



# FUNDING TRANSPORTATION SAFETY IMPROVEMENTS

IN THE DELAWARE VALLEY



## 2 FEDERAL SOURCES

### Some Important Processes

#### **Transportation Improvement Program (TIP)**

To utilize many of the sources of funding requires participation in the TIP process. The TIP is the region's agreed-upon list of specific priority transportation projects and is required by federal law in order for the region to spend federal transportation funds. There are various ways a project can get on the TIP. Typically a transportation safety need is identified by a planner or engineer at the municipal, county, or state level. A municipality seeking TIP funding would typically submit the idea to its county. The county coordinates with other DVRPC members and can recommend the project be considered in TIP development. This process continues to evolve. More information on the TIP can be found at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).

#### **Strategic Highway Safety Plan (SHSP)**

It is a federal requirement that each state Department of Transportation (DOT) develop a statewide coordinated safety plan that provides a comprehensive, data-driven framework for reducing highway fatalities and serious injuries on all public roads.

### Some Federal Programs to Fund Safety Projects

*Note: A grey font indicates that the program is not specifically oriented to safety, but safety improvements may be either funded by it or included in projects funded by it.*

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)** – This federal funding is for projects that improve air quality and/or relieve congestion without adding new highway capacity.

**Rail Highway Grade Crossing (RHX)** – This federal funding is for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings.

**Surface Transportation Program (STP/STU)** – This is flexible federal funding that may be used on any federal aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities.

Federal funding is also used in some of the state programs on the pages that follow. It is listed with the state if the funding is used in a manner unique to the state, rather than in a uniform manner for the region.

## Background

The [Pennsylvania Department of Transportation \(PennDOT\)](#) coordinates transportation safety planning primarily through its [Bureau of Highway Safety & Traffic Engineering \(BHSTE\)](#). Within BHSTE, the Safety Management Division is responsible for planning and directing implementation of various highway safety engineering programs and driver behavior modification programs. The main website for transportation safety information is [www.drivesafepa.org](http://www.drivesafepa.org). [PennDOT-District 6](#) consists of the Pennsylvania counties in the Delaware Valley (Bucks, Chester, Delaware, Montgomery, and Philadelphia). District 6 identifies unique safety needs and implements funded safety improvements.

The Pennsylvania SHSP is available at <ftp://ftp.dot.state.pa.us/transfer/Pub%20638/SHSP/PA%20SHSP%20WEB.pdf>.

Many safety funding sources will require a crash analysis to make the project eligible for those funds. In Pennsylvania, this analysis usually starts by contacting PennDOT-District 6 to request a summary analysis. This analysis is usually prepared using the [Crash Data Analysis and Retrieval Tool \(CDART\)](#).

Pennsylvania uses its own funds for various transportation programs. These programs are not specifically oriented to safety, but safety improvements may be considered in them or included in projects funded by them. They include:

- Appropriation 581 – Funding for highway projects on the state highway system, focused on highway capital projects.
- Appropriation 582 – Funding allocated to individual PennDOT County Maintenance Offices for maintenance activities.
- Appropriation 916 – Funding for preservation, restoration, operation, and maintenance of the roadway system.

Each PennDOT maintenance district has the opportunity to make low-cost safety improvements as part of its maintenance schedule as time and funds allow. Improvements of this nature are typically signing and striping projects, or other safety improvements that don't require an in-depth crash analysis or right-of-way acquisition.

## 4 PENNSYLVANIA SOURCES

### Some Pennsylvania Programs to Fund Safety Projects

*Note: A grey font indicates that the program is not specifically oriented to safety, but safety improvements may be either funded by it or included in projects funded by it.*

**BHSTE Grants** – As described at [www.dot34.state.pa.us/BHSTEInfo.aspx](http://www.dot34.state.pa.us/BHSTEInfo.aspx), these federal pass-through funds are used for grant programs that include:

- DUI Enforcement Grant - Provides support for police officer overtime and purchase of equipment necessary to conduct DUI enforcement.
- Specific, Accountable, Focused, & Efficient (SAFE) Grant Programs – Funding to adopt and administer community traffic safety projects that address highway safety problems of national concern, and for which effective countermeasures have been identified. These include occupant protection, DUI, aggressive driving, pedestrian, bicycle, motorcycle, younger driver, older driver, and heavy trucks.
- Aggressive Driving Enforcement Grants – Provides funding for police officer overtime, training, equipment, and publicity campaigns.

