



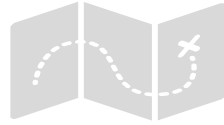
Introduction to the Transportation Improvement Program (TIP)



SHOW OF HANDS

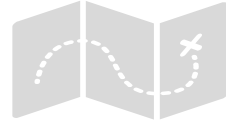
Interactive exercise for the room.

Raise your hand if the question applies to you and your experience.



This meeting is for education and discussion

Learn about the TIP and how you can participate.

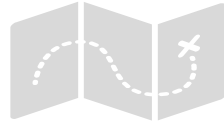


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**Public Meeting for public comments will be
on May 24th from 4:00-6:00 pm**

DVRPC staff present to formally accept in-person comments



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DVRPC staff present to formally accept in-person comments

Give us feedback!

Help us improve and hone our outreach.



GROUND RULES

- ▣ **Let everyone have a chance to speak**
- ▣ **Ok to disagree**
- ▣ **But... disagree with the idea, not the person.**
- ▣ **Do not interrupt one another**



May 2018

TIP Talk 2018

Draft DVRPC FY2019 Trans
Improvement Program for F
(FY19-22)





New York City

PA

BUCKS

MERCER

MONTGOMERY

NJ

CHESTER

PHILADELPHIA

DELAWARE

BURLINGTON

CAMDEN

GLOUCESTER

Wilmington

MD

Baltimore

DE

DVRPC FY2017 TIP



FY2017 TIP

for Pennsylvania

Adopted July 2016



DRAFT

DVRPC FY2019 TIP



FY2019 TIP

for Pennsylvania

(FY19-22)





Source: Google Earth

PHOTO CREDITS: BEFORE-GOOGLE EARTH
AFTER-MATTHEW POPEK, MONTGOMERY COUNTY PLANNING COMMISSION



PHOTO CREDIT:
ELIZABETH SCHOONMAKER, DVRPC





23RD & VENANGO BUS LOOP

Blue Route 19 Map

7301

TIP

PHOTO CREDIT:
KWAN HUI, DVRPC

Transportation Improvement Program

Developing and maintaining the region's Transportation Improvement Program is what makes the region eligible to receive and spend federal transportation dollars

DVRPC FY 2019-2022 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14351 Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek (CB #26)

LIMITS On Camp Bonsul Road over Big Elk Creek

D8 Est Let: 12/12/2019 Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Elk Township; New London Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Rudolph and Arthur Covered Bridge on Camp Bonsul Rd. over Big Elk Creek. Built in 1880, the bridge retains its original Burr arch truss construction and is listed on the National Register of Historic Places. The rehabilitation will strengthen the bridge for continued vehicular use and original timber trusses, decking, and boards will be re-used and restored in-kind where necessary to maintain the original appearance of the covered bridge. This Chester County owned bridge (#26) is structurally deficient and has sufficiency rating of 16.9. It is posted for 3 tons.

The project was selected to receive \$1.6 million in federal funds through the FY2009 National Historic Covered Bridge Preservation Program (NHCB).

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	HCB	40												
ROW	183	10												
UTL	HCB	23												
UTL	183	6												
CON	BOF		1,003											
CON	HCB		997											
CON	183		500											
		79	2,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		2,579		Total FY2023-2026				0	Total FY2027-2030			0

Examples of Project Categories (for highway funded projects)

- Bridge Replacement/Rehabilitation
- Roadway Reconstruction/Restoration
- Highway New Capacity
- Interchanges/Intersections, Signals, ITS
- Bicycle/Pedestrian/Streetscapes
- Transit Flex
- Other; CMAQ Competitive Program; Transportation

Project Categories for transit... Large Programs versus individual projects....

