



# The TIP: What is it?

May 2019

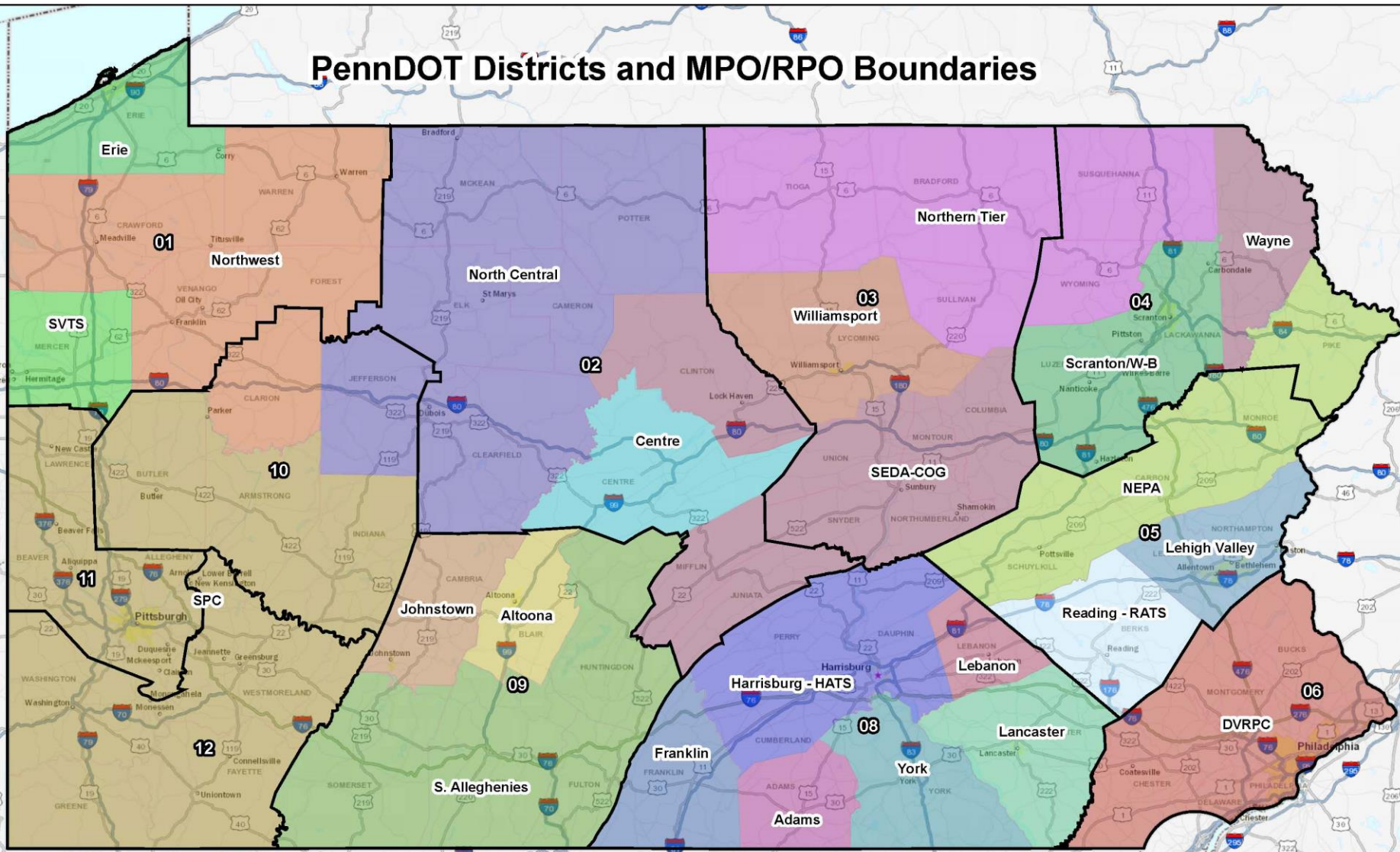


Is this your first time hearing about  
the Transportation Improvement  
Program (TIP)?

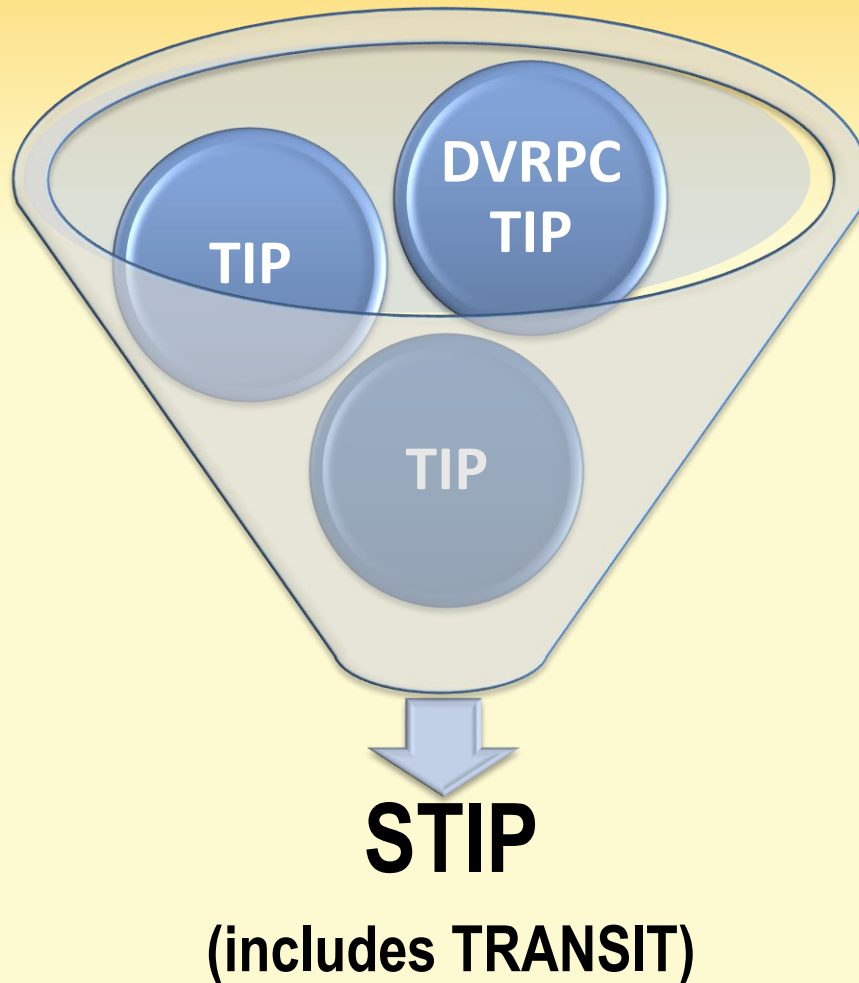
# 1 Region, 2 States, 2 TIPs



# PennDOT Districts and MPO/RPO Boundaries



# The Statewide TIP (STIP) combines everyone's TIPs





Developing and maintaining the TIP makes the region eligible to receive and spend federal transportation dollars.

How much does the DVRPC region expect to have for projects in the First-4 Years of the *current* PA & NJ TIPs combined?

