

State Transportation Innovation Councils (STICs) are creating a culture of innovation in the transportation community by leading deployment of new technologies and practices in their States.

THE POWER OF THE STIC

Bringing public and private transportation stakeholders together to evaluate innovations and spearhead deployment in a State. The council consists of representatives from Federal, State, and local agencies, as well as from industry, academia, and other partners. Through each STIC, these stakeholders meet to consider all sources of innovation comprehensively and strategically and to advance the technologies and processes that promise the greatest impact. This allows each State transportation community to evaluate and deploy innovations that best fit their program needs and put the innovations into practice quickly.



Credit: FHWA

Watch our series of [STIC Videos](#) to see how each stakeholder benefits from being a STIC member.

[STIC Overview](#)



[Local Public Agencies](#)



[DOTs](#)



[Academia](#)



[Industry](#)

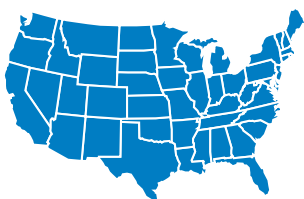


BENEFITS OF PARTICIPATING IN A STIC:

- Gives transportation stakeholders a forum for sharing innovative ideas.
- Empowers participants to improve processes, enhance communities, and save tax dollars.
- Allows stakeholders to deepen working relationships at the regional, State, and Federal levels.
- Provides opportunities to access resources such as [STIC Incentive](#) funding.

ENGAGE WITH THE STIC NETWORK

STICs are active in all 50 States, the District of Columbia, Puerto Rico, the U.S. Virgin Islands, and within Federal Lands Highway, creating a national network for exchanging best practices on innovations and getting them into widespread use across the Nation.



To learn more about what a STIC is doing to deploy innovations throughout their State, use the [State innovation accomplishments map](#). A list of [STIC points of contact](#) is also available.

Innovation Implementation Assistance:

The STIC Incentive Program

The Federal Highway Administration (FHWA) provides resources to help foster a culture of innovation and to support innovations becoming standard practice.

FUNDING

The STIC Incentive program offers Federal funding of up to \$125,000 per State, per Federal fiscal year to support or offset some of the costs of standardizing innovative practices in a State transportation agency or other public-sector STIC stakeholder. STIC Incentive funds provide a Federal share of 80 percent. The 20 percent non-Federal match may come from project sponsors or other allowable funding sources.

ELIGIBLE ACTIVITIES

STICs consider innovations from a variety of sources, including but not limited to, FHWA's [Every Day Counts](#) program, the National STIC Network Showcase of [Homegrown Innovations](#), the [American Association of State Highway and Transportation Officials' Innovation Initiative](#), and the second [Strategic Highway Research Program](#).

STIC Incentive funds may be used to develop guidance, standards, and specifications; implement process changes; organize peer exchanges; offset implementation costs; or other activities the STIC identifies that address Technology and Innovation Deployment Program (TIDP) goals. More STIC Incentive program guidance is available at:

<https://www.fhwa.dot.gov/innovation/stic/guidance.cfm>

APPLICATION PROCESS

The solicitation of STIC Incentive projects is open each fiscal year starting October 1st. All proposals are to be submitted to the [local STIC point of contact](#) in accordance with the program guidance.

EXAMPLES OF STIC INCENTIVE PROJECTS

The **Texas STIC** used [STIC Incentive funds](#) to help the State's Local Technical Assistance Program (TxLTAP) develop a [job descriptions and training guide](#) as part of a [strategic workforce development](#) effort to assist local agencies in filling highway construction jobs. The guide provides job descriptions for road and bridge personnel and recommended training courses for those positions offered by TxLTAP, the American Association of State Highway and Transportation Officials, and the Texas Department of Transportation (DOT).



The **New Jersey DOT** (NJDOT) used [STIC Incentive funds](#) to establish its [unmanned aerial systems](#) program, which has demonstrated the feasibility of using UAS for structural inspections, real-time construction project monitoring, [traffic incident management](#), traffic congestion assessments, and more. [NJDOT created a video](#) highlighting the agency's efforts to integrate UAS into its operations and how STIC funding supported a peer-exchange, training, and the development of policies and procedures.

The **Virginia Transportation Research Council (VTRC)** [applied STIC funds](#) toward a wildlife fencing project that is improving safety by substantially lowering the number of deer-vehicle collisions along a busy interstate corridor. The first year after installation, VTRC recorded a 90-percent reduction in deer-vehicle collisions. After 2 years, [VTRC reported](#) the cost savings of fencing averaged over \$2.3 million per site.

For additional
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U.S. Department of Transportation
Federal Highway Administration