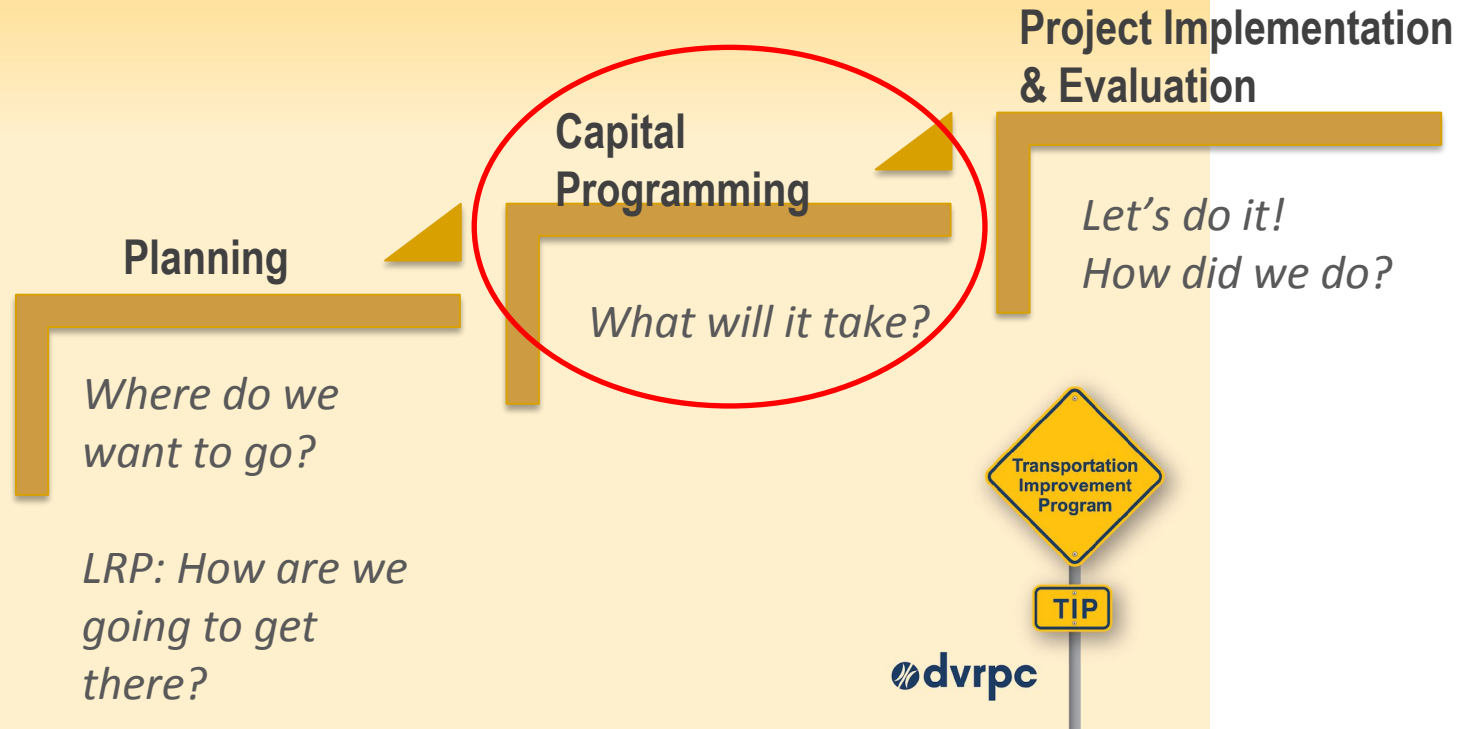


Photo Credit: Matthew
Montgomery County Pla

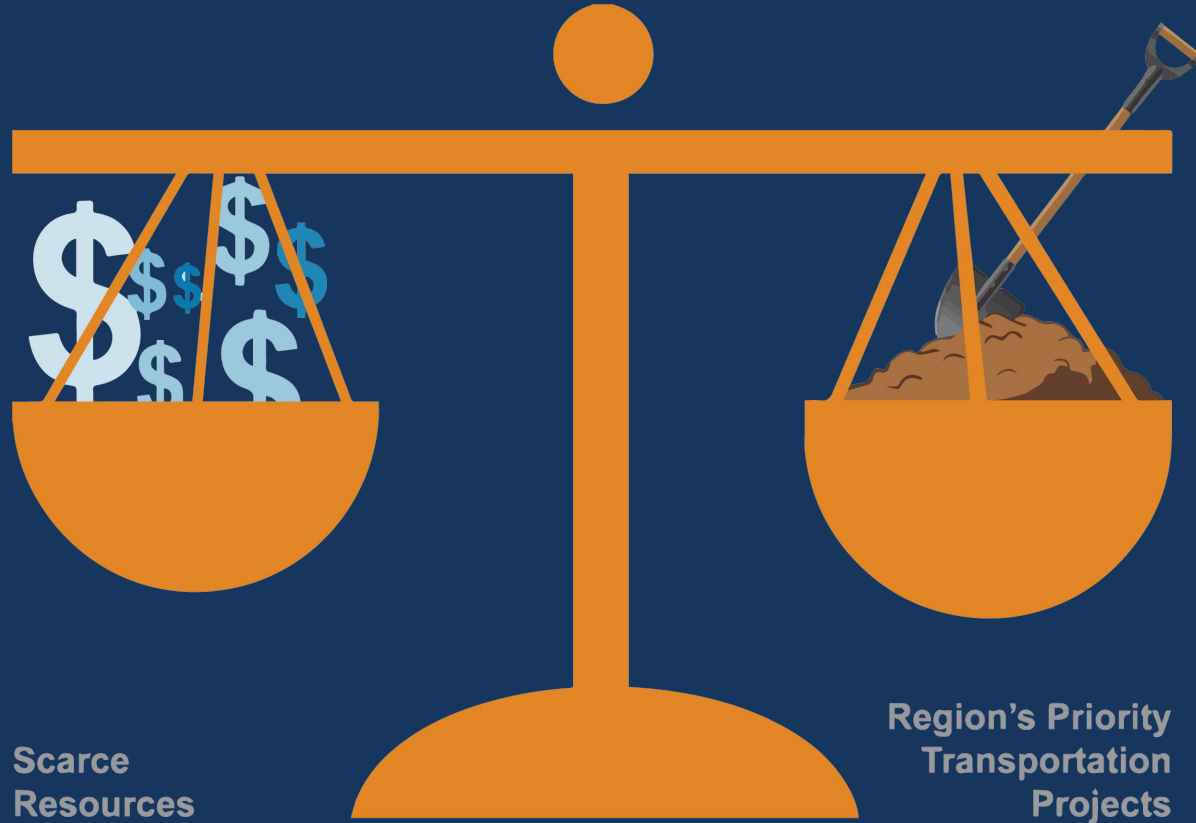
Other Components of the Program

- ▶ Examples:
 - Financial Guidance (statewide)
 - Documentation of funds for DVRPC region
 - Transit Financial Capacity Analysis
 - Documentation of the Air Quality Conformity Analysis
 - TIP Benefit Criteria
 - MOU for Amending and Modifying the Program

TIP = Capital Programming



Regional Decision Making is Critical



Scarce
Resources

Region's Priority
Transportation
Projects

DRAFT

DVRPC FY2019 TIP



TIP

FY2019 TIP

for **Pennsylvania**
(FY19-22)

Draft FY2019 TIP for PA

- **286 Regional Highway projects totaling \$2.7 Billion**
- **20 projects funded by \$600 million provided by the Statewide Interstate Management Program (IMP) for I-95, I-76, and I-476 for Reconstruction and operational improvements**

I-95 Reconstruction



Source: Jim Bergmaier, PennDOT



Section RS3
Cottman Ave. to
Academy Rd.