**Low-Cost Safety Improvement Program** – This is state funding to implement low-cost safety improvements throughout the state.

**Deployment of Yield-to-Pedestrian Channelizing Devices** – PennDOT offers free devices to municipalities to enhance pedestrian safety at intersections.

**Highway Safety Improvement Program (HSIP), also known as Section 148** – This is federal funding for projects or strategies included in the state’s SHSP that correct or improve a hazardous road location or features or addresses a highway safety problem. In Pennsylvania, future funding will be allocated by District 6 based on the following priorities:

- Locations listed on the Statewide High Crash Locations priority ranking (starting with most recent year).
- Systematic implementation of proven low-cost countermeasures based on PennDOT Publication 638 Table 5-6.
- Projects not meeting the above criteria may be programmed, but first must be approved by the Program Management Committee.

**High Risk Rural Roads Program (HRRR)** – This is a portion of HSIP funds used to address safety issues specifically on qualifying rural routes. For

more information see *The High Risk Rural Roads Program in the Delaware Valley* (DVRPC Publication 10070).

**Automated Red Light Enforcement (ARLE) Program** – This state-funded program distributes revenue generated from automated red light enforcement systems for low-cost road safety or mobility projects. ([www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/index\\_files/Automated\\_Red\\_Light\\_Enforcement.htm](http://www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/index_files/Automated_Red_Light_Enforcement.htm))

**Pennsylvania Community Transportation Initiative (PCTI)** – This is a competitive funding program for projects that support Smart Transportation principles. PennDOT announces how and when to apply. ([www.dot.state.pa.us/pennDOT/districts/district9.nsf/76320b0b27c6ca428525694c003a012a/23e9eb493527fe148525783f006951af?OpenDocument](http://www.dot.state.pa.us/pennDOT/districts/district9.nsf/76320b0b27c6ca428525694c003a012a/23e9eb493527fe148525783f006951af?OpenDocument))

**Transportation Enhancements** – These are federal funds for projects designed to foster more livable communities, preserve and protect environmental and cultural resources, and to promote alternative modes of transportation. In Pennsylvania, DVRPC manages the process. ([www.dvrpc.org/TE](http://www.dvrpc.org/TE))

**Home Town Streets and Safe Routes to School** – These programs encourage reinvestment in and redevelopment of downtowns. They establish, where feasible, safe walking routes for children to commute to school and to promote healthy living. ([www.dvrpc.org/SafeRoutes](http://www.dvrpc.org/SafeRoutes))

### Other Pennsylvania Partners

While not providing specific funding programs, the organizations listed below may be able to assist in uncovering additional funding sources, collaborating, or possibly funding implementation:

- Bicycle Access Council – [www.bicycleaccess-pa.org](http://www.bicycleaccess-pa.org)
- Bicycle Coalition of Greater Philadelphia – [www.bicyclecoalition.org](http://www.bicyclecoalition.org)
- Bucks County Highway Safety Program - [www.buckscounty.org/government/departments/emergencyservices/publicsafety/index.aspx](http://www.buckscounty.org/government/departments/emergencyservices/publicsafety/index.aspx)
- Chester County Highway Safety Project of the COAD Group – [www.coadgroup.com/highwaysafety.asp](http://www.coadgroup.com/highwaysafety.asp)
- County planning commission, and other elements of county and municipal government, including police departments and schools
  - Bucks - [www.buckscounty.org](http://www.buckscounty.org)
  - Chester - [www.chesco.org](http://www.chesco.org)
  - Delaware - [www.co.delaware.pa.us](http://www.co.delaware.pa.us)
  - Montgomery - [www.montcopa.org](http://www.montcopa.org)
  - Philadelphia - [www.phila.gov](http://www.phila.gov)
- Pennsylvania State Police – [www.psp.state.pa.us](http://www.psp.state.pa.us)
- Southeastern Pennsylvania Transportation Authority (SEPTA) – [www.septa.org](http://www.septa.org)
- State and federal legislators – [www.house.gov](http://www.house.gov), [www.senate.org](http://www.senate.org), [www.legis.state.pa.us](http://www.legis.state.pa.us)
- Philadelphia Street Smarts Program - [www.phmc.org/site/index.php?option=com\\_content&view=article&id=48&Itemid=506](http://www.phmc.org/site/index.php?option=com_content&view=article&id=48&Itemid=506)
- Transportation Management Associations (TMAs)
  - TMA Bucks - [www.bctma.com](http://www.bctma.com)
  - TMA of Chester County - [www.tmacc.org](http://www.tmacc.org)
  - Delaware County TMA - [www.dctma.com](http://www.dctma.com)
  - Greater Valley Forge TMA (covers part of Montgomery County) - [www.gvftma.com](http://www.gvftma.com)
  - Partnership TMA (covers other part of Montgomery County) - [www.ptma-mc.org](http://www.ptma-mc.org)
  - Central Philadelphia TMA - [www.centercityphila.org/about/CPTMA.php](http://www.centercityphila.org/about/CPTMA.php)
- Other non-profit and for-profit organizations