- a) Less than \$1 Billion
- b) \$1 Billion - \$5 Billion
- c) \$5 Billion - \$7 Billion
- d) Over \$7 Billion

**\$7.5 Billion over 4 years**

# What is the TIP?

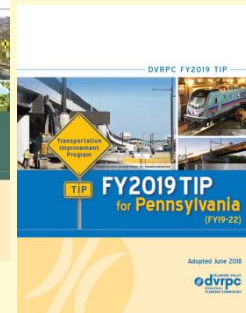
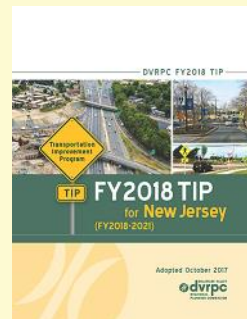
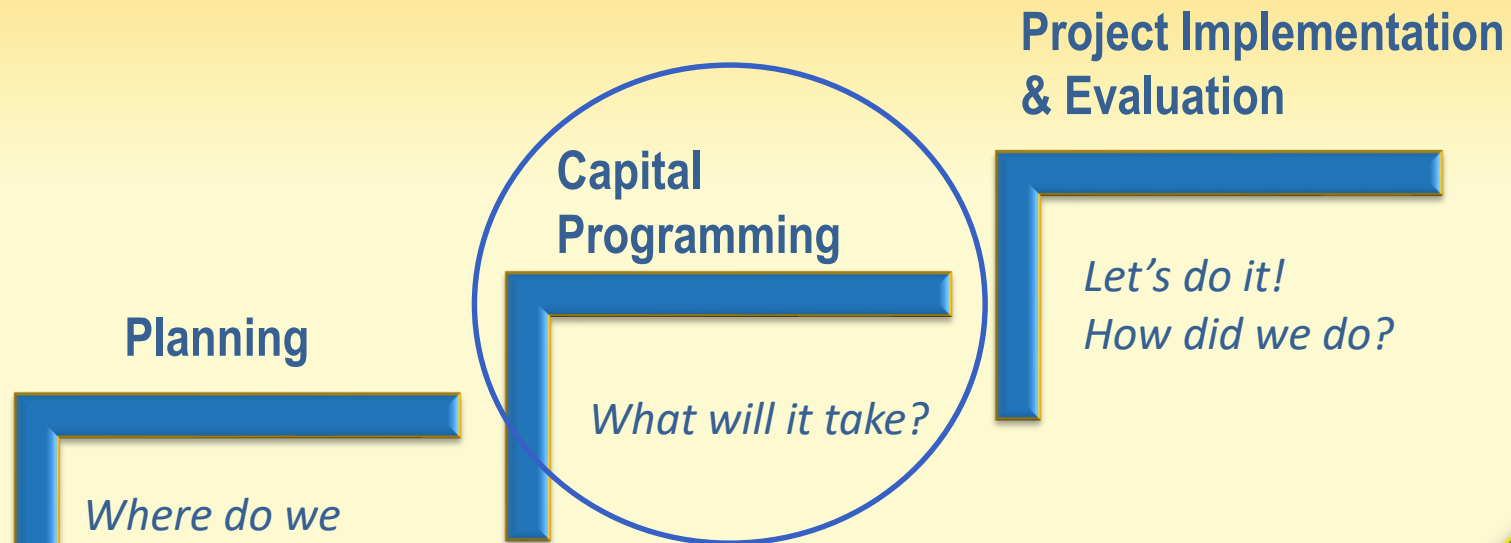
- ▶ Financially constrained infrastructure program
- ▶ Near-term expression of Long-Range Plan
- ▶ Multi-modal improvements
- ▶ Best estimate of project schedules and costs;
- ▶ Not a guarantee of funds implementation
- ▶ “Obligation”/ “Authorization” is the Federal promise to pay sponsor for its federal share of the project’s eligible cost.

or

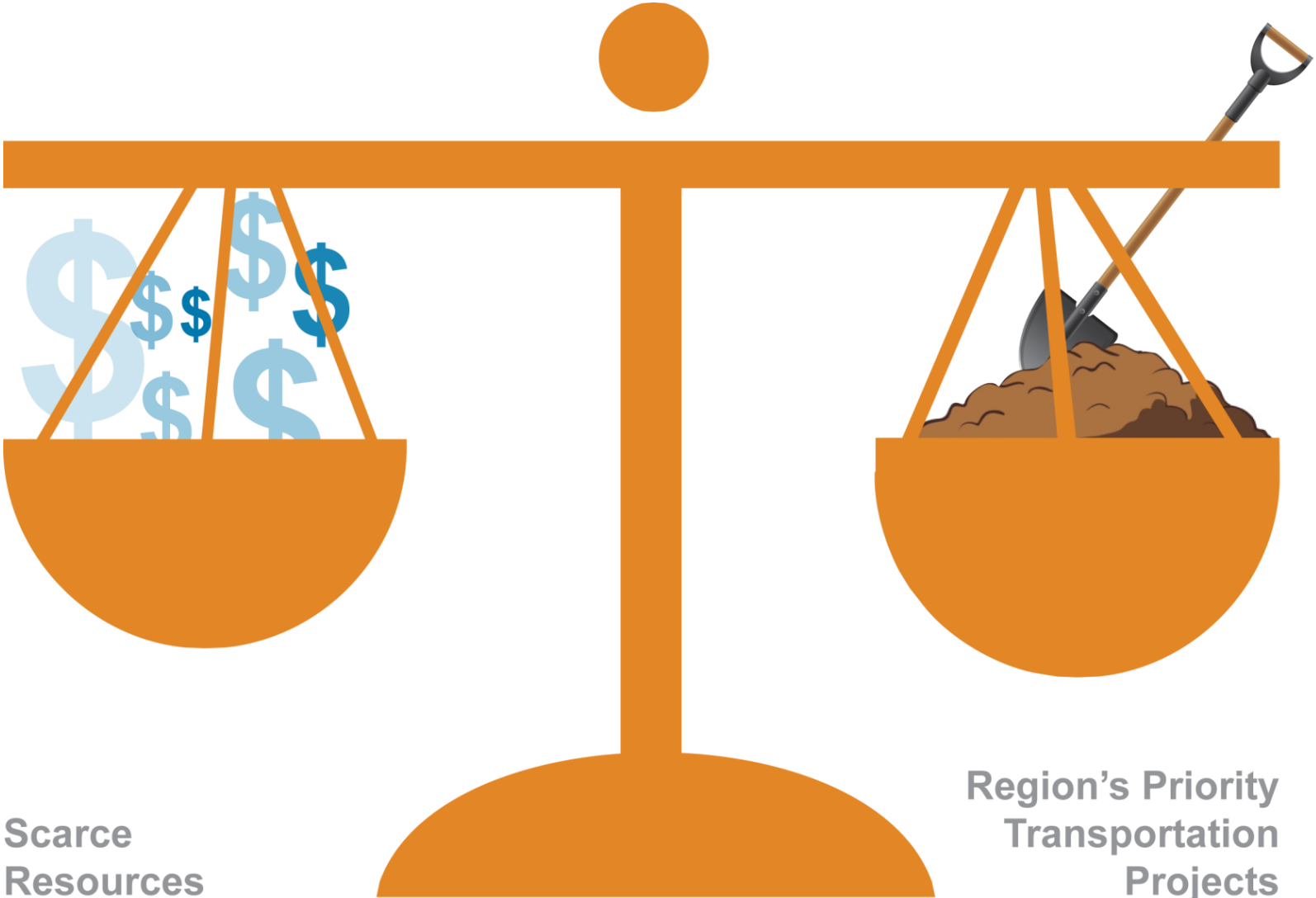




# Metropolitan transportation planning process



# Regional decision making is critical



Scarce Resources

Region's Priority Transportation Projects

# How does a project get on the TIP?

- ▶ **It's competition.**
- ▶ **Do homework.**
  - Identify the need/problem.
  - **Local, County, Regional, State priorities/needs**
    - Citizen outreach, Local, Regional, or State initiatives, Management systems, Plans/other regional studies
  - **Get involved early in the process.**
  - **Discuss & work with local, county, DOT, transit operators and get support**
  - **Conduct preliminary research**
  - **Build the case, identify flaws, support, or opposition**
  - **Get others to understand the problem. Learn how it fits in with what others are doing.**



# Do more homework

- ▶ **Counties or Transit Operators or DOT's must submit projects unless it is an open competitive program**
- ▶ **Identify or provide any required matching funds**
  - Get support and agreement to match, or
  - Arrange local / private funds
- ▶ **Find a champion!**



# Consider...

- ▶ Is it consistent with the goals of the LRP?
- ▶ Does it fit within the strategic financial policy of the DVRPC LRP?
- ▶ How far has the project progressed through the planning process?
- ▶ How critical is the need?
- ▶ What is the county's priority?
- ▶ Are there strong local commitments?
- ▶ Is there significant local opposition?