Section CPR
Levick St. to
Bleigh St.

Section BSR
Margaret St. to
Levick St.

Section BRI
Wheatsheaf Ln. to
Margaret St.

Section AFC
Ann St. to Wheatsheaf Ln.

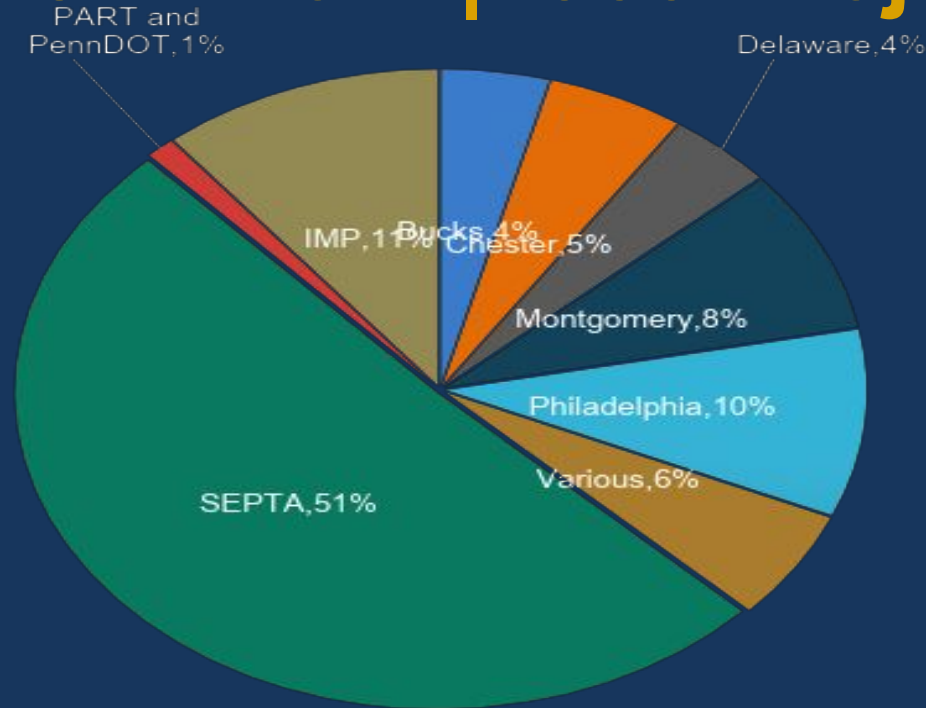
Section GIR
Race St. to Ann St.



Select Language

Draft FY2019 TIP for PA

\$5.5 Billion | 360 Projects



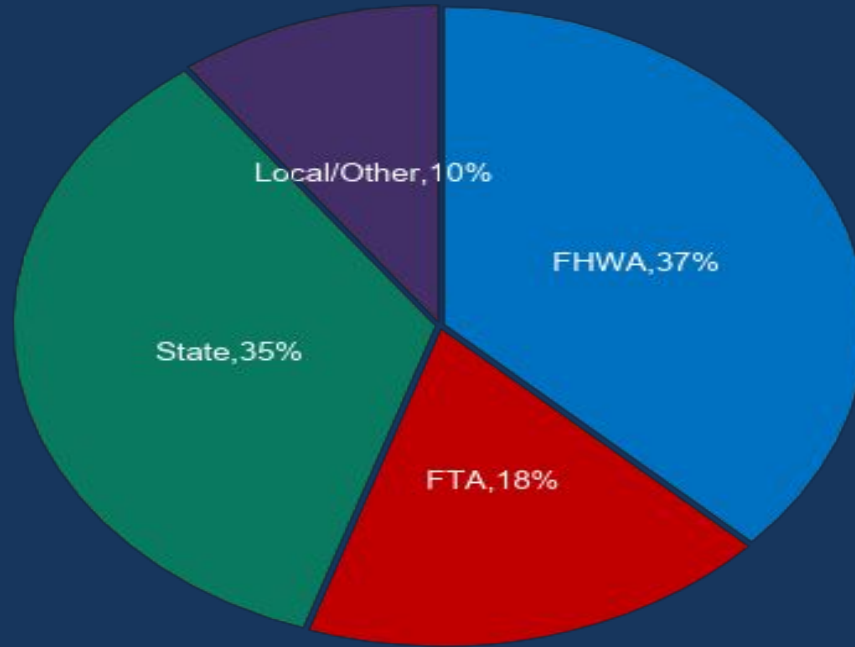
By County and Operator



TIP

Draft FY2019 TIP for PA

\$5.5 Billion | 360 Projects



By Funding Source



TIP

MPO VOTING AGENCIES

New Jersey

- NJDOT
- New Jersey Department of Community Affairs
- New Jersey Governor's Appointee
- Burlington County
- Camden County
- Gloucester County
- Mercer County
- Camden City
- Trenton City

Pennsylvania

- PennDOT
- Pennsylvania Governor's Policy Office
- Pennsylvania Governor's Appointee
- Bucks County
- Chester County
- Delaware County
- Montgomery County
- Chester City
- Philadelphia City

MPO PARTICIPATING (NON-VOTING) AGENCIES

- USDOT FHWA (Pennsylvania Division)
- USDOT FHWA (New Jersey Division)
- U.S. Department of Housing and Urban Development Region III
- Southeastern Pennsylvania Transportation Authority (SEPTA)
- NJ TRANSIT
- Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO)
- FTA, Region III
- U.S. Environmental Protection Agency, Region III
- U.S. Environmental Protection Agency, Region II
- Pennsylvania Department of Environmental Protection
- New Jersey Department of Environmental Protection
- New Jersey Office for Planning Advocacy
- Pennsylvania Department of Community and Economic Development

Figure 3: Roadmap for TIP Project Listing

ROADMAP FOR TIP PROJECT LISTING

Below is an example of an actual TIP project listing with modified information for display purposes.

