TIP Basics and Webmap
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?
POLL

How knowledgeable are you about the TIP?

- This is my first time.
- I have heard about it.
- Somewhat familiar with it.
- Very familiar with it!
What do you hope to gain from tonight's TIP presentation?

Enter it in the chat box.
TIP online resources

- TIP Story Map (short and interactive)
- TIP Handbook (brochure)
- Highlights of the TIP
- Main TIP document
- TIP web map
- Effective public comment guide
Which TIP online resource have you explored before tonight?

- TIP Story Map
- TIP Handbook
- Highlights of the TIP
- Main TIP document
- TIP web map
- Effective public comment guide
- None (and it's ok!)
1 Region, 2 States, 2 TIPs, 1 LRP
Regional consensus is crucial, and so is your feedback!

Scarce Resources

Region’s Needs & Priority Projects
United States Title 23 CFR § 450.326:

TIP required to spend federal $

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

- TIP represents a list of **priority** federal and state funded capital transportation projects in the DVRPC region.

- Federal Fiscal Year (FY): Oct 1 - Sept 30
What the TIP is

- Financially constrained infrastructure program
  - Fiscal constraint by fund type and year

- Best estimate of project schedules and costs
  - Not a guarantee of funds implemented until they have been “obligated” (the Federal promise to pay sponsor for its federal share of the project’s eligible cost when bills become due)
  - Year-of-Expenditure (YOE) in future years
The Statewide TIP (STIP) combines everyone’s TIPs
How much does the DVRRPC region expect to have for projects in the First-Four Years of the current NJ & PA TIPs combined?

- Similar to JLo's net worth ($400 M)
- As much as the Chick-fil-A owners net worth ($7 B+)
- Between Chick-fil-A and Jeff Bezo's net worth ($197 B)
% Summary by County and Transit Operator
(Highway & Transit Programs)

FY2020 NJ TIP: $1.679 B of the First-Four Years (FY20-23)

- Various Counties, 24%
- Camden County, 30%
- NJ TRANSIT, 31%
- Mercer County, 5%
- Gloucester County, 4%
- Burlington County, 1%
- DRPA/PATCO, 5%

FY2021 PA TIP: $5.4 B of the First-Four Years (FY21-24)

- SEPTA, 47%
- IMP, 16%
- Various, 6%
- Philadelphia, 11%
- Montgomery, 6%
- Delaware, 4%
- Chester, 5%
- Bucks, 4%
- Pottstown, 1%
% Summary by Fund Source
(Highway & Transit Programs)

FY2020 NJ TIP: $1.679 B of the First-Four Years (FY20-23):

- FHWA, 48%
- FTA, 17%
- STATE (Highway & Transit), 34%
- Local/Other, 1%

FY2021 PA TIP: $5.4 B of the First-Four Years (FY21-24):

- FHWA, 40%
- FTA, 17%
- STATE, 36%
- Loc/Other, 7%
Where do TIP funds come from?

Highway Trust Fund
(federal excise tax on gas & diesel fuel and vehicle sales)

General Fund of the U.S. Treasury
(personal income tax, sales tax, and corporate income tax collections)

Authorization Act,
Extension Acts, or Continuing Resolution

FHWA and FTA
apportions or allocates funding to states

State DOT (from FHWA)
State Transit Operator (from FTA)

MPO TIP
Funding “Buckets”

1. WHAT IS THE TIP?

- Regional Formula Funding
  - Examples: NHPP, STBGP, CMAQ, HSIP

- NJ: Statewide Program

- PA: Interstate Management Program (IMP) for I-95 corridor in Phila. & Bucks Counties.

- Ongoing Add-Ons
  - Funds that are distributed competitively or discretionary, e.g., Multimodal Fund, ARLE, SPIKE, Green-Light Go

- One-Time Add-Ons
  - e.g., RAISE grant, FTA Low Emissions, New/Small Starts, Earmarks (Sometimes)
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 (RRX)
- Congestion Mitigation and Air Quality Improvement Program (CAQ/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: State Transportation Trust Fund revenue derived from motor fuels taxes, Petroleum Gross Receipts, $200 M annual Sales & Use tax, $12 M annual toll road authorities via the NJ State Constitution

PA: Motor License Fund (gas tax and registration and fees), Public Transportation Trust Fund (large part through the Turnpike payments, also sales tax and lottery fund payments), Multimodal Transportation Fund Created by Act 89, Lottery Funded by PA Lottery proceeds (Dedicated to free and reduced fare public transportation for Pennsylvanians 65 years and older.), Public Transportation Assistance Fund (Fees on tires, rental vehicles, and leased vehicles)
Pro-rata (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/Toll Credit
- 100% State
- Local funds pre-CON phases, then seeks 100% State or Federal funds for CON
Where do TIP projects come from?