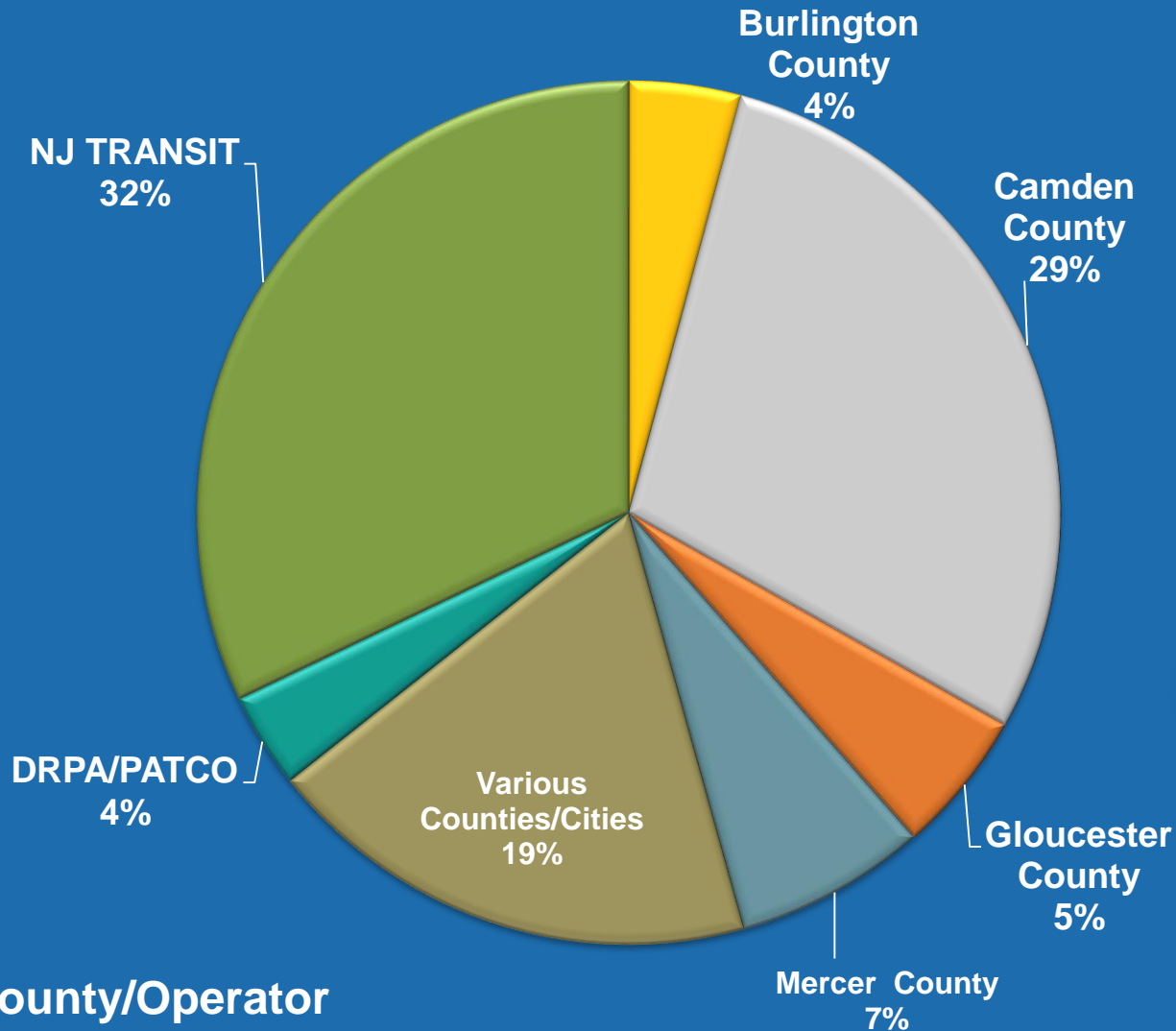
# Route 295, Paulsboro Brownfields Access Road and Bridge