DVRPC Project Category

Project location information

PennDOT ID#

County where project is located

Roadways are grouped into different functional classifications based on the character of service they are intended to provide (e.g. major collector, principal arterial). All roadway projects using federal funds must be approved on the federally classified roadway system before a roadway can be included in the TIP.

Indicates if a project is "New," "New-B," or "Return." See page 37 for further explanation.

DVRPC FY 2019-2022 TIP for PA
 Pennsylvania - Highway Program

Bucks

MPMS# 13377 Main St over SEPTA (Bridge) SR:2025 State Route, if applicable

D6 Est Let: 12/13/2018 Est Let Date: 12/13/2018

LIMITS: Sellersville Borough

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

PLAN CENTER: Town Center

PROJECT MANAGER: TSS/S. Fellin

FC: 14

MRPID: 34

AQ Code: S19

IPD: 0

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

NHPP: Y

This project involves rehabilitating or replacing the state bridge over the SEPTA rail line on Main Street between Noble and East Church Streets in Sellersville Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	581	45													
CON	185	1,862													
CON	185		2,655												
		1,907	2,655	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022			4,562				Total FY2023-2026			0		Total FY2027-2030	0

Total For Bucks

	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
Bucks	\$1,907	\$2,655	\$0	\$0	\$4,562	\$0	\$0

Fund type for each phase; see pages 41 to 48 for explanations. An "*" following a fund type indicates conversion funds for advanced construction phases.

Funds are in Millions (\$).

"Y" indicates the project is eligible for federal National Highway Performance Program (NHPP) funding.

Congestion Management Process (CMP) codes; see page 40 for explanation.

Highest Indicators of Potential Disadvantage (IPD) for Environmental Justice; see page 38 for discussion.

Air Quality Code; see pages 38, and 39 for explanations.

Project Manager assigned by PennDOT District 6-0

Indicates that a project is identified as a Major Regional Project in the DVRPC long-range plan.

Community types which correspond to long range planning policies; see pages 17 to 19 for discussion.

Estimated or actual date that project contractor bids for construction may be open; advertising dates occur prior to let dates. "D6" refers to PennDOT District 6-0.

There is a lot of information on every project listing in the TIP.

This "Roadmap" is on the website and in the document.

It explains what most of the fields mean and helps you find out more information about a project, e.g. what municipality it is in, whether it's a new project, what the functional classification of

New Projects in the FY2019 TIP

Bucks County New Projects	Chester County New Projects
I-95/US 13/PA 132 Slip Ramp Operation Improvement	Brandywine Creek Slope Restoration
Almshouse at Jacksonville Road	PA 41 at State Road Intersection
Old Lincoln Highway and Hulmeville Avenue Safety Improvements	Baltimore Pike/Newark Road Intersection Improvements
Easton Road Roundabout	Horseshoe Pike and Manor Road Intersection
	PA 10 Shoulder Widening
	Manor Road Roundabout

New Projects in the FY2019 TIP

Delaware County New Projects	Montgomery County New Projects
Glenn Riddle over Chrome Run (Bridge)	Township Line O/Stoney Cr (Bridge)
I-476 Travel Management	Belmont Avenue Bridge over Schuylkill River (CB #200)
I-95 Noise Abatement	Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection
Macdade Blvd. Corridor Safety Improvements	RTMC General Contract
Marshall Road Corridor Safety Improvements	RTMC Electrical Contract
Bethal Road Roudabout	RTMC HVAC Contract
Chichester Avenue Corridor Safety Improvements	RTMC Plumbing Contract
	Old Skippack Rd. Roundabout
	Main Street Safety Improvements
	Conshohocken Garage (I-76 ICM)

New Projects in the FY2019 TIP

City of Philadelphia New Projects	Various Counties New Projects
I-95, Utility Relocation & Surface Sts (CP3)	District Wide Bridge Rehab Group O
I-95 Corridor ITS (GR8)	District Wide Bridge Rehab Group P
I-95 Central Access Philadelphia (CAP) / Waterfront Access	Bridge Group U
I-95 Bridge Repairs (95/MB4)	ROW Divestment 6-0
30th Street Viaduct over 30th Street Lower (Bridge)	LED Lighting Conversion 6-0
Schuylkill Banks Christian to Crescent (TIGER)	Wrong Way Entry Design Build
Castor Avenue Roundabout	

