



# Transportation Improvement Program Development

State Transportation Improvement Programs (STIPs) must cover a four-year period and include all projects funded by programs of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as well as other regionally significant projects. The STIP must be fiscally constrained to agreed upon estimates of reasonably available revenue.

For affected nonmetropolitan local officials, the State must consult to determine projects that may be of regional significance.

This Fact Sheet illustrates examples of existing regional planning agencies that develop RTIPs and how projects from these plans have been incorporated into their STIPs.

A Regional Transportation Planning Organization (RTPO) is required to develop a regional TIP (RTIP) for consideration by the State. The State must cooperate with RTPOs.

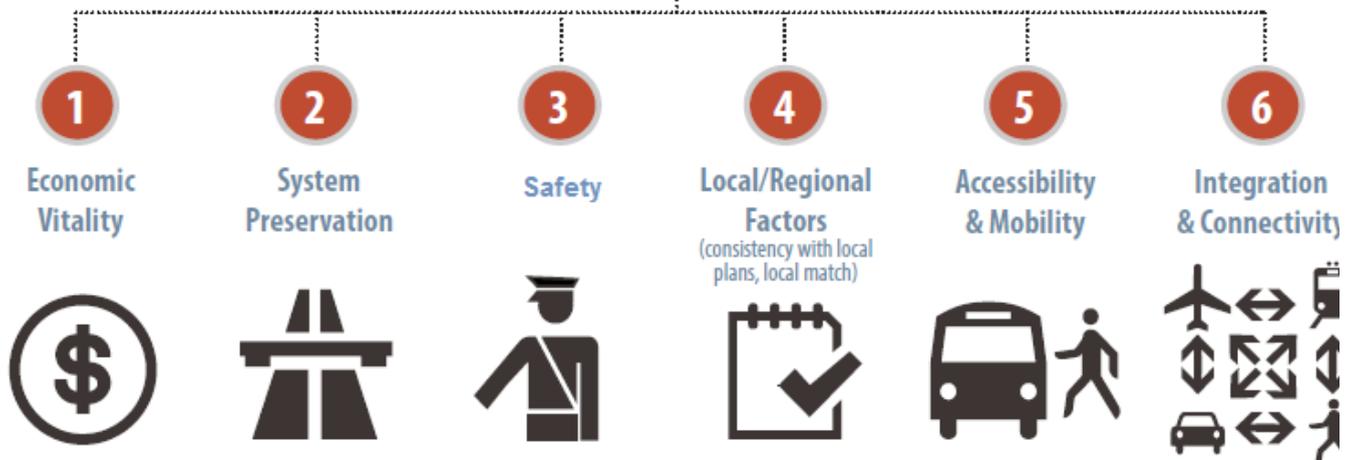
## Southeast Iowa Regional Planning Commission

The Southeast Iowa RPC (SEIRPC) prepares a four-year RTIP that is updated annually. SEIRPC is responsible for a portion of fund sources while the Iowa Department of Transportation (DOT) retains programming responsibility for other major funding sources.

Iowa DOT goes beyond requirements and accepts the RTIP for direct incorporation in the STIP, given fiscal constraint conditions are met.

Regional agencies, like the SEIRPC, are given an allocation of FHWA Surface Transportation Program (STP) funds based on which regional projects are selected in a manner reflecting fiscal constraint. Regional agencies also receive an allocation of FHWA Transportation Alternative Program (TA) funds for which a competitive award process is conducted. SEIRPC invites its member counties and cities to submit applications for STP funds. Projects selected are often related to pavement preservation.

### THE SEIRPC RANKS CANDIDATE PROJECTS ON A POINT SYSTEM FOR SIX CRITERIA:



Iowa and Pennsylvania share similar perspectives on the benefits of developing RTIPs. These State DOTs recognize that a rural regional planning agency is in the best position to understand local and regional transportation needs. Having these agencies in place and giving them the resources and responsibility to develop a TIP saves the resources that the DOT would otherwise have to dedicate to outreach to non-metropolitan officials and to program development.

These States acknowledge that *the regionally developed TIP is the preferred product.*

## North Central Pennsylvania Regional Planning & Development Commission

Pennsylvania is unique in how it determines allocations of Federal funds. The State has a Pennsylvania Planning Partners organization, which is comprised of members from the Pennsylvania Department of Transportation (PennDOT), all MPOs and RPOs in the State, the State Transportation Commission, FHWA, and FTA, to program Federal funding. The North Central Pennsylvania Regional Planning & Development Commission (NCPRPDC) prepares an RTIP that includes Federal, State, and local funding sources. Similarly, NCPRPDC has a Financial Guidance Working Group that develops allocation methodologies. NCPRPDC's Financial Guidance Working Group develops program guidelines and best practices.

PennDOT has a cooperative process for TIP development that is all-inclusive with regional agency input to methodologies and requirements. Therefore, the entire RTIP is incorporated into the STIP. NCPRPDC's website enhances transparency by making it easy for the public to locate TIP projects and find detailed project information.

### DEVELOPING A REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)