**2002: Planning Study**  
**2009: Groundbreaking**  
**2017: First steel delivery**



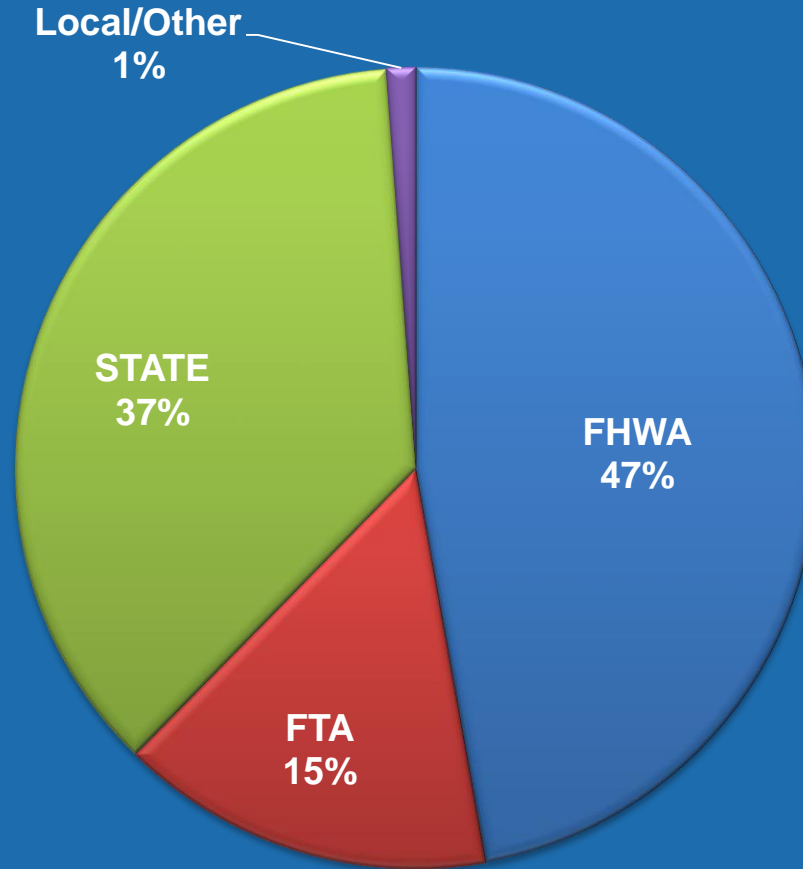
# FY2018 TIP for NJ

## \$2.0 Billion | 152 Projects



Funds by County/Operator

# FY2018 TIP for NJ \$2.0 Billion



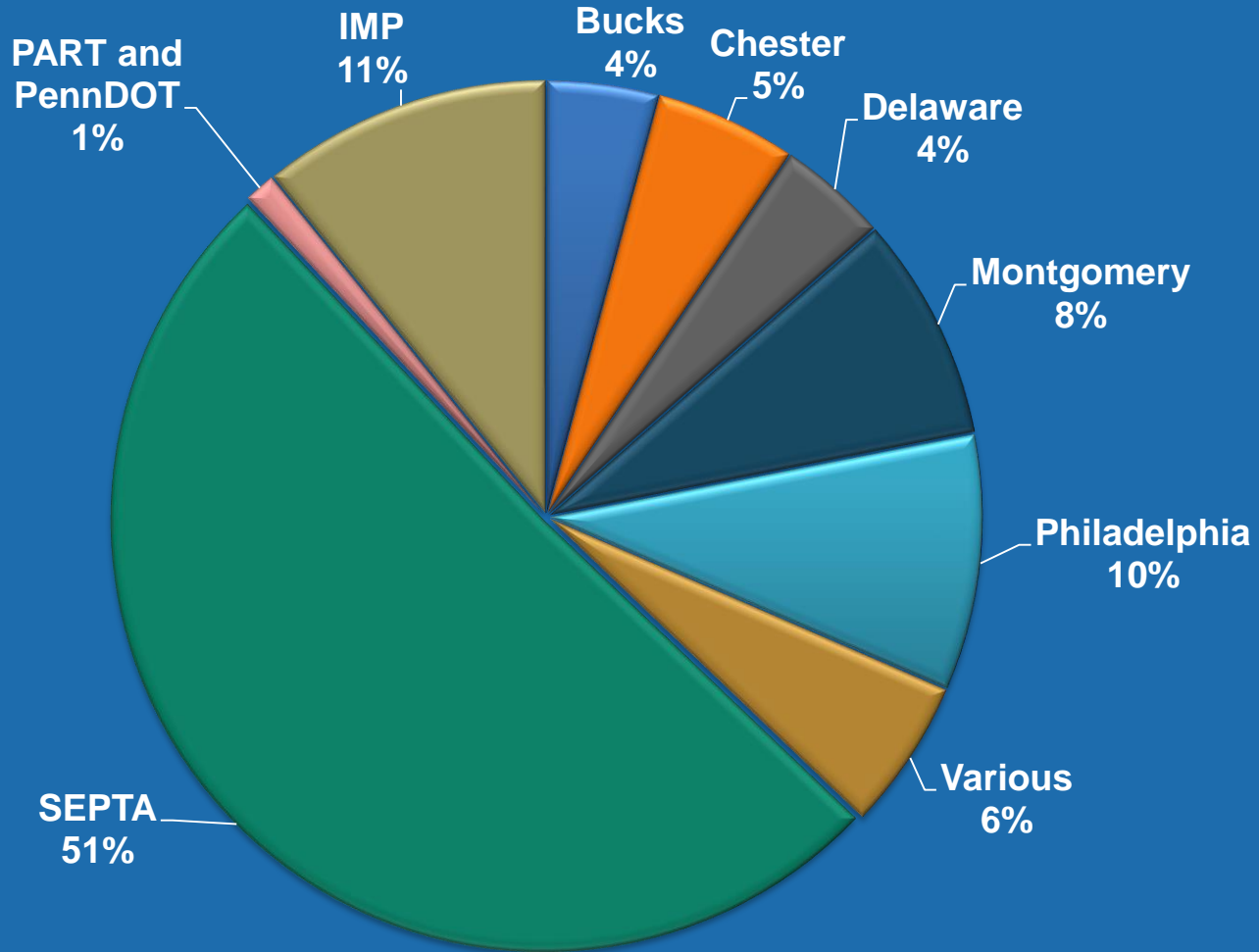
Funds by Source Type





# FY2019 TIP for PA

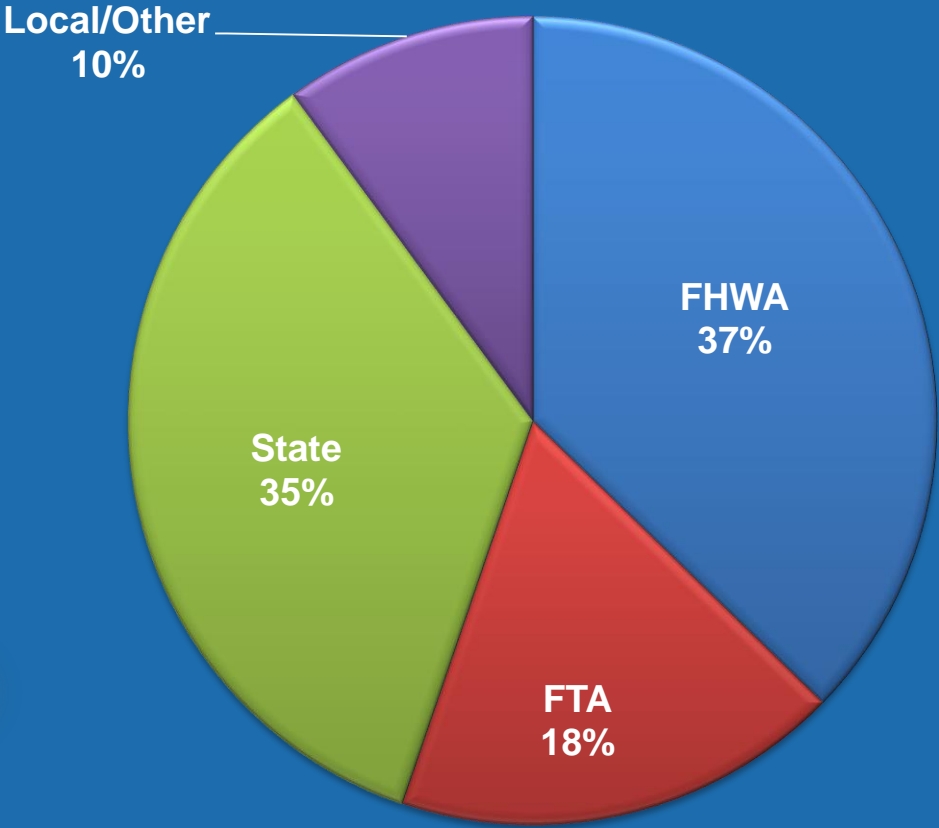
## \$5.5 Billion | 400 Projects



By County and Operator



# FY2019 TIP for PA \$5.5 Billion



Funds by Source Type

# Federal Highway funds

- ▶ **National Highway Performance Program (NHPP)**
- ▶ **National Highway Freight Program (NHFP)**
- ▶ **Surface Transportation Block Grant (STBGP, “STP” in PA)**
  - Transportation Alternatives Set-Aside
  - Urbanized Area STBGP funds (“STU”)
- ▶ **Highway Safety Improvement Program (HSIP)**
- ▶ **Rail Highway Grade Crossing (RHC)**
- ▶ **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**



# Federal Transit funds

- ▶ **Section 5307** – Transit capital and operating assistance and planning for urbanized areas under FAST.
- ▶ **Section 5310** – mobility for seniors and individuals with disabilities
- ▶ **Section 5311** – non-urbanized formula area, rural public transportation programs (JARC eligible)
- ▶ **Section 5337** – State of Good Repair
- ▶ **Section 5339(a)** – Bus and Bus Facilities



# State funds (NJ)

County Aid, Municipal Aid, Local Bridges  
Local Freight Impact Fund, I-Bank, etc.



# State funds (PA)

- ▶ **Multimodal Fund (PennDOT)**  
(Act 89 of 2013 dedicated funding stream)
- ▶ **Green Light Go** (for signal improvements on designated corridors)
- ▶ **Automated Red Light Enforcement Program (ARLE)** for safety improvements
- ▶ **State Highway (581) and Bridge (185)**
- ▶ **I-Bank**



# Funding scenarios

- ▶ 80% Federal, 15% State, 5% Local
- ▶ 80% Federal, 20% State
- ▶ 80% Federal, 20% Local
- ▶ 90% Federal, 10% Local/State (for Interstates)
- ▶ 100% Federal
- ▶ 100% State
- ▶ Local funds pre-CON phases, then seeks 100% State or Federal funds for CON



# Standard project delivery process

## Pre-TIP

Identify Need  
and Problem  
Screening

Concept  
Development

## TIP

**Preliminary  
Engineering**

**Final Design**  
(and/or  
Right-of-Way  
and/or Utilities)

**Construction**

## Post -TIP

Advertise  
Bid  
Select  
Start  
Close





# DVRPC FY2018-2021 TIP for NJ

New Jersey Highway Program

Draft Version

## Something County

**DB# D12345**    **Somewhere Road and Fake Blvd Intersection Improvements**

MRPID: 099

NEW

AQCODE: 2025M

The purpose of this project is to reconfigure the intersection layout of Somewhere Road and Fake Blvd, in order to improve congestion, improve safety, and ensure ADA compliance throughout the intersection. In addition the existing Somewhere Road Bridge will be replaced and widened; and deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with modern standards.

CMP: Minor SOV Capacity

Municipalities: Mister Rogers Borough

CIS Program Subcategory: Congestion Relief

Project Manager: French, Pierre

Mileposts: 7.53-7.59

Improvement Type: Intersection/Interchange Improvements  
This project contains ITS elements.

Adding Subcorre(s): 2B

DVRPC Planning Center: Neighborhood Center

CIS Program Category: Congestion Relief

Indicators of Potential Disadvantage: 3

Sponsor: Something County

**Local Project: Y**

		TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
Phase	Fund	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	NHPP		3.000								
DES	NHPP	2.500									
CON	NHPP			10.500							
<b>Fiscal Year Total</b>		<b>2.500</b>	<b>3.000</b>	<b>10.500</b>							
		<b>Total FY2018-2021: 16.000</b>				<b>Total Later FY2022-2027:</b>					

**Total for Burlington:**

2.500	3.000	10.500									
<u>Total FY2018-2021</u>		<u>16.000</u>				<u>Total Later FY2022-2027</u>					

# The TIP is multimodal.

- ▶ Bicycle/Pedestrian Improvements
- ▶ Streetscape Improvements
- ▶ Bridge Repair/Replacement
- ▶ Roadway Rehab
- ▶ Roadway New Capacity
- ▶ Intersection/Interchange Improvements
- ▶ Signal/ITS Improvements
- ▶ Transit Improvements
- ▶ Other