New Projects in the FY2019 TIP

SEPTA New Projects

Critical Bridge Program

Tasker-Morris Stormwater

Wayne Junction Shop Improvements

Bus Operator Shields

Fern Rock Safety Improvements

Ivy Ridge Parking Improvements

Chestnut Hill East Station ADA Improvements

Malvern Station High Level Platforms

South Street Station ADA Improvements on Broad Street Line

Stadium Station on Norristown High Speed Line

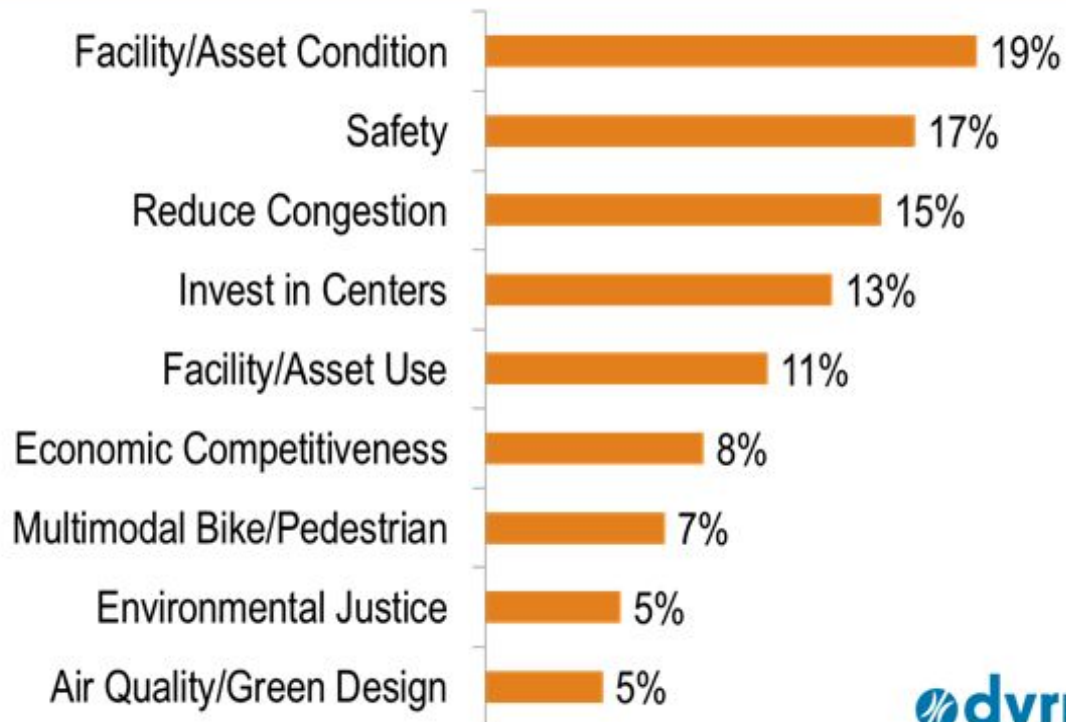
Doylestown & Warminster Tie Renewal & Surfacing

Norristown High Speed Line
Interlockings

Track & ROW Rail Service Improvements

Trolley Tunnel Track Renewal

Criteria Summary



New Project Development Process





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[Long-Range Plan and TIP](#)

[Transportation](#)

[Land Use and Environment](#)

[Planning Assistance Center](#)

[Funding Opportunities](#)

[Municipal Funding Resource](#)

[Municipal Bridge Retro-Reimbursement Program](#)

[Transportation and Community Development Initiative \(TCDI\)](#)

PA Municipal Bridge Retro-Reimbursement Program

Now Accepting Applications!

To continue reducing the number of structurally deficient bridges, DVRPC's Municipal Bridge Retro-Reimbursement Program (MBRP) will fund locally owned, structurally deficient bridge rehabilitation or replacement projects within Bucks, Chester, Delaware, and Montgomery counties that employ PennDOT's retro-reimbursement process.

From Fiscal Year (FY) 19 to FY22, up to \$10 million state bridge funds (subject to DVRPC Board approval of the Draft FY2019 TIP in June 2018), will be made available for selected municipal bridge projects with existing deck spans of 20 feet (20') in length or greater. The application period for this program opens on Tuesday, May 1, 2018 and will close at 5:00 PM on Friday, June 1, 2018.





DVRPC TIP HANDBOOK



PHOTOS CLOCKWISE FROM TOP LEFT

SULLIVAN'S BRIDGE (MONTGOMERY COUNTY, PA) / CREDIT: MICHAEL STOKES, MCPC; CR528/660 ROUNDABOUT (BURTLINGTON COUNTY, NJ); SCHUPLKILL RIVER PARK CONNECTOR BRIDGE (PHILADELPHIA, PA); GROVE STREET TRAFFIC CALMING (CAMDEN COUNTY, NJ)

TIP DEVELOPMENT TIMELINE

1.  **SUMMER/FALL**
DVRPC's TIP Subcommittee reviews/discusses projects, costs, and schedules, including priorities/concerns.
2.  **FALL/WINTER**
DVRPC, the state DOT, and transit agencies work to constrain the TIP according to expected resources, projected needs, and feedback from member governments.
3.  **WINTER**
MPOs and member governments review the constrained draft TIP and work with the state DOT and transit agencies to address issues.
4.  **SPRING**
The draft TIP is revised, per MPO and member governments' review and comments. Air Quality Conformity Analysis also occurs.
5.  **SPRING/SUMMER**
Public comment period.
6.  **SUMMER**
The DVRPC Board adopts the Draft TIP with the list of recommended changes. DVRPC then submits the document to the state DOT to be included into the STIP.
7.  **FALL**
STIP approvals by FHWA and FTA; current TIP retires. Approved TIP becomes effective.

