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
The Statewide TIP (STIP) combines everyone’s TIPs

STIP (includes TRANSIT)
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.
Metropolitan transportation planning process

Where do we want to go?

What will it take?

Let's do it!

How did we do?

Planning

Capital Programming

Project Implementation & Evaluation

Where do we want to go?

What will it take?

Let's do it!

How did we do?
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

- Burlington County: 4%
- Camden County: 29%
- Gloucester County: 5%
- Mercer County: 7%
- Various Counties/Cities: 19%
- DRPA/PATCO: 4%
- NJ TRANSIT: 32%
FY2018 TIP for NJ
$2.0 Billion

Funds by Source Type

- FHWA 47%
- STATE 37%
- FTA 15%
- Local/Other 1%
FY2019 TIP for PA
$5.5 Billion | 400 Projects

By County and Operator

- Philadelphia: 10%
- Montgomery: 8%
- Delaware: 4%
- Chester: 5%
- Bucks: 4%
- IMP: 11%
- PART and PennDOT: 1%
- SEPTA: 51%
- Various: 6%

- By County: Chester 5%, Delaware 4%, Montgomery 8%, Philadelphia 10%
- By Operator: SEPTA 51%, IMP 11%, PART and PennDOT 1%, Various 6%
FY2019 TIP for PA
$5.5 Billion

Funds by Source Type

FHWA 37%
FTA 18%
State 35%
Local/Other 10%
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

Transportation Improvement Program
### Something County

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

- **MRPID**: 099
- **NEW**

#### Purpose
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.

#### Details
- **CMP**: Minor SOV Capacity
- **Adding Subcorra(s)**: 2B
- **DVRPC Planning Center**: Neighborhood Center
- **Municipalities**: Misters Rogers Borough
- **CIS Program Category**: Congestion Relief
- **Indicators of Potential Disadvantage**: 3
- **Project Manager**: French, Pierre
- **CIS Program Subcategory**: Congestion Relief
- **Sponsor**: Something County
- **Local Project**: Y
- **Mileposts**: 7.53-7.59
- **Improvement Type**: Intersection/Interchange Improvements
- This project contains ITS elements.

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**Fiscal Year Total**

- Total FY2018-2021: 16.000
- Total Later FY2022-2027:

**Total for Burlington:**

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**Total FY2018-2021**: 16.000

**Total Later FY2022-2027**: 16.000
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

Completed

Existing

Proposed

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
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)
Completed – Sullivan Bridge

SOURCE: MICHAEL STOKES, MONTGOMERY COUNTY PLANNING COMMISSION
Chestnut Street Bridges at 30th Street Station

SOURCE: PENNDOT/LANE FIKE SRDC
I-95 Central Access Philadelphia (CAP) over I-95 and Columbus Blvd./Waterfront Access
I-476 Travel Management
Variable Speed Limit, Queue Detection and Flex Lanes
Before – CR 528/CR 660 Intersection

SOURCE: BURLINGTON COUNTY ENGINEERING
After - CR 528/CR 660 Roundabout at Intersection
Lawrence Township’s Province Line Road Trail Opens Key Segment Along Province Line Road

By Marcus V. Staff  September 24, 2017

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 3,750-foot segment runs along Province Line Road from Route 206 to Beverly Drive, where it crosses into the Foxcroft neighborhood. It is a critical link between Carlson 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.
After – Manayunk Bridge Trail (CMAQ)
SEPTA Multi-Level Cars
Study work for the Glassboro-Camden Rail Line
PATCO Car Overhaul
Re-opening PATCO’s Franklin Square Station

SOURCE: DRPA/PATCO
Before – SEPTA Wayne Junction Station

SOURCE: SEPTA
After - – SEPTA Wayne Junction Station

SOURCE: SEPTA
Development Process of the Draft FY2020 TIP for NJ

- **Fall 2018**: Review and discuss needs and project cost and schedule estimates.
- **Dec. 2018 – Mar. 2019**: Review and comment on preliminary draft TIP.
- **April – May 2019**: Start constraining the draft TIP.
- **Summer 2019**: Public comment period (pending June Board approval).
- **Sept. 2019**: DVRPC board adoption.

**NJ TIP Subcommittee meetings**

**Phase III public meeting**


**Current FY 2018-2021 S/TIP stays active until Federal agencies approve the FY2020 S/TIP.**
Submit Public Comments Online for Draft TIP

Draft FY2019 Pennsylvania Transportation Improvement Program

Search by:  
- Location  
- MPMS ID  
- Keyword

Enter address, location, building, etc
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

▶ Look out for project public mtg. notices.
TIP “Cliffs Notes”
Thank You!

www.dvrpc.org/TIP
2019
DVRPC Competitive CMAQ Program

May 15, 2019

Delaware Valley Regional Planning Commission
Overview

• What is CMAQ?
• The DVRPC Region, Maintenance, and Non-Attainment Areas
• DVRPC CMAQ Competitive Program
• Previously Selected Projects
• Challenges and 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$_{2.5}$ and Ozone)
    - Population
  - Projects can be funded competitively or through Transportation Improvement Program (TIP) selection process
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%)
• 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
Questions

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