# Roadway Improvements, part of Haddon Avenue Transit Village



SOURCE FOR BOTTOM RIGHT PHOTO: COOPER'S FERRY PARTNERSHIP

# Before - US 202 (Markley Street)

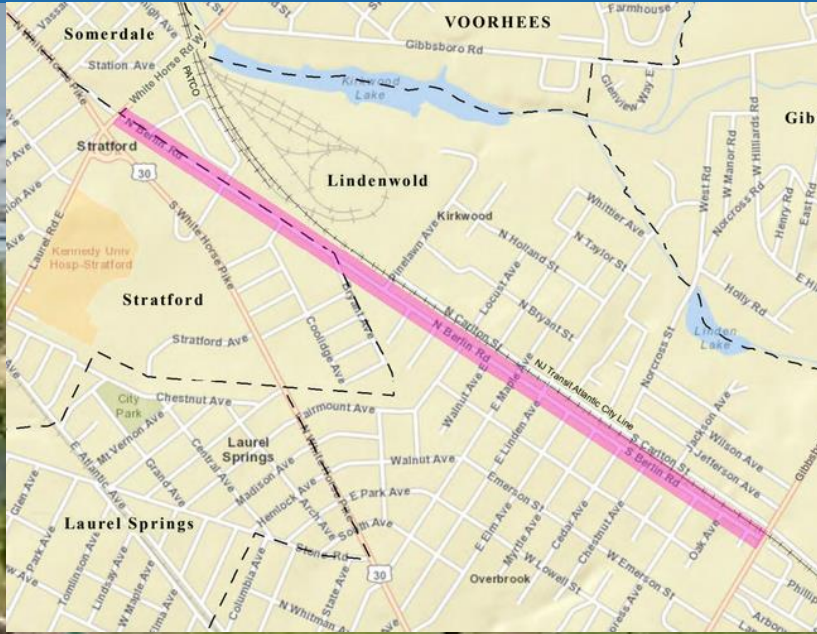


# After - US 202 (Markley Street)



SOURCE: MATTHEW POPEK, MONTGOMERY COUNTY PLANNING COMMISSION

# After – Berlin Road



# Before – Grove Street



# After – Grove Street





# After – Grove Street



# I-295/I-76/Route 42 Direct Connection

✓ Advanced ITS Contract Completed.

## 4 Main Contracts:

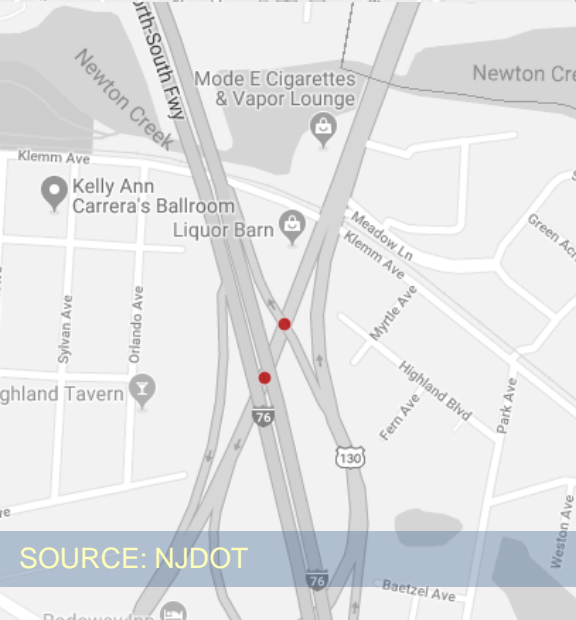
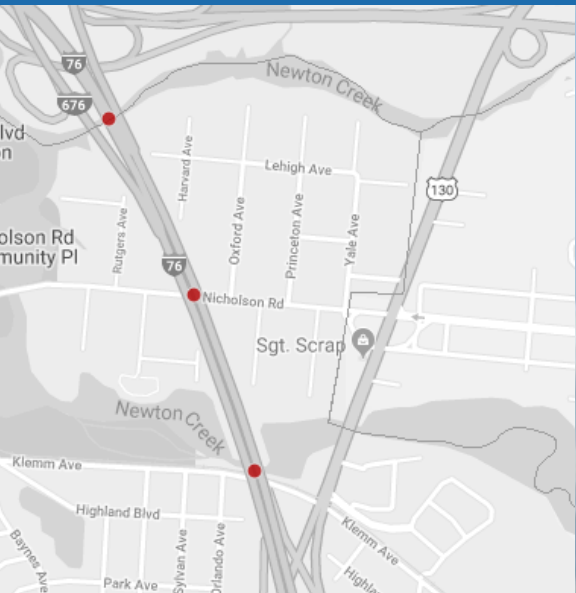
- ✓ Contract 1 (completed)
- ✓ Contract 2 (completed)
- ✓ Contract 3 in CON
- Contract 4

I-295/NJ 42, Missing Moves, Bellmawr



# Route 76/676 Bridges and Pavement

## Route 76, Bridges over Route 130



SOURCE: NJDOT



# Belmont Avenue/Green Lane Bridge (Montgomery/Philadelphia)



Green Lane Bridge

Green Ln

Green Ln Green Ln

Schuylkill River

Google

# Completed – Sullivan Bridge



PA

TIP

# Chestnut Street Bridges at 30<sup>th</sup> Street Station



# I-95 Reconstruction



TIP



# I-95 Central Access Philadelphia (CAP) over I-95 and Columbus Blvd./Waterfront Access



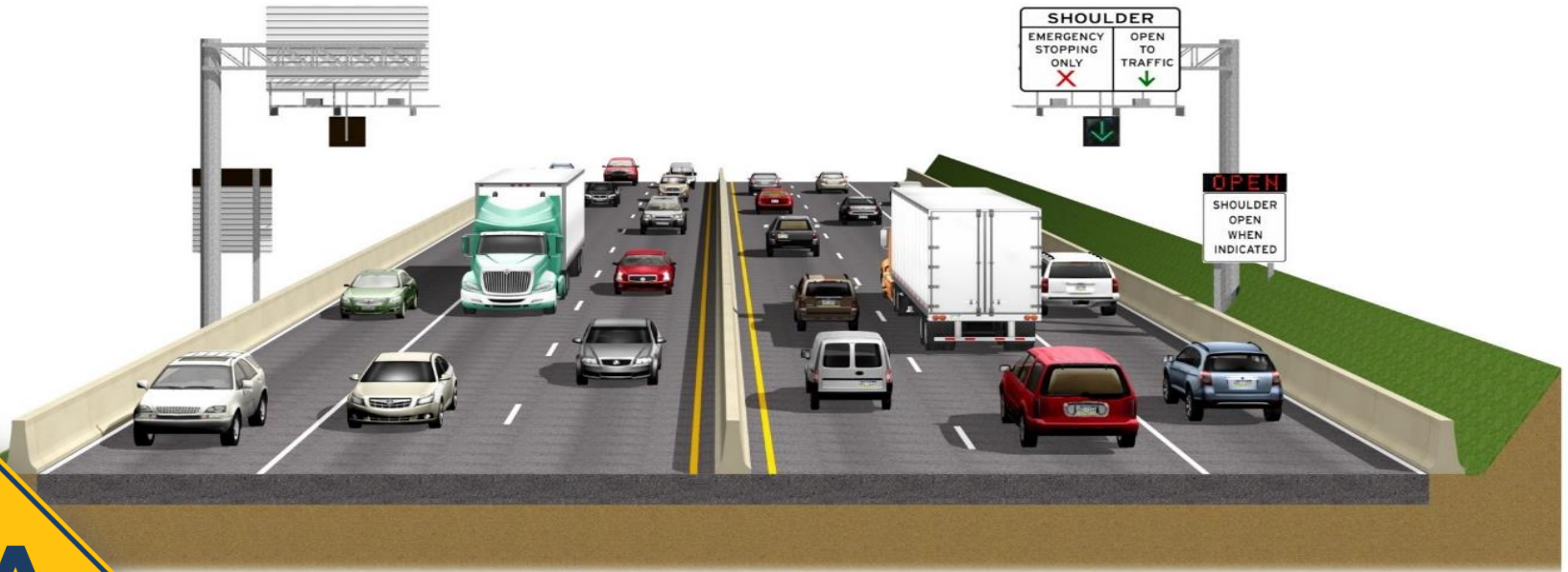


# Chester City Noise Abatement



# I-476 Travel Management

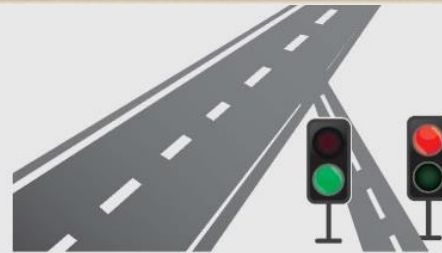
## Variable Speed Limit, Queue Detection and Flex Lanes