ENVIRONMENTAL JUSTICE (EJ) AND THE TIP

Planning must be done with the involvement and for the benefit of all the region's residents. DVRPC is guided by federal Title VI and environmental justice mandates, and the Commission strives to not only meet these mandates but also to create an overall transparent, inclusive planning process. There are two primary federal non-discrimination statutes that guide DVRPC's planning efforts: Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (EJ2098). Title VI states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. Executive Order 12898 defines environmental justice as the fair treatment and meaningful involvement of all people, regardless of age, disability, sex, race, ethnicity, income, or education level in the planning and decision-making process. The principle of EJ in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

The TIP is an important component of DVRPC's overall EJ initiatives and Public Involvement Program, as the location of transportation investments can greatly influence the level of mobility and accessibility within and throughout the region. Using U.S. Census American Community Survey five-year estimates, DVRPC's Indicators of Potential Disadvantage (IPD) analysis has identified different geographical areas in which populations may disproportionately bear the burden of planning decisions and/or demographic groups who may be underrepresented in the planning process. DVRPC's IPD method is used to analyze the distribution of projects in both highway and transit TIP programs. Consideration of EJ communities is also included in the criteria used to evaluate projects that are added to the TIP. Beyond the technical EJ analysis, there are various opportunities for the public to participate in and comment on the TIP process, including public meetings and TIP public comment periods.

HOW DOES A PROJECT GET ON THE TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precede a project's inclusion on the TIP. Although there are several ways that a project can get on the TIP, the most typical course is described here:

- First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of

own into or projects are prioritized, they are brought to DVRPC, where the Regional Technical Committee (RTC) reviews them. The RTC seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's



The Pennsylvanian Transit Center, a new station along New Jersey Transit Corporation's NJ TRANSIT Blue Line in New Jersey, completed construction in 2023. Photo Source: Courtesy of NJ TRANSIT

Search by: Location MPMS ID Keyword

🔍 enter address, location, building, etc

[More Information](#) ▼

TIP Public Meeting

Thursday, May 24, 2018

4:00 PM–6:00 PM

DVRPC conference room

190 N. Independence Mall West, 8th floor

Philadelphia, PA 19106

(Web conferencing is available)

TIP Public Comment Period Ends June 3rd

By web application: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

By Mail: PA TIP Comments,
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Stay Involved!

► Social media



Facebook



Twitter



Instagram

► TIP website: www.dvrpc.org/TIP

► Monthly TIP Actions – Board Comment Process

► Public Comment Period for TIP Update





Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org





I-76 INTEGRATED CORRIDOR
MANAGEMENT PROJECT

▶ DVRPC Public Participation Task Force Briefing

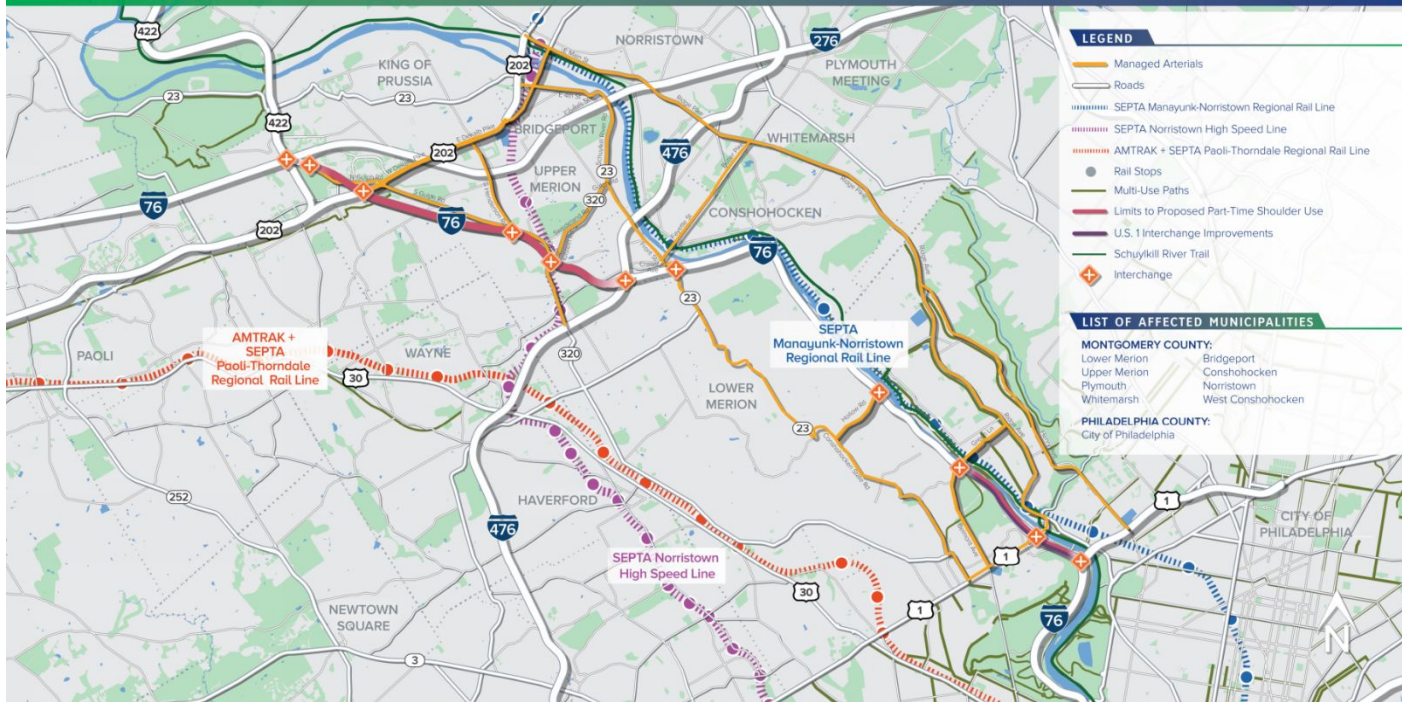
May 17th, 2018

I-76 ICM Design Limits- Mainline



I-76 CORRIDOR COMPREHENSIVE TRANSPORTATION MANAGEMENT PLAN Project Location Map

PARTNERS



I-76 INTEGRATED CORRIDOR MANAGEMENT PROJECT

TRANSFORM76.COM











I-76 Concept of Operations Project Vision and Goals

The traffic and transit operations of the Schuylkill Expressway Corridor will be managed seamlessly across multiple jurisdictional and agency boundaries, with the assistance of advanced technologies and cooperative strategies.

