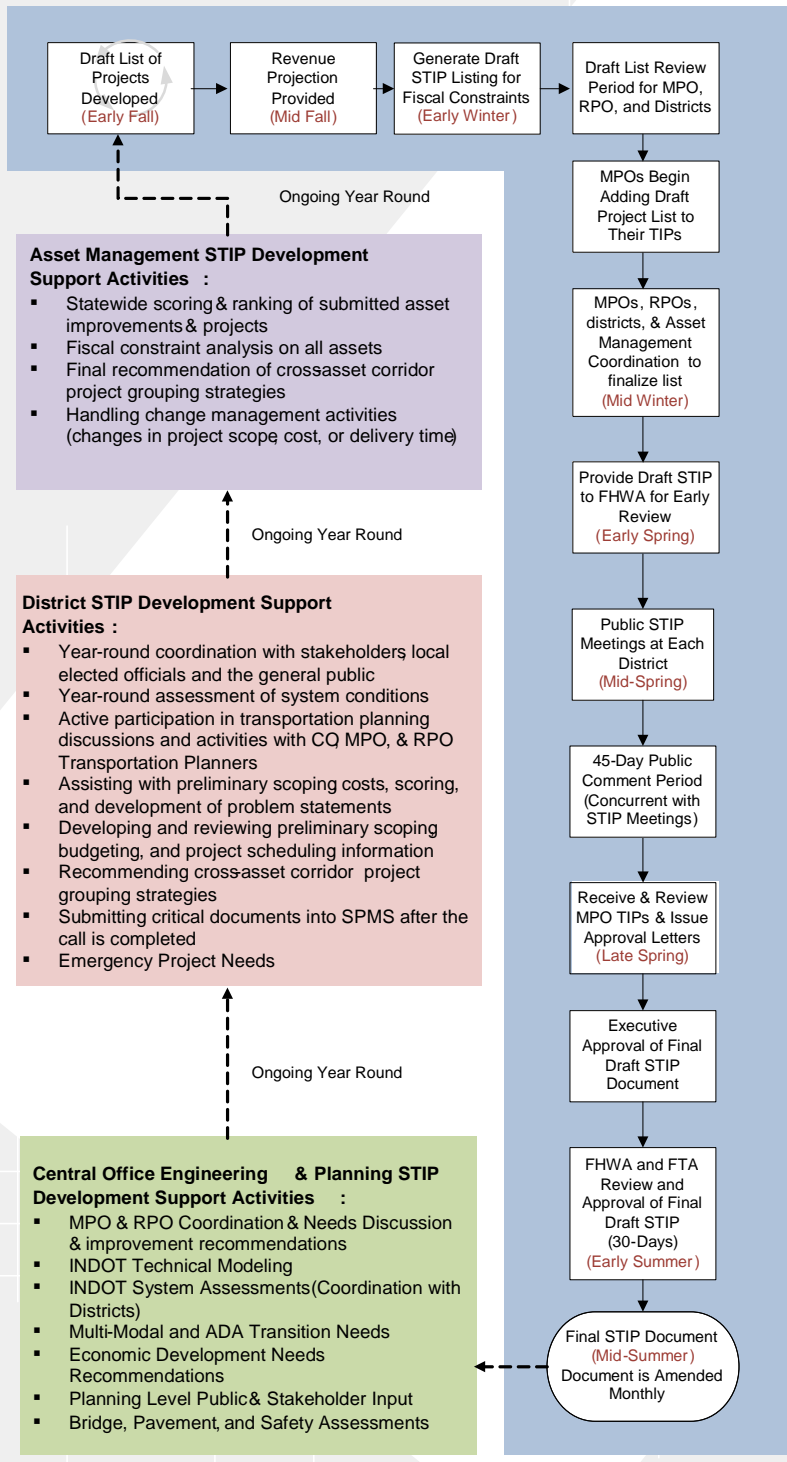


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State Transportation Improvement Program (STIP) Development Process Every 2-Years



STIP Coordination Activities

- Development and maintenance of the STIP document
- Continuous discussions with transportation planning officials, LPA, MPO, and RPO planners.
- Continuous Coordination with INDOT's Executive Funds and Capital Program Management Teams
- Continuous Coordination with District and Central Office Project Managers
- Routine Coordination with Executive Funds Management Team for Project Change Management Activities
- Coordination with Multi-modal groups relative to funded projects
- Coordination with various federal funding programs (CMAQ, TE, and others)
- Coordinating with INDOT's 5-Year Asset Management Construction Plan

Acronym Description

- ADA = American Disability Act
- AM = Asset Management
- CMAQ = Congestion Mitigation Air Quality
- CN = Construction
- CO = Central Office
- LPA = Local Program Administration
- MPO = Metropolitan Planning Organization
- PM = Project Manager
- RPO = Rural Planning Organization
- SPMS = Scheduling Project Management System
- STIP = State Transportation Improvement Program
- TE = Transportation Enhancement

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Sources for Projects in the STIP

Document Type	Prepared By	Contents
Regional Long-Range Transportation Plans	Metropolitan Planning Organizations	A minimum of 20-years of projects or identified needs as part of a local land-use plans
State Long-Range Transportation Plans	INDOT Transportation Planning Department	Minimum of 20-years of identified needs or high priority corridors
Statewide Corridor Vision Planning Study (under development)	INDOT Transportation Planning Department	20-25 year vision and needs for major facilities at a corridor level.
Statewide Interchange Planning Study	INDOT Transportation Planning Department	Interchange analysis on state facilities with recommendation for operational improvements and potential new interchange locations. Updated every 3-5 years
Corridor/Project Specific Studies	Prepared by project sponsor (INDOT, Local, MPO, using in-house or consultant resources)	
Statewide Bike & Pedestrian Reports/Documents	INDOT Planning Department MPOs, RPOs, State Department of Health, Natural Resources, and Tourism as well as special interests groups	Links to regional and local bike and pedestrian plans/reports, state trails, recommendations, goals, and objectives specific to non-motorized forms of travel.
Transit Provider Plans	Local transit providers	
America with Disabilities Act Program and Initiatives	INDOT Legal Team Department with coordination with local cities and counties	Identified improvements and schedules for addressing pedestrian accommodation issues and obstacles that limit the accessibility of individuals with disabilities.
State Initiatives and Programs	INDOT Planning Department and Project Sponsors	Specifically funded projects that varies.
Pavement Management System	INDOT Pavement Asset Management Group	Condition/performance reports, maps, and location of deficient roadway segments and identification of major road construction and resurfacing projects.
Bridge Management System	INDOT Bridge Management Asset Group	Condition/performance reports, maps, and location of deficient large and small infrastructures
Congestion Management Programs	INDOT Mobility Asset Management Group and Traffic Management Center	Condition/performance reports, maps, and location of deficient large and small infrastructures and recommended strategies including operational improvements and intelligent transportation system implementation
Safety Management System	INDOT Safety Asset Management Group	
Geotechnical Assessments	INDOT Pavement Asset Management Group	Information on roadway infrastructure with identified issues with slides and rock falls
Freight Mobility Report/Plan	INDOT Multimodal Department	Various recommended improvement strategies on roadways, rail lines, and marine ports to address freight bottlenecks