TIP



PART-TIME SHOULDER USE



RAMP METERING



SOURCE: GOOGLE IMAGES

# Before – CR 528/CR 660 Intersection



# After - CR 528/CR 660 Roundabout at Intersection

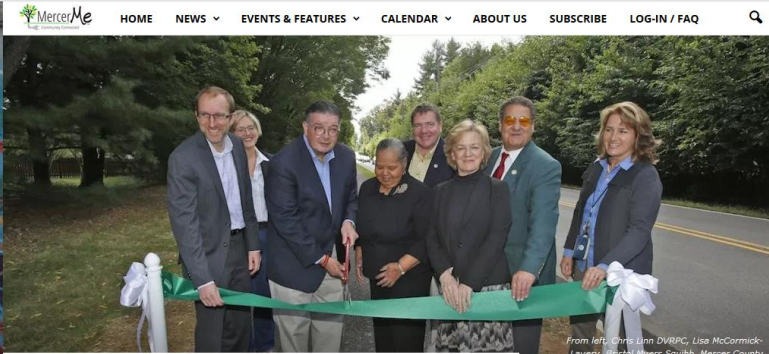


# Lawrence Township's Province Line Road Trail



mercerme.com/lawrence-hopewell-trail-opens-key-segment-along-provence-line-road/






mercerMe HOME NEWS EVENTS & FEATURES CALENDAR ABOUT US SUBSCRIBE LOG-IN / FAQ



**NEWS**

## Lawrence Hopewell Trail Opens Key Segment Along Provence Line Road



By MercerMe Staff - September 30, 2017

SHARE  Facebook  Twitter  G+  P  tweet

Community and corporate leaders, government officials and members of the Lawrence Hopewell Trail Board of Directors today celebrated the opening of the Lawrence Hopewell Trail segment called the King's Highway Segment in Lawrence Township.

The 3,760-foot segment runs along Province Line Road from Route 206 to Bannister Drive, where it crosses into the Foxcroft neighborhood. It is a critical link between Carson Road Woods and Bristol-Myers Squibb Lawrenceville to the north and the Foxcroft neighborhood to the southeast. The trail then crosses Princeton Pike, taking walkers and riders into Maidenhead Meadows.

*From left, Chris Linn DWRPC, Lisa McCormick-Lavery, Bristol Myers Squibb, Mercer County Executive Brian M. Hughes, LHT Co-President Eleanor Harris, Hopewell Twp. Mayor Kevin Kuchinski, LHT Co-President Becky Taylor, Lawrence Twp. Mayor David Maffei, and Elise Bremer-Neh, NJDOT, take part in the Lawrence Hopewell Trail King's Highway Segment Ribbon Cutting in Lawrence on Friday, September 29, 2017. Photo by Andrew Miller Images, LLC.*



# After – Manayunk Bridge Trail (CMAQ)



PA

TIP

# SEPTA Multi-Level Cars



PA

TIP



# Walter Rand Transportation Center Improvements



**Economic Development and  
Professional Architectural Design  
Services for the Walter Rand  
Transportation Center**  
**Final Report**