- New Goals
 - **Alleviate** persistent recurrent **congestion** along the corridor
 - **Reduce crashes**, more specifically those related to rear-end collisions
 - Better **manage** unbalanced **traffic** volumes
 - Better **incentivize transit, bicycle and pedestrian trips** throughout the corridor

I-76 Concept of Operations Project Vision and Goals

								
	VARIABLE SPEED LIMITS	QUEUE WARNING	JUNCTION CONTROL	RAMP METERING	PART-TIME SHOULDER USE	MULTI-MODAL IMPROVEMENTS	CONNECTED VEHICLE APPLICATIONS	MANAGED ARTERIALS
IMPROVE TRAFFIC OPERATIONS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
REDUCE INCIDENTS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
CAPACITY ENHANCEMENT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
OPTIMIZE MULTI-MODAL OPTIONS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



I-76 INTEGRATED CORRIDOR MANAGEMENT PROJECT



➤ Integrated Corridor Management

Benefits of Integrated Corridor Management

- Smaller operational footprint requiring less R/W
- Less environmental impacts
- Faster project delivery
- More economical
- Scope is scaled to fit the traffic demand

Variable Speed Limits (VSL) / Queue Warning (QW) Project Update

- Construction Contract awarded
- Construction to begin late Spring/early Summer
- Daytime and Nighttime work periods
- Physical Work Complete – Spring, 2019
- VSL/QW operational – June, 2019
- Project Elements
 - 72 Enforceable VSL Signs
 - Nine Dynamic Message Signs (DMS)
 - Deployed along entire 13 mile project area
 - New Software Module/Control Algorithm



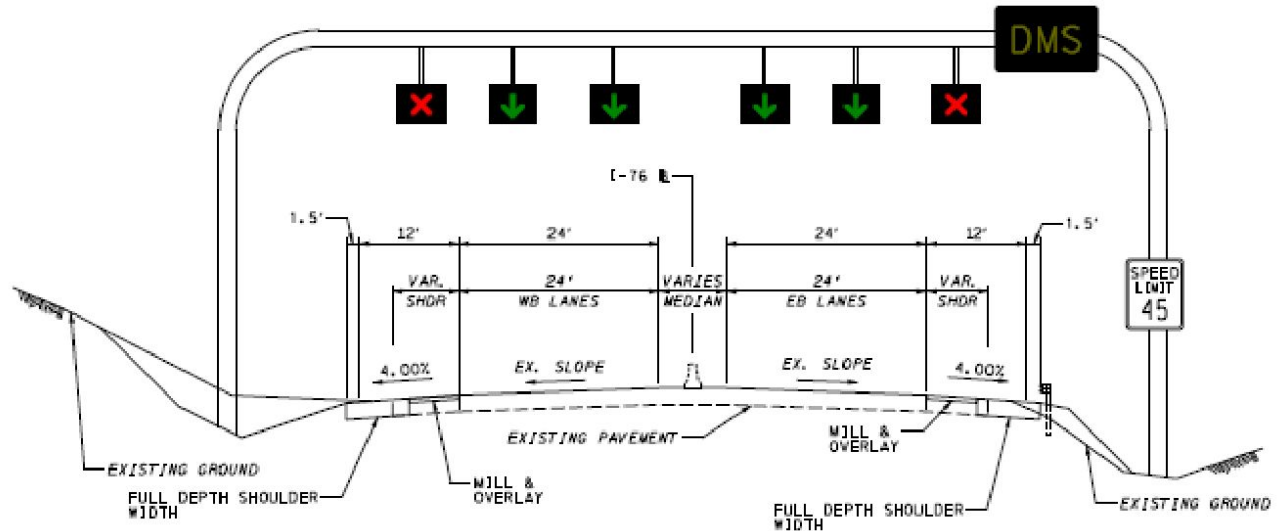


Flexible Lane Use (Flex Lanes) Preliminary Design

- Design Alternatives Development Progress
 - Looking at physical constraints and widening options in the Turnpike to Blue Route and Belmont to U.S. 1 areas
 - Modeling safety and traffic impacts of multiple alternatives and tie-in locations
 - Pull-offs / Additional Access Points considered
- Flexible Lane Concept
 - Considering providing the temporary lane on either the left-hand side or the right-hand side—geometric and operational characteristics
 - Flexible (Flex) Lane Branding consistent throughout PA—Highway specifics will dictate where flex lane located