- Asset Management Systems
- Competitive Programs
- Special discretionary add-ons (e.g. earmarks)
TIP Project Record Example:

DVRPC FY2020 TIP for New Jersey

New Jersey Highway Program

Camden

<table>
<thead>
<tr>
<th>DB#</th>
<th>Route 73 and Ramp G, Bridge over Route 130</th>
<th>LRPID: 302</th>
<th>NEW-G</th>
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<tbody>
<tr>
<td>AQCODE</td>
<td>S19</td>
<td>Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1930 and modified in 1959.</td>
<td></td>
</tr>
<tr>
<td>CMP:</td>
<td>Not SOV Capacity Adding</td>
<td>Adding Subcorr(s): 13A</td>
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<tr>
<td>Municipalities:</td>
<td>Pennsauken Township</td>
<td>Planning Center: None</td>
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<td>CIS Program Subcategory:</td>
<td>Marcellus, Evens</td>
<td>CIS Program Category: Bridge Assets</td>
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<tr>
<td>Project Manager:</td>
<td></td>
<td>IPD:</td>
<td></td>
</tr>
<tr>
<td>Mileposts:</td>
<td>32.18</td>
<td>Sponsor: NJDOT</td>
<td></td>
</tr>
<tr>
<td>Improvement Type:</td>
<td>Bridge Repair/Replacement</td>
<td>Mapped: Y</td>
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</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>TIP Program Years (In Millions)</th>
<th>Later Fiscal Years (In Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW</td>
<td>NHPP</td>
<td>2020</td>
<td>2021</td>
</tr>
<tr>
<td>CON</td>
<td>NHPP</td>
<td>1.000</td>
<td></td>
</tr>
<tr>
<td>DES</td>
<td>NHPP</td>
<td>3.000</td>
<td></td>
</tr>
<tr>
<td>PE</td>
<td>NHPP</td>
<td>3.500</td>
<td>3.000</td>
</tr>
<tr>
<td>Fiscal Year Total</td>
<td>3.500</td>
<td>3.000</td>
<td>1.000</td>
</tr>
</tbody>
</table>

Total First Four Years: 7.500
Total Later Fiscal Years: 30.000

Standard Project Delivery Process (Highway)

1. WHAT IS THE TIP?

Click here to view NJDOT's Capital Program Management Project Delivery Process and Phases
How to get a project on the TIP?

- It's competition.
- Do homework.
  - Identify the need/problem.
  - Conduct preliminary research.
  - Determine if it is a municipal, county, regional, state need/priority via citizen outreach, confirm if it meets a local, regional, or state initiative, ranked high in asset management systems, or identified in plans or other regional studies.
  - Discuss & work with local, county, DOT, transit operators to get support.
  - Build the case, identify flaws, support, or opposition, and provide data to support the project.
Do more homework

- Counties, Transit Operators, or State DOTs 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 or private funds
- Find a champion, such as a local public sponsor to lead the project through the federal process.
- Be patient.
Project considerations

- Is it consistent with Long-Range Plan (LRP) goals? Does it fit within the LRP’s strategic financial policy? Is it listed on the LRP?
- What is the appropriate funding source?
- Does project scope meet source eligibility requirements?
- Is the fund source available?
- What existing TIP project might need to be delayed/ decreased/ removed to accommodate this new project, and in what year?
- Does the TIP have financial capacity to add the project?
- How far has the project progressed through the planning process? What is the schedule?
- How critical is the need v. other needs?
- What is the county or State DOT priority v. existing TIP projects and other new candidate projects?
- Are there strong local commitments? Any significant opposition?
- Does the project benefit transportation equity?
Overall TIP considerations

• Is the overall program consistent with LRP goals, and does it fit within the LRP’s strategic financial policy?
• Does the TIP reflect a balanced program of multimodal investments across the region?
• Does the overall program support transportation equity and not disproportionately burden EJ populations?
• Does the overall program support and help meet performance-based planning and programming requirements?
• Do all TIP projects and programs meet funding eligibility requirements?
• Does the TIP reflect best project schedules and cost estimates?
• Does the TIP reflect local, regional, and state priority of needs?
TIP-LRP Benefit Evaluation Criteria

**Equity Criterion:**
- Broad definition of Equity (all IPDs)
- Incorporates scale (population)
- Penalizes projects that increase speeds or air pollution (added VMT) in communities of concern
- Used to inform project prioritization / selection
Lowest-Life Cycle Cost

Each cycle shorter than previous cycle

No Preservation

Preservation

Extends life
Equity Considerations

- Expanded Environmental Justice / Title VI impact analysis in FY2021 TIP for PA
  - New Guidance from PennDOT, FHWA-PA
- Evaluate conditions and needs
  - Bridge, Pavement condition
  - Safety
- Analysis of investment distribution, potential benefits and burdens of projects
- Similar analysis for Draft FY2022 TIP for NJ
Equity Analysis: Concentrations of Racial Minority Populations

Communities of Concern Concentration by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2014-2018 American Community Survey 5-Year Estimates

DRAFT DVRFC FY2022 TIP for NJ (FY22-FY25)*

- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Roadway New Capacity
- Roadway Rehabilitation
- Other

*Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement.
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
Bridges over Vine Street Expressway in Philadelphia
Bridges over Vine Street Expressway in Philadelphia
I-95 Reconstruction

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

- ✔ Advanced ITS Contract (completed)
- ✔ Contract 1 (completed)
- ✔ Contract 2 (completed)
- Contract 3 in CON
- Contract 4

and I-295/NJ 42, Missing Moves, Bellmawr
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/C R 660 Roundabout

Credit: Burlington County Public Works
PATCO 120 Car Overhaul | Completed
Reopening PATCO’s Franklin Square Station
Transit and Regional Rail Station Program (Direct Bus)
TIP is maintained throughout its life.