County of Camden  
Delaware Valley Regional Planning Commission  
December, 2017



**AECOM**



# Study work for the Glassboro-Camden Rail Line



# PATCO Car Overhaul



# Re-opening PATCO's Franklin Square Station



# Before – SEPTA Wayne Junction Station



PA

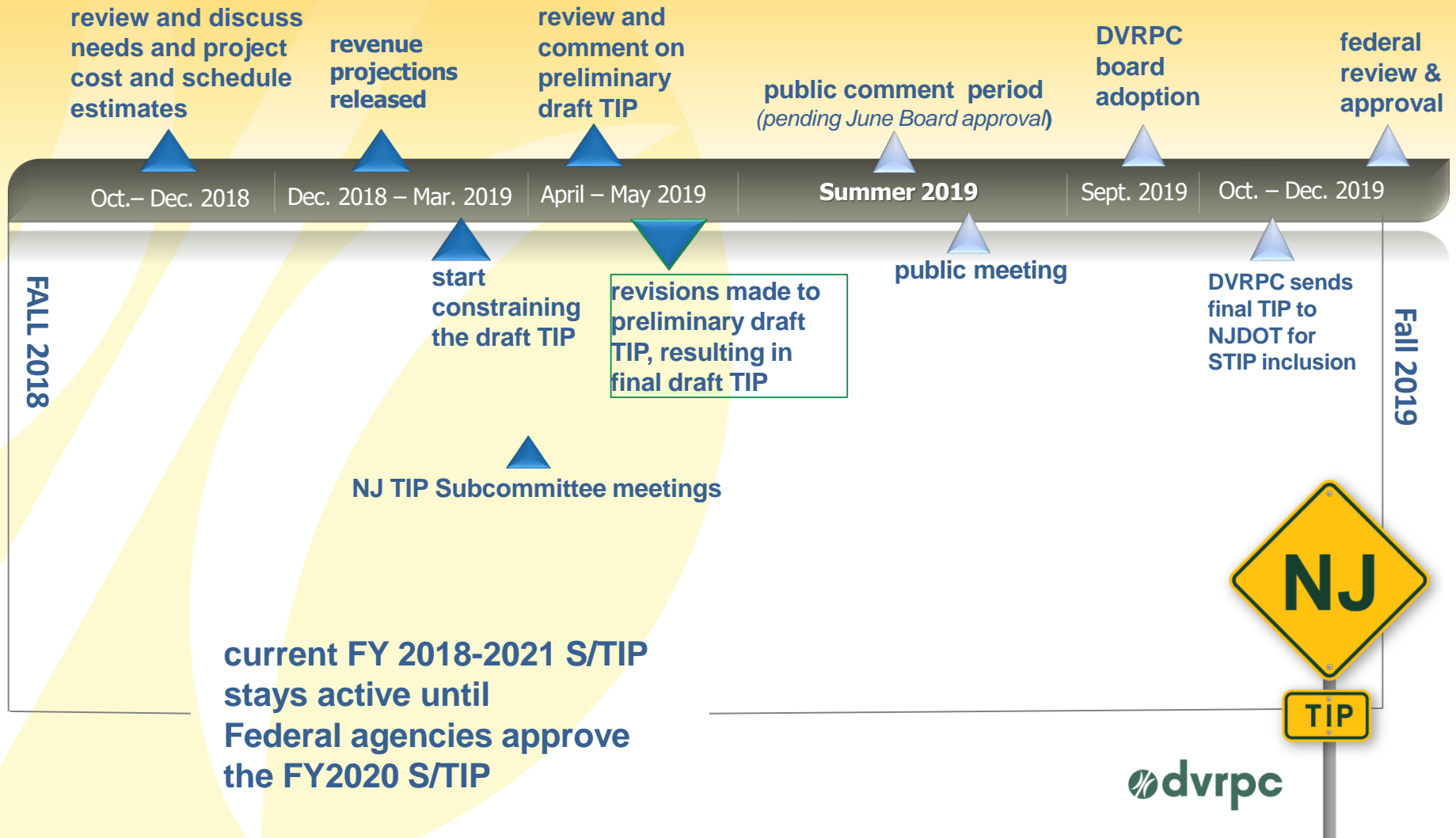
TIP

SOURCE: SEPTA

# After - – SEPTA Wayne Junction Station



# Development Process of the Draft FY2020 TIP for NJ



# Submit Public Comments Online for Draft TIP



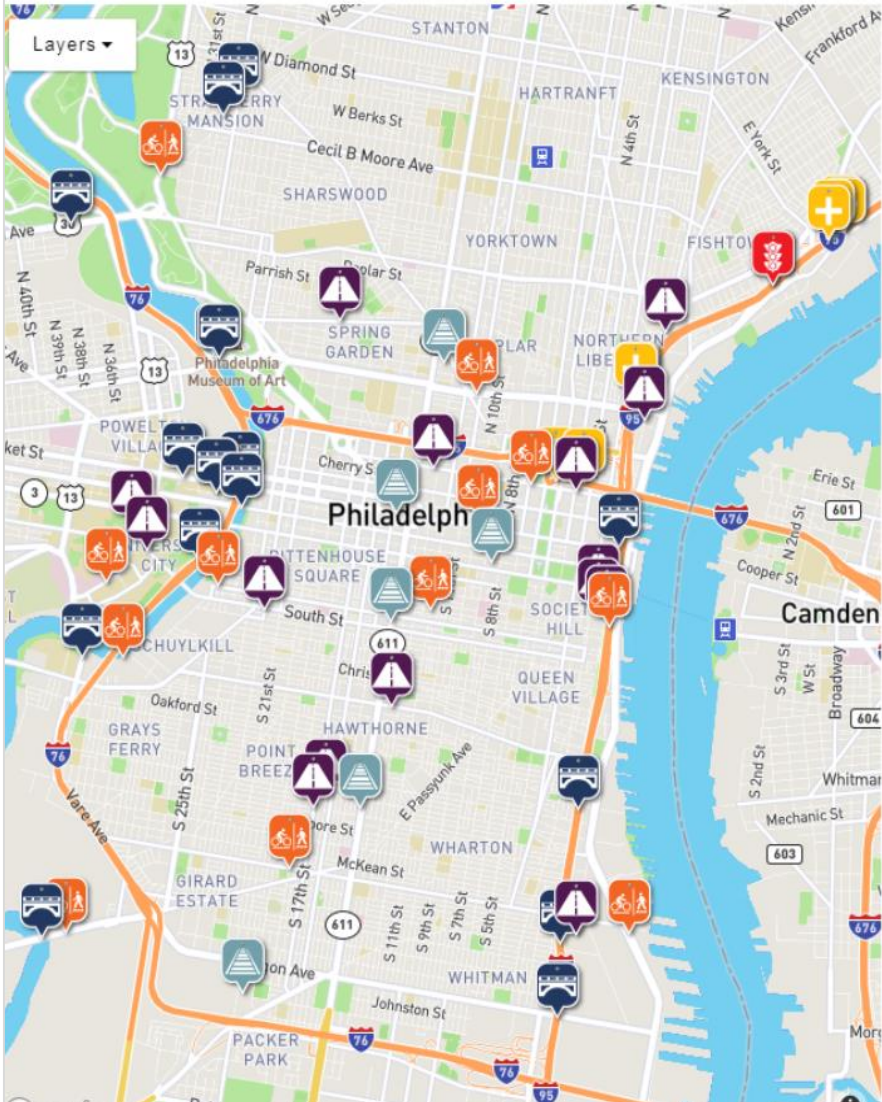
Draft FY2019 Pennsylvania  
Transportation Improvement  
Program

Search by:  Location  MPMS ID  Keyword

🔍 enter address, location, building, etc

More Information ▼






filter results...

All Categories

61 results.



**Market Street Bridges (2) Over Schuy...**  
Philadelphia County | 69828



**Citywide Resurfacing 108 - South Str...**  
Philadelphia County | 108095



**Citywide Resurfacing 106 - Front Str...**  
Philadelphia County | 108090



**30th Street Viaduct over 30th Street...**  
Philadelphia County | 110314

# Stay Involved!

## ► Social media

 Facebook

 Twitter

 Instagram

► TIP website: [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

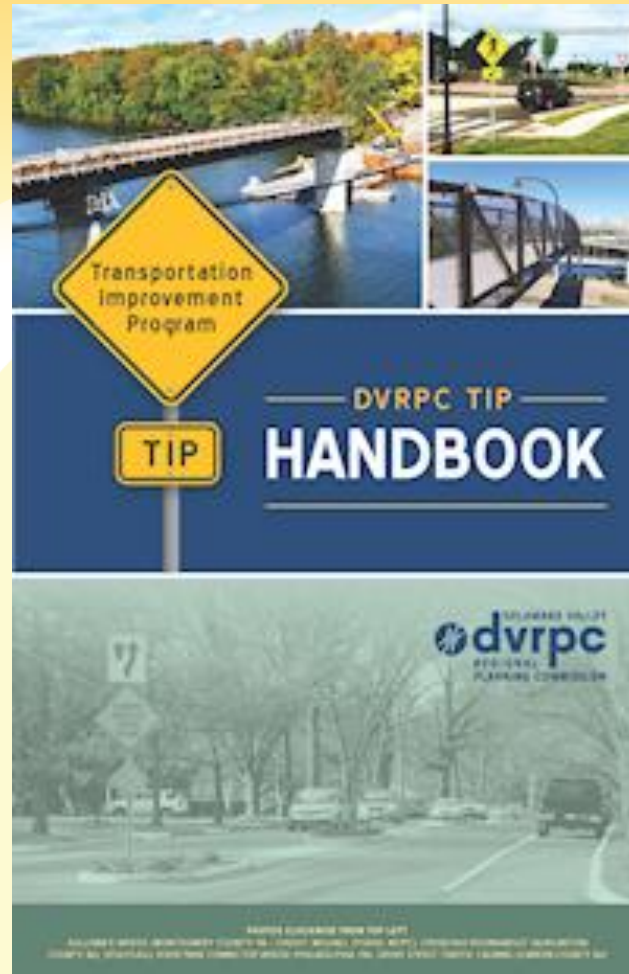
► Monthly TIP Actions – Board Comment Process

► Public Comment Period for TIP Update

► Look out for project public mtg. notices.



# TIP “Cliffs Notes”





Transportation  
Improvement  
Program

TIP

# Thank You!

[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)

# 2019 DVRPC Competitive CMAQ Program



May 15, 2019



# Overview

- What is CMAQ?
- The DVRPC Region, Maintenance, and Non-Attainment Areas
- DVRPC CMAQ Competitive Program
- Previously Selected Projects
- Challenges and Opportunities

# What is the CMAQ Program?

The Congestion Mitigation and Air Quality (CMAQ) Program is a source of federal transportation funding created to support transportation projects or programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS).

# What is the CMAQ Program?

NAAQS Criteria Pollutants Targeted by CMAQ: Ozone ( $O_3$ ), Carbon Monoxide (CO), Particulate Matter (PM)

Applicable Pollutants and Precursors:  
CO,  $PM_{10}$ ,  $PM_{2.5}$ ,  $NO_x$ , VOC



