



Image/Video Credit: Stephanie Cavacini, DVRPC

Understanding the Transportation Improvement Program (TIP)

Understanding DVRPC's TIP

This summary introduces the TIP and explains the key elements of the project development process:

- TIP project categories and examples
- How the TIP is funded
- How the TIP and Long-Range Plan work together
- How a project makes it into the TIP
- TIP project development and delivery steps
- How you can get involved in the TIP process

Acronyms to Know

Delaware Valley
Regional
Planning
Commission

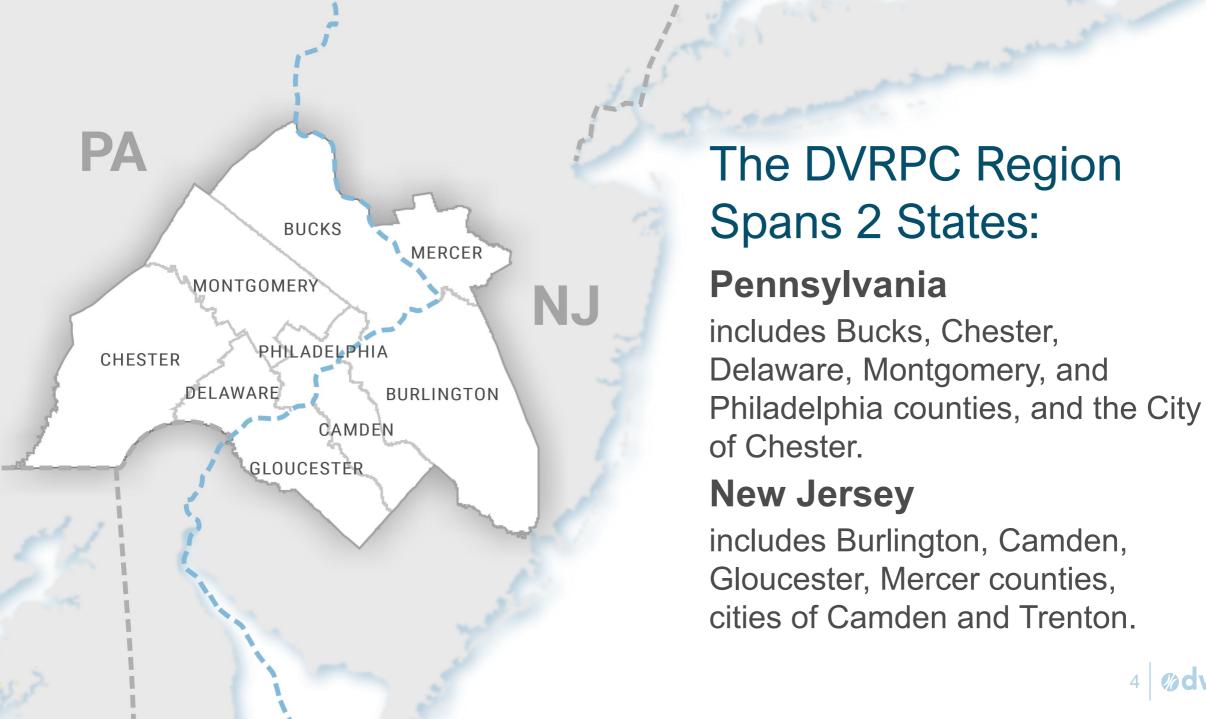
DVRPC

Transportation
Improvement
Program

TIP

Long-Range Plan

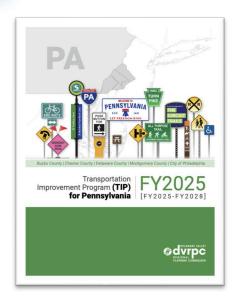
LRP

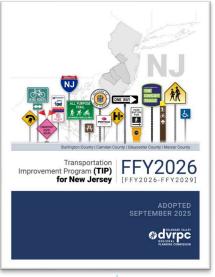




2 States,2 TIPs

Each state has its own TIP. DVRPC makes changes to the TIPs yearround and develops a new TIP for each state every 2 years, in alternating years.





About the TIPs

Consensus

The TIP is the agreed-upon list of priority transportation projects in the DVRPC region.

Funding

The TIPs list all the funding sources for each project. The set of projects in the TIPs needs to stay within the budget of state and federal funds the region expects to receive.

Investment

The current TIPs will invest over \$10.4 billion in transportation improvements over 4 years.

Multimodal

The program includes projects that support multiple modes of travel, including automobile, transit, pedestrian, cycling, and freight.

TIP projects are grouped into 8 basic categories.