## Background

In New Jersey, the engineering side of transportation safety planning is led by the [New Jersey Department of Transportation \(NJDOT\)](#) through its [Bureau of Safety Programs \(BSP\)](#). Promoting safety through education and enforcement is led by the [Division of Highway Traffic Safety](#) which is within the [New Jersey Office of the Attorney General](#). Examples of their programs include training on installing child safety seats correctly, safe bicycling, and enforcement programs such as “Click it or Ticket.”

New Jersey is currently updating its SHSP, called [Driving Down Deaths on New Jersey's Roadways](#). Information is available at [cait.rutgers.edu/tsrc/highway-safety](http://cait.rutgers.edu/tsrc/highway-safety).

Several elements of safety planning in New Jersey are conducted through contracts with Rutgers University. At Rutgers, the [Center for Advanced Infrastructure and Transportation \(CAIT\)](#) includes the [Transportation Safety Resource Center \(TSRC\)](#).

In New Jersey, crash data and analysis are available online at [www.state.nj.us/transportation/refdata/accident](http://www.state.nj.us/transportation/refdata/accident). Public and educational agencies have free access to [Plan4Safety](#), a crash data interface program available through [cait.rutgers.edu/tsrc/plan4safety](http://cait.rutgers.edu/tsrc/plan4safety).

New Jersey primarily funds road and transit projects through its [Transportation Trust Fund](#) as financed through the Transportation Trust Fund Authority (TTFA). The sources of the funds are the motor fuel tax, petroleum products gross receipts tax, a portion of the general sales tax, heavy truck fees, contributions from toll road authorities, the “good driver” registration surcharge, and other sources. For more information, visit [www.state.nj.us/ttfa](http://www.state.nj.us/ttfa).

While not a New Jersey program, **Public Private Partnerships (P3s)** are allowed in this state. P3s include a range of ways that state and local governments can work with the private sector to advance projects. The advantages include creative approaches and access to additional funding. The downside is new approaches need careful supervision. One source of information is [www.fhwa.dot.gov/ipd/p3/defined/index.htm](http://www.fhwa.dot.gov/ipd/p3/defined/index.htm).

### Some New Jersey Programs to Fund Safety Projects

*Note: A grey font indicates that the program is not specifically oriented to safety, but safety improvements may be either funded by it or included in projects funded by it.*

**Division of Highway Traffic Safety Grants** – These grants provide federal funds to agencies that wish to undertake programs to reduce motor vehicle crashes. Applicants may include municipal, county, state government and law enforcement agencies, as well as non-profit organizations. The grants listed at [www.state.nj.us/lps/hts/grants/index.html](http://www.state.nj.us/lps/hts/grants/index.html) include:

- Comprehensive Traffic Safety Program grants to address multiple traffic safety concerns within a county or region
- Pedestrian and Bicycle Education and Enforcement
- Occupant Protection Education and Enforcement through the annual “Click It or Ticket” two-week enforcement mobilization
- Impaired Driving
- Aggressive Driving - Limited grant funding is available for overtime enforcement

**Highway Safety Improvement Program (HSIP)** – This is federal funding for projects or strategies included in the SHSP that achieve a significant reduction in traffic fatalities and serious injuries on public roads. The DOT must develop a systematic approach to identifying problem locations and develop a program for addressing the problems.

