

ITIP – STIP – TIP: What’s the difference?

Programming is the process of scheduling and funding projects envisioned during the planning process by committing projected revenues to potential projects outlined in plans and studies. It is during this phase that an idea becomes a project. Just like Planning, it is important to consider stakeholder needs, issues, and wants. Transportation Programming is the commitment of transportation funds to be available over a period of several years to particular projects. Idaho considers three separate programming documents – The Idaho Transportation Investment Program (ITIP), the Statewide Transportation Improvement Program (STIP) and the Transportation Improvement Program (TIP). Each document is prepared and adopted by various agencies for somewhat different purposes. Here is a concise breakdown of these three important programming documents.

What’s the Difference?			
	Idaho Transportation Investment Program (ITIP)	Statewide Transportation Improvement Program (STIP)	Transportation Improvement Program (TIP)
What is it?	<p>The ITIP is a state document that guides Idaho Transportation Department’s (ITD) investments through various funding programs (including state and federal funds).</p> <p>Individual projects are listed in this document as well as those found in the MPO TIPs.</p>	<p>The STIP is a federal document that contains projects that are federally funded based on grouped projects.</p> <p>The STIP also contains the MPO Transportation Improvement Programs (TIPs) by reference.</p> <p>It is during the programming process when staff (ITD, LHTAC and MPOs) matches proposed projects to available funds that best meets agency strategic performance goals. The key to successful programming begins with planning and project development and the relationships our agencies have with stakeholders. The federally-approved STIP is the final document preceding the actual construction or implementation of projects.</p>	<p>The TIP is a metropolitan planning organization (MPO) document that guides local investments through various funding programs (including local, state and federal funds).</p> <p>TIPs are stand-alone documents, approved at the local level and includes only projects within the MPO Planning Boundaries that are federally, state and locally funded.</p> <p>Individual projects are listed in this document as well as those projects that are in the MPO area found in ITIP.</p>
What is included?	Includes all modes of transportation (i.e., air, highway, freight, bicycle/ pedestrian, public transportation, rail, etc.) and other programs (i.e., safety, strategic initiatives, etc.).	Includes all modes of transportation (i.e., air, highway, freight, bicycle/ pedestrian, public transportation, rail, etc.) and other programs that are federally funded.	Includes all modes of transportation (i.e., air, highway, freight, bicycle/ pedestrian, public transportation, rail, etc.) and projects that are regionally significant.

How many years?	<p>Contains seven-years of individually identified projects.</p> <p>The ITIP includes financial summary tables to demonstrate fiscal constraint to the STIP.</p>	<p>Contains four-years (federally funded) and one year (planning) of grouped projects. Projects may not be specifically identified because they are grouped (“rolled-up”) by funding category.</p> <p>The STIP includes financial summary tables to demonstrate fiscal constraint. This reduces the need for STIP Amendments.</p>	<p>Contains five-years of metropolitan identified projects.</p> <p>The TIP includes financial summary tables to demonstrate fiscal constraint at the local level.</p>
Air Quality issues?	<p>Must have performed an Air Quality conformity analysis for projects located in non-attainment areas of the state.</p>	<p>Must have performed an Air Quality conformity analysis for projects located in non-attainment areas outside of MPOs.</p>	<p>Must have performed an Air Quality conformity analysis for projects located within MPOs areas that are considered non-attainment.</p>
Who approves it?	<p>The ITIP is approved by the Idaho Transportation Board.</p>	<p>Approved by the Idaho Transportation Board. The approved STIP is submitted to Federal Highways, Federal Transit Administrations and the Environmental Protection Agency for their approvals.</p>	<p>Projects are recommended by the MPO Technical Advisory Committee and Approved by the MPO Policy Board. The TIP is then sent to ITD to be included by reference in the ITIP and STIP.</p>
How is the Public involved?	<p>Annually during the month of July, the Idaho Transportation Department (ITD) conducts a 30-day open public comment period on the draft ITIP. Although the projects located in metropolitan areas are included in the ITIP for public consideration, MPOs also conduct their own 30-day public comment period. ITD staff will accept and consider each comment made on the ITIP; however, it is the Idaho Transportation Board that has the final say on how the comment(s) will affect the plan and/or program. To assist the ITD Board, the Office of Communication will create a comment book showing each of the comments received and indicate how the comment could be implemented. The Board will receive the Comment Book prior to the adoption of the plan/program for their consideration.</p> <p>Opportunities will be available to comment on the proposed Idaho Transportation Investment Program. Notice will be given (via advertisements, postcards, and electronic mail) that the draft will be available online for review and comment for a 30-day period. Comments can be submitted during this time period by electronic mail, via on-line comment form or through regular mail. The draft ITIP will be available at each of the ITD District offices, MPO offices, and online throughout the 30-day comment period.</p> <p>All Idaho Native American Tribe tribal councils will be notified of ITIP outreach opportunities as they become available. Communication and coordination will be different between the ITD District and their corresponding tribal council. The District will determine with their tribe which projects are of interest and important to them, and plan accordingly for future public involvement in project phases. Idaho tribes include those with reservation land in Idaho and land area claims in Idaho.</p>		
	<p>By ITD policy, a 30-day public comment period will be conducted on the ITIP.</p>	<p>By USC Title 23, a 30-day public comment period is required on the STIP.</p>	<p>By USC Title 23, a 30-day public comment period is required.</p>

What about Amendments?

Amendments to the ITIP may occur when funding sources change, priorities change, project scope and termini changes and purpose and need changes, etc.

Opportunities to comment on proposed amendments to the ITIP outside of the annual update will be publicized by sending out a notice of the proposed amendments to the public through the media, as an advertisement, via electronic mail or by postcard. At the same time, a 7-day comment period will be announced.

Formal amendments are required what changes cause: addition or deletion of a project; changes in project cost beyond a predetermined threshold; changes in project construction years; or major changes in design concept or scope.

STIP Amendments are subjected to a 7-day public comment before they can be approved by the Idaho Transportation Board and submitted for final approval by Federal Highways, Federal Transit Administrations and the Environmental Protection Agencies.

If an Amendment is on a project that is also included in the TIP, the MPO must also concur with the change. In many cases, the MPO will conduct the outreach for public comment.

For projects located within an MPO, amendments will first be requested through the MPO. If a comment period is required, the MPO will be required to fulfill this obligation. The comment period will be subjective to MPO policy and procedures.

Once the MPO certifies that the amendment has met public involvement requirements and it has been acted upon by their Board, a letter from the MPO will be sent to ITD for ITD Board action. ITD will then send an amendment request to the proper federal agencies for final approval.

Need more information? Go to: itd.idaho.gov/funding

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