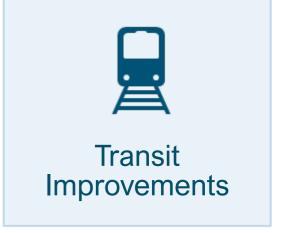






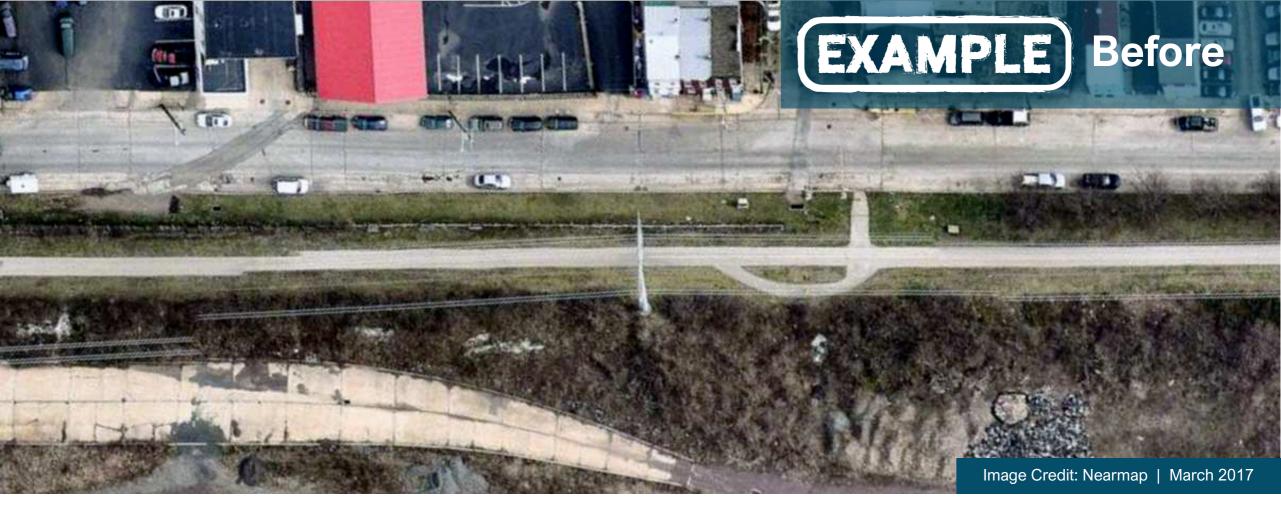






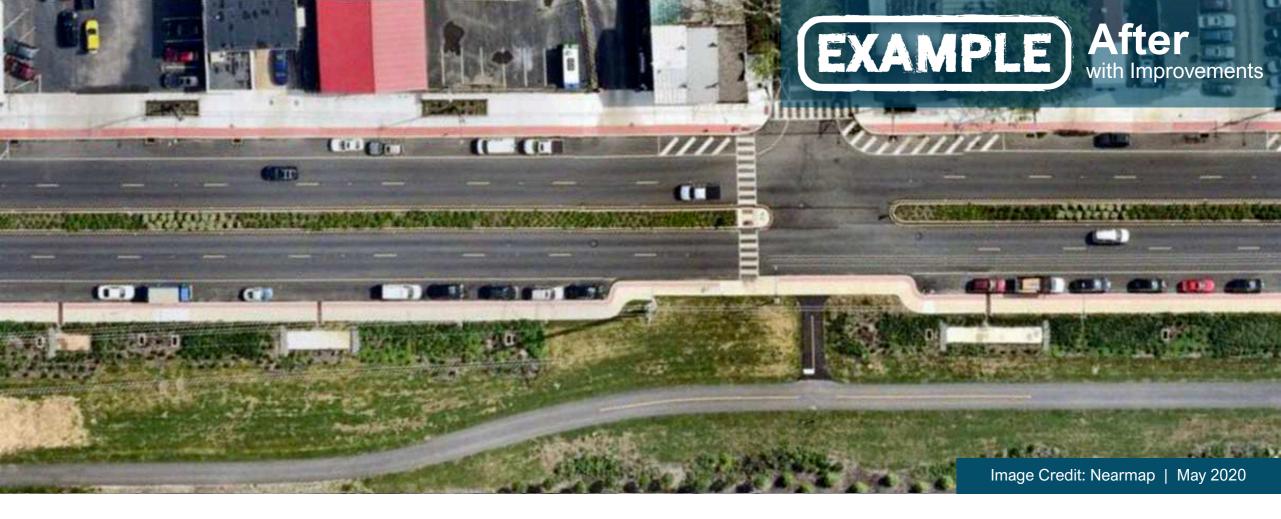


Project ideas can originate to solve one problem but can grow to address other opportunities. For example, a roadway rehabilitation or reconstruction project can include improvements such as bike lanes, sidewalks, and/or traffic signals.



Lafayette Street Extension in Montgomery County, PA

The project was located at the junction of multiple modes of transportation including regional highways, SEPTA's Norristown Transportation Center, and the Circuit Trails Network.