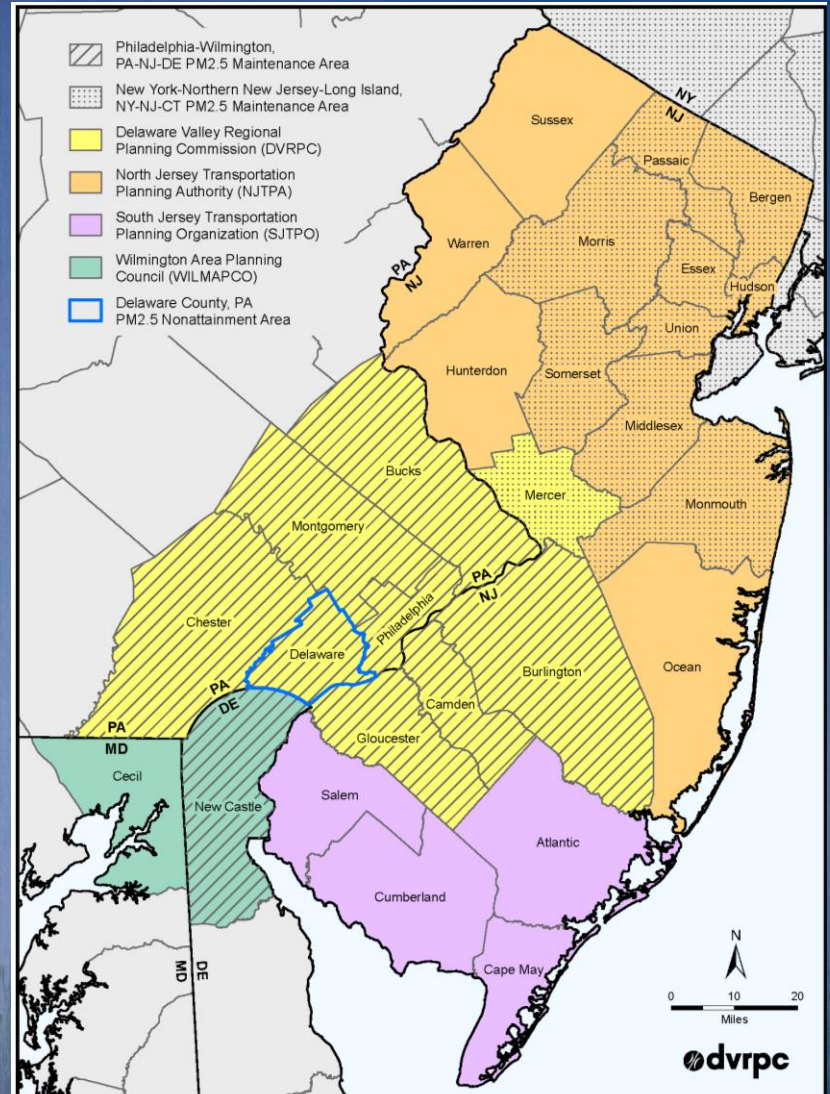
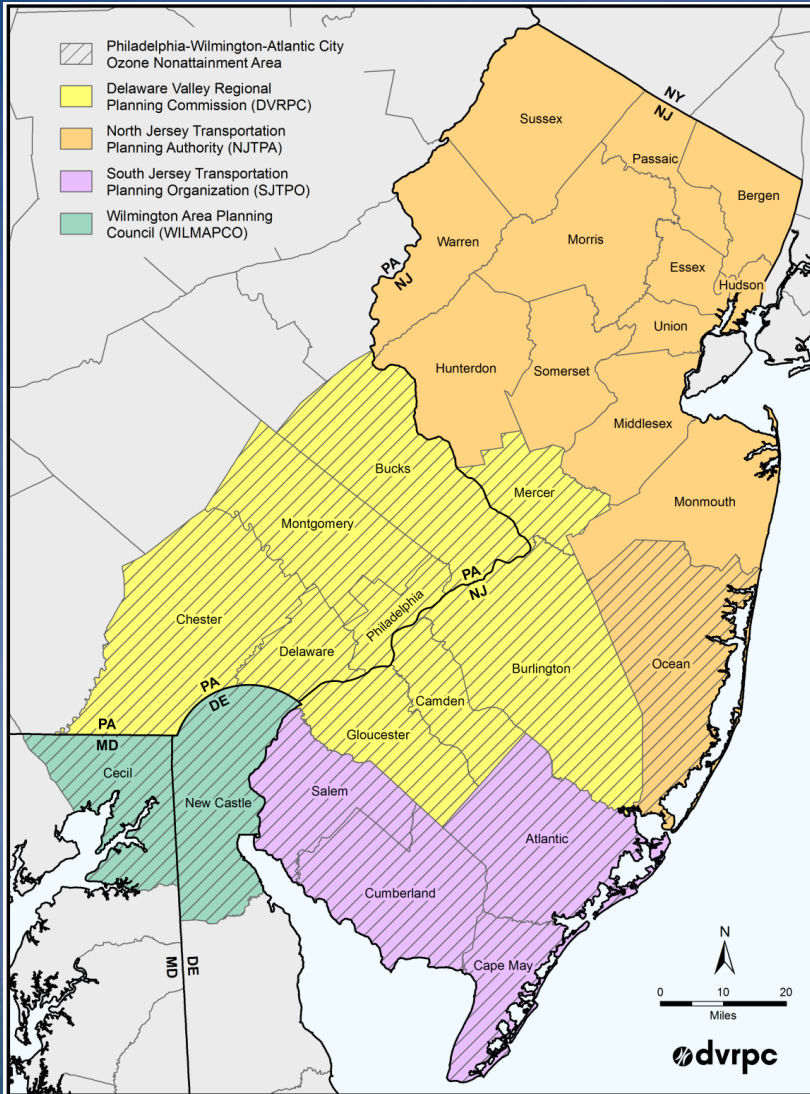
# What is the CMAQ Program?

- CMAQ Funds are apportioned to the states based on Federal Formula
  - From PennDOT to Regions based on:
    - Air Quality Status (PM<sub>2.5</sub> and Ozone)
    - Population
  - Projects can be funded competitively or through Transportation Improvement Program (TIP) selection process

# DVRPC Region



# DVRPC Non-Attainment and Maintenance Areas



# The DVRPC CMAQ Competitive Program

- DVRPC set aside \$25 Million in FY2019 TIP for an open competitive program
  - Applications are due June 28, 2019
- Project types included traffic signal interconnection, traffic flow improvements, bike/ped improvements, bike share infrastructure, plus

# Who Can Apply?

- Public Agencies
- Non-profits and private firms
  - Non-profits and private firms must partner with a public agency
  - Partnerships must have legal agreement stating the responsibilities of partners and long-term maintenance and ownership of project.
  - Private-Public Partnerships must demonstrate benefit for the public good.
- Individuals may not apply

# What Types of Projects Are Eligible?

- **Cost-effective** projects that reduce emissions directly (emissions controls, anti-idling) or by reducing congestion (operations improvements, utilization of transit).
- All projects must demonstrate a reduction in harmful emissions from the mobile sector (construction and off-road vehicles are eligible).
- Ineligible project types include:
  - Highway capacity projects
  - Transit maintenance
  - Highway reconstruction
- Studies are not eligible
- Federal Guidance provides list of eligible project types.

# Previously Funded Projects

- Adaptive Signals
  - Bicycle and Pedestrian Facilities
  - Diesel Repower and Replacements
  - Transit and TDM
- 
- All projects must show improvement to air quality.

# Air Quality Analysis

- PennDOT has provided DVRPC with software to analyze Air Quality benefits for most project types
- Applicant is responsible to provide data to assist in this analysis



# Project Selection Criteria and Process

- Project Selection Committee:
  - Consists of representatives from counties, City of Philadelphia, PennDOT, transit, and PPTF(hopefully!)
  - Uses a set of weighted criteria to rank projects:
    - Geographic distribution and balanced program of mixed project types are also considered during selection process

# Selection Criteria

- Project Readiness (up to 25%)
- Sponsor Capacity (up to 25%)
- Long-Term Viability of Emissions Benefit (up to 20%)
- Cost Effectiveness (up to 20%)
- Local Contribution (up to 5%)
- Environmental Justice (up to 5%)

# Other Funding Requirements

- Sponsors will need to comply with PennDOT procedures for handling federal transportation funds, including:
  - Accounting controls
  - Administrative Systems
  - Project Management Systems (e.g. person in “responsible charge” and inspections)

# Funding Authorization

- Prior to initiating ANY project activities for which reimbursement will be sought, the project must:
  - be selected by the committee
  - be approved by the DVRPC Board for inclusion in DVRPC's TIP
  - have an executed reimbursement agreement between sponsor and PennDOT
  - Have received federal authorization to begin
- Sponsors will not be reimbursed with federal funds for any project activities undertaken prior to completion of these steps
- Cost over-runs will be the responsibility of the applicant

# Application

- Information on the program, including program guidance, is available at:
  - [www.dvrpc.org/cmaq](http://www.dvrpc.org/cmaq)
- Matching funds must be dedicated at the time of the application
- DVRPC requested electronic submissions via DVRPC CMAQ Portal

# Timeline

- Completed Application Packages Due – June 28, 2019 at 5:00 P.M.
- Mandatory Applicant Meetings/Calls – April 2 – May 31, 2019
- Project Screening and Emissions Assessments – July 2019
- Project Evaluation – July 2019
- Final Project Selection – By Sept. 11, 2019
- DVRPC Board Approval – Oct. 24, 2019
- Notification Letters to Applicants – Oct./Nov. 2019

# Challenges and Opportunities

- Diesel repowers and replacements
- Authorization procedure has been a challenge to establish
  - Most transportation projects are construction projects
  - Equipment purchase is new procedure
- Federal Performance Measures

# Challenges and Opportunities

- Open process leads to innovative projects
- Often times the congestion and air quality components lead applicants to look at issues in new ways
- The federal process is cumbersome and sponsor capacity is critical



An aerial view of a city skyline featuring several prominent skyscrapers. The central focus is a tall, blue-glass skyscraper with a distinctive stepped, Art Deco-style top. To its left is another tall building with a similar stepped top. In the foreground, there are several shorter, multi-story buildings with grid-like window patterns. The background shows a dense urban landscape under a clear blue sky.

# Questions

**Richard Murphy**  
Manager, PA Capital Programs  
[rmurphy@dvrpc.org](mailto:rmurphy@dvrpc.org)