Flexible Lane Use (Flex Lanes) Preliminary Design



SYMMETRICAL WIDENING - FLEX OUTSIDE
NOT TO SCALE

Modify Operational Constraints



➤ Overcome Physical Constraints

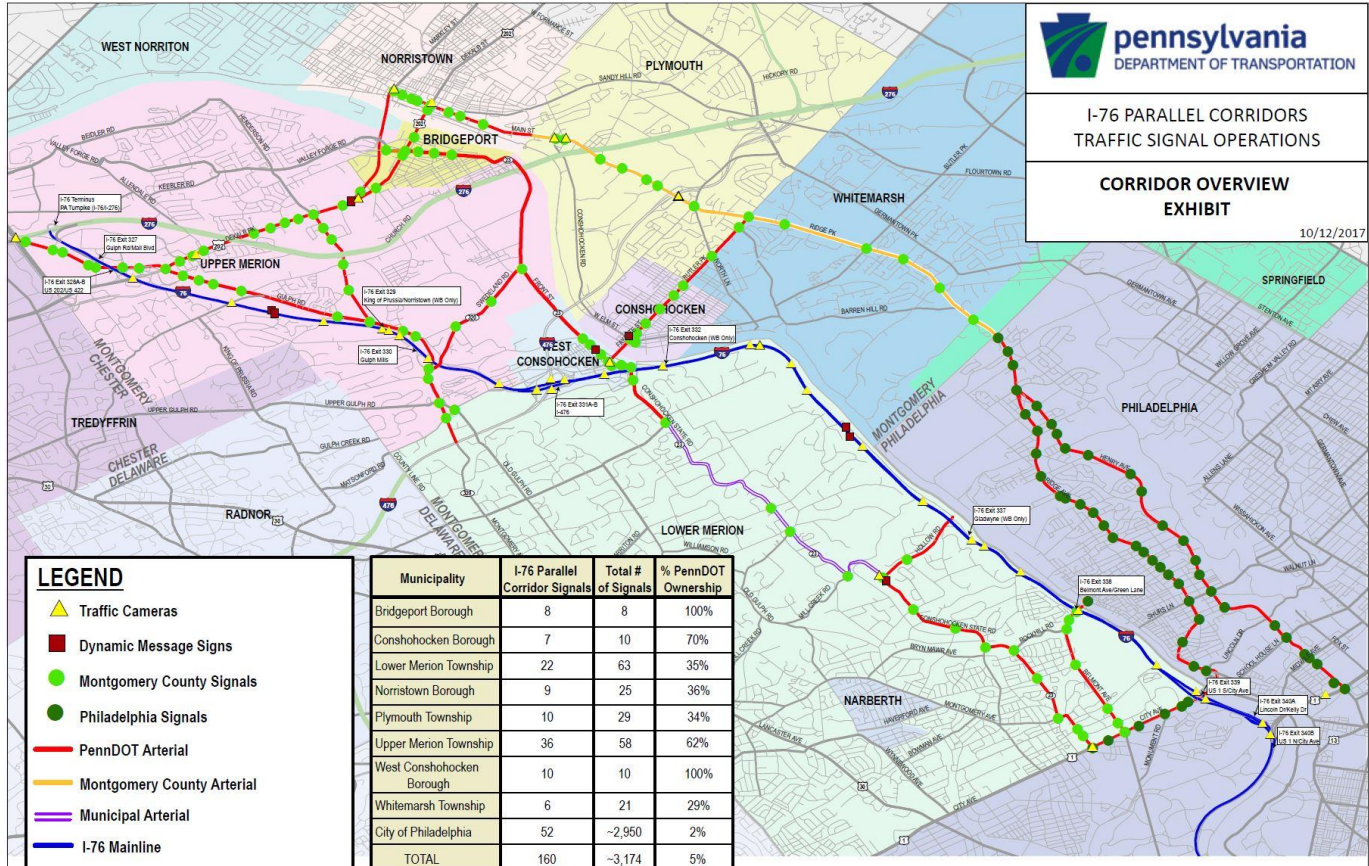


 **pennsylvania**
DEPARTMENT OF TRANSPORTATION

I-76 INTEGRATED
CORRIDOR
MANAGEMENT
PROJECT

TRANSFORM76.COM

TSMO & Parallel Corridors



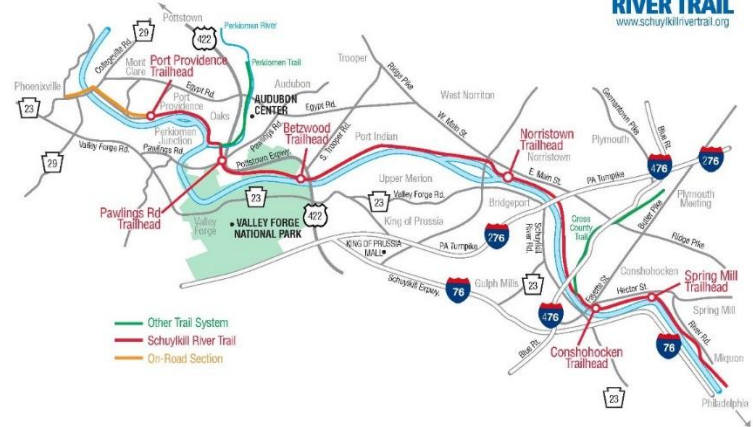


Bicycle and Pedestrian Opportunities

- Connections
- Wayfinding
- Amenities
- Safety
- Gaps
- Concerns
- Goals



Schuylkill River Trail
Philadelphia City Line to Phoenixville section



Program Committees

- Executive Stakeholder Group
- Incident Management Task Force
- Advisory Committee



Website/Public Involvement

- www.transform76.com
- Website Go-Live – May/June, 2018
- Twitter (@transformi76) and Facebook (Transform76) activated with website.
- Developing educational video introducing the challenges of the corridor and the improvements being considered (first of a series).
- VSL / QW deployment will be first visible aspect of the overall program.