Safety & Mobility

- Realigned intersections
- Reconstructed roadway
- Reduced congestion

Transit

Improved access to the SEPTA
 Norristown Transportation Center & the Greyhound/Bieber/Martz bus terminal

Bike/Pedestrian

- New sidewalks & crosswalks
- Connections to the Schuylkill River & Chester Valley Trails



EXAMPLE Before

Portzer Road and Old Bethlehem Pike Roundabout in Bucks County, PA

The project improved an intersection from a 4-way stop to a roundabout.





Safety

- Reduced crash points
- Lower speeds promoted

Environmental

- Wetland protection and flooding mitigation
- Reduced congestion

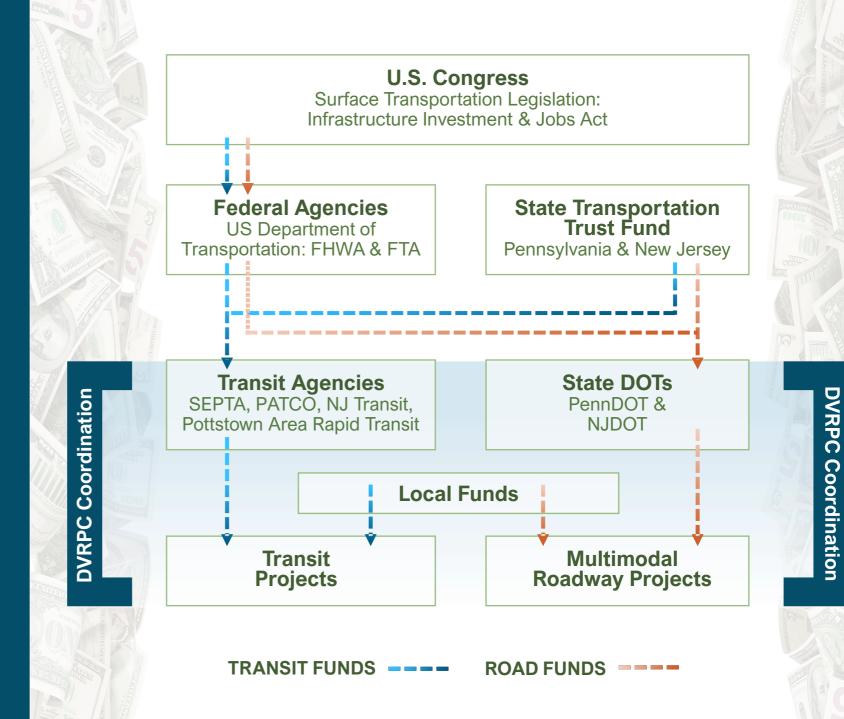
Bike/Pedestrian

- Multi-use side path connecting
 St. Isidore's Trail to the
 Blackledge Estates Trail
- Crossings at each leg

How is the TIP funded?

There are 500+
TIP projects worth
over \$10.4 billion
in our region.

TIP projects are primarily funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) but may also have state, local, or other funding sources.



EXAMPLE

FHWA Funded Projects:

Includes roadways, bicycle and pedestrian infrastructure, bridge repairs and replacements, access to public transportation, freight, and more

Safe Routes to School (SRTS)

The SRTS program funds projects that encourage safe walking and bicycling to school. Municipalities use this program to build sidewalks near schools, enforce speed limits, paint crosswalks, fund safety education, design bike lanes, install traffic signals, and more.

Haddon Heights (NJ) secured a

\$1.2 million

SRTS grant for the installation of missing sidewalks within 3 local elementary schools' 10-minute walking networks.

Hopewell Borough (NJ) secured a

\$1.5 million

SRTS grant to build sidewalks near Hopewell Elementary School, building on recent improvements including a flashing speed indicator and reduced speed limits.

EXAMPLE

FTA Funded Projects:

Includes improvements
to local public transit
systems, including
buses, subways, light
rail, commuter rail,
trolleys, and ferries

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Bottom Right Rendering:
Gannett Fleming and
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Sullivan Architects





PATCO Station in Philadelphia, PA

(left: before | right: after)





SEPTA Station in Bucks County, PA

We are working together.

Local, regional, and state leaders, including departments of transportation (DOTs) and transit agencies, must reach consensus to decide how to spend limited funds on projects.

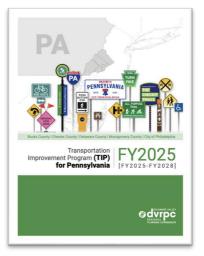


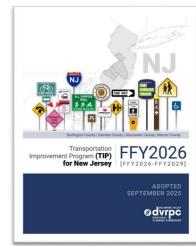
The TIP and LRP work together...

<u>Learn more about the</u> <u>Long-Range Plan</u>.



The LRP establishes a vision for 2050 and outlines a set of goals, strategies, and priority transportation investments to help realize this vision.