- Current TIP stays active and is dynamic until federal agencies approve an *updated* TIP.

- **TIP Actions**
  - Amendments
  - Modifications

- Certain actions must go before the DVRRPC Board for review and approval.
**Draft FY2022 TIP for New Jersey**  
*The NJ TIP update for the next First Four-Years (FY22-25) is currently underway!*

<table>
<thead>
<tr>
<th>Event</th>
<th>Dates</th>
</tr>
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<tbody>
<tr>
<td>Begin review and discuss needs and project cost and schedule estimates</td>
<td>Fall 2020 to Winter 2021</td>
</tr>
<tr>
<td>Submit TIP project requests (new and existing)</td>
<td>Spring 2021</td>
</tr>
<tr>
<td>Constrain TIP. Negotiations occur with the NJ TIP Subcommittee.</td>
<td>7/21/2021 - 8/23/2021</td>
</tr>
<tr>
<td>Public Comment Period</td>
<td>9/23/2021</td>
</tr>
<tr>
<td>Request DVRPC Board Adoption</td>
<td>Oct. 2021</td>
</tr>
<tr>
<td>Federal Review &amp; Approval</td>
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</tr>
</tbody>
</table>

- **Submit Draft Project List for regional air quality conformity analysis**
- **Virtual public meeting/ info. session date** TBD
- **DVRPC sends final TIP (with list of recommended changes after public comment period) to NJDOT for STIP inclusion**

Current FY2020 TIP stays active until Federal agencies approve the FY2022 TIP (expected Oct. 1, 2021)
Contribute and stay informed.

- **Public Comment Period on a Draft TIP**
  - clarification questions/comments
  - specific project or program questions/comments
  - support for projects or programs
  - constructive recommendations or ideas
  - feedback on documents, webpage, or web map etc. Is it easy to use? How can we make it easier for you?

- **Monthly TIP Actions – Board Comment Process**
  - questions or comments about the action, project, funding, program, etc.
  - support or lack of support for action, etc.

- **PA 12-Year Program Public Forum (Every 2 Years)**
- Look out for project public meeting notices.

- **Social media**
  - Facebook
  - Twitter
  - Instagram

- **TIP website**: [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP)
Long-Range Plan & Transportation Improvement Program (TIP)

As Greater Philadelphia’s Metropolitan Planning Organization (MPO), DVRPC is federally mandated to produce a Long-Range Plan and a Transportation Improvement Program (TIP). Both products are developed through a continuing, comprehensive, and cooperative transportation planning, programming, and decision-making process.

Long-Range Plan

The Long-Range Plan (the Plan) outlines a vision for the region’s growth and preservation, and a financially constrained financial plan for funding transportation infrastructure. DVRPC updates the Plan every four years to maintain the required 20-year horizon, while using performance-based planning to ensure efficient use of the region’s natural resources, public funding, and other assets. Each Plan update identifies trends and forces shaping the region, works with the public and stakeholders to develop a broadly shared vision for the future, and recommends strategies to achieve the vision.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the regionally agreed-upon list of priority transportation projects over a four-year period, as required by federal law. The TIP document contains a multimodal list of all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant, with estimated costs and schedules. For planning purposes, the DVRPC TIP shows a full 10 years of funding for New Jersey and 12 years in Pennsylvania for highway and public transit projects.

TIP-LRP Benefit Evaluation Criteria [0.5 MB pdf]

TIP and LRP project selection is guided by a universal, multi-modal performance-based evaluation process. The DVRPC TIP-LRP Benefit Evaluation Criteria is a data-informed support tool that highlights trade-offs that could occur as a result of a given investment or set of investments, analyzes how new candidate projects align with the vision and goals of the Plan, and considers how each project supports the FHWA and FTA Transportation Performance Management process.
1. WHAT IS THE TIP?

www.dvrpc.org/TIP/NJ
DB #D1914: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)

The goal of the HSIP funded study is to recommend preferred alternatives that will significantly improve the safety for all modes of travel within the project's study area, with special attention given to vulnerable users: pedestrians and bicyclists. Funding for this project was made available through Delaware Valley Regional Planning Commission's (DVRPC) FY 2016 Local Capital Project Delivery (LCPD) Program for Camden County. This study will comply with the Federal Highway Administration's Highway Safety Improvement Program (HSIP), from which one of the project deliverables will include a Highway Safety Manual (HSM) analysis completed to the specifications of NHDOT's Bureau of Transportation Data and Safety.

Limits: Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)

Municipality(s): City of Camden
County(s): Camden
Air Quality Code: R1
Program: Highway