**High Risk Rural Roads Program (HRRR)** – A portion of HSIP funds is used to address safety issues specifically on qualifying rural routes. For more information see *The High Risk Rural Roads Program in the Delaware Valley* (DVRPC Publication 10070).

**Local Study and Development** – This is a pass-through program of federal funds directly to counties (or to municipalities through their county) for the advancement of projects leading to preliminary engineering. Projects must be on part of the National Highway System or be on a Federal Aid road. ([www.state.nj.us/transportation/business/localaid/scoping.shtm](http://www.state.nj.us/transportation/business/localaid/scoping.shtm))

**Local Lead** – This is a competitive pass-through program of federal funds to counties for advancing projects through final design, right-of-way, and/or construction. Projects must be located on roads that are part of the National



Highway System or have functional classification as more substantial roads than rural minor collector, rural local collector, or urban local.  
([www.state.nj.us/transportation/business/localaid/lead.shtm](http://www.state.nj.us/transportation/business/localaid/lead.shtm))

**Transportation Enhancements** – These are federal funds for projects to foster more livable communities, preserve and protect environmental and cultural resources, and to promote alternative modes of transportation.  
([www.state.nj.us/transportation/business/localaid/enhancements.shtm](http://www.state.nj.us/transportation/business/localaid/enhancements.shtm))

**Safe Streets to Transit** – This program involves federal funds that NJDOT makes available to counties and municipalities for improving access, including safety, to transit facilities.  
([www.state.nj.us/transportation/business/localaid/safe.shtm](http://www.state.nj.us/transportation/business/localaid/safe.shtm))

**Safe Routes to School** – There are federal funds for both infrastructure and non-infrastructure projects that benefit elementary and middle school children. ([www.state.nj.us/transportation/business/localaid/srts.shtm](http://www.state.nj.us/transportation/business/localaid/srts.shtm))

**Local Aid Infrastructure Fund** – Subject to funding appropriation, these funds are for emergencies and regional needs. A county or municipality may also apply for funding for pedestrian safety and bikeway projects. These funds are also used for the Safe Streets and Neighborhoods Program.  
([www.state.nj.us/transportation/business/localaid/stateaid.shtm](http://www.state.nj.us/transportation/business/localaid/stateaid.shtm))

**County Aid** – These are funds for improvement of public roads and bridges under county jurisdiction. Public transportation and other transportation projects are also eligible.  
([www.state.nj.us/transportation/business/localaid/countyaid.shtm](http://www.state.nj.us/transportation/business/localaid/countyaid.shtm))

**Municipal Aid** – These funds are used for road improvement projects such as resurfacing, rehabilitation or reconstruction, and signalization. The projects can include improving safety.  
([www.state.nj.us/transportation/business/localaid/municipaid.shtm](http://www.state.nj.us/transportation/business/localaid/municipaid.shtm))

### Other New Jersey Partners

While not specifically funding programs, the agencies listed below may be able to assist in uncovering additional funding sources, collaborating, or possibly funding implementation.

- Brain Injury Association of New Jersey – [bainj.org](http://bainj.org)
- Burlington County Traffic Safety Task Force – [www.co.burlington.nj.us/pages/viewdepartment.aspx?did=61](http://www.co.burlington.nj.us/pages/viewdepartment.aspx?did=61)
- Camden County Traffic Safety Task Force – [www.camdencounty.com/public-safety/crime-prevention/traffic-safety-task-force](http://www.camdencounty.com/public-safety/crime-prevention/traffic-safety-task-force)
- Gloucester County Highway Safety Task Force – [www.gcsaferroads.org](http://www.gcsaferroads.org)
- County planning division or engineering department, and other elements of county and municipal government, including police departments and schools
  - Burlington - [www.co.burlington.nj.us](http://www.co.burlington.nj.us)
  - Camden - [www.camdencounty.com](http://www.camdencounty.com)
  - Gloucester - [www.co.gloucester.nj.us](http://www.co.gloucester.nj.us)
  - Mercer - [www.nj.gov/counties/mercer](http://www.nj.gov/counties/mercer)
- New Jersey State Police – [www.njsp.org](http://www.njsp.org)
- NJ Transit – [www.njtransit.com](http://www.njtransit.com)
- Servicios Latinos De Burlington County – [www.servicioslatinos-nj.org/english/english%20home.htm](http://www.servicioslatinos-nj.org/english/english%20home.htm)
- State and federal legislators – [www.house.gov](http://www.house.gov), [www.senate.gov](http://www.senate.gov), [www.njleg.state.nj.us](http://www.njleg.state.nj.us)
- Transportation Management Associations (TMAs)
  - Cross County Connection (Burlington, Camden, and Gloucester counties) - [www.driveless.com](http://www.driveless.com)
  - Greater Mercer TMA - [www.gmtma.org](http://www.gmtma.org)
- Other non-profit and for-profit organizations

## Other Funding & Information Resources

*Note: A grey font indicates that the program is not specifically oriented to safety, but safety improvements may be either funded by it or included in projects funded by it.*

There is less funding available for transportation in the Delaware Valley than there is need, even just to maintain the status quo. One source for considering solutions is *DVRPC's Options for Filling the Region's Transportation Funding Gap* (DVRPC Publication 07045). A series of scenarios that shows the future effects on the region of different funding scenarios is anticipated to be available in fall, 2012.

**Transportation and Community Development Initiative (TCDI)** – This is a DVRPC grant program that supports local development and redevelopment efforts in qualifying downtowns, commercial centers, neighborhoods, transit corridors and core cities. A first step is to consult the map at this program's website to check for eligibility. ([www.dvrpc.org/TCDI](http://www.dvrpc.org/TCDI))

**Impact Fees** – Using existing impact fee regulations or adopting new ones can be a way to address safety problems as they grow with development. A brief overview relevant to the region is available as *Municipal Implementation Tool #5: Impact Fees* (DVRPC Publication MIT005). In Pennsylvania, another resource is *Transportation Impact Fees: A Handbook for Pennsylvania's Municipalities* (PennDOT, 2009). For the latest Pennsylvania information, visit [www.dot.state.pa.us](http://www.dot.state.pa.us) and search on "impact fees."

**Local Technical Assistance Program (LTAP)** – This program provides help for local agencies to improve their roads and bridges (including for safety) by offering staff a variety of training programs, an information clearinghouse, new and existing technology updates, and personalized technical assistance. In Pennsylvania, visit the secure site <https://www.dot7.state.pa.us/LTAP> for more information. In New Jersey, visit [cait.rutgers.edu/njltap](http://cait.rutgers.edu/njltap).

**Municipal Funding** – A safety project may also be funded using municipal dollars. In some cases this may be combined with donations from private entities and non-profit agencies, among others. If such a project were to be implemented on a state route, the project sponsor would need to coordinate with the relevant department of transportation.

### Other Partners

While not providing specific funding programs, the agencies listed below may be able to assist in uncovering additional funding sources, collaborating, or possibly funding implementation.

- American Association of Retired Persons (AARP) – [www.aarp.org](http://www.aarp.org)
- Automobile Association of America (AAA) – [www.aaa.org](http://www.aaa.org)
- Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) – [www.fhwa.dot.gov](http://www.fhwa.dot.gov), [www.fta.dot.gov](http://www.fta.dot.gov)
- Mothers Against Drunk Driving (MADD) – [www.madd.org](http://www.madd.org)
- National Highway Traffic Safety Administration (NHTSA) – [www.nhtsa.gov](http://www.nhtsa.gov)
- National Safety Council (NSC) – [www.nsc.org](http://www.nsc.org)
- Public Health Management Corporation – [www.phmc.org](http://www.phmc.org)
- SafeKids – [www.safekids.org](http://www.safekids.org)
- Other non-profit and for-profit organizations

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**Key Words:** Transportation safety, drivers, transit, bicyclists, pedestrians, at-grade crossings, funding, grants, partners, Transportation Improvement Program (TIP), Department of Transportation (DOT), municipal, county

**Abstract:** What happens after a solution is agreed upon to address a transportation safety problem? This publication is a brief guide to how to fund solutions. It outlines key processes, useful publications, and potential funding sources. It is primarily oriented to municipal and county staff, but provides helpful information for anyone involved in reducing traffic crashes and fatalities.

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region – leading the way to a better future.

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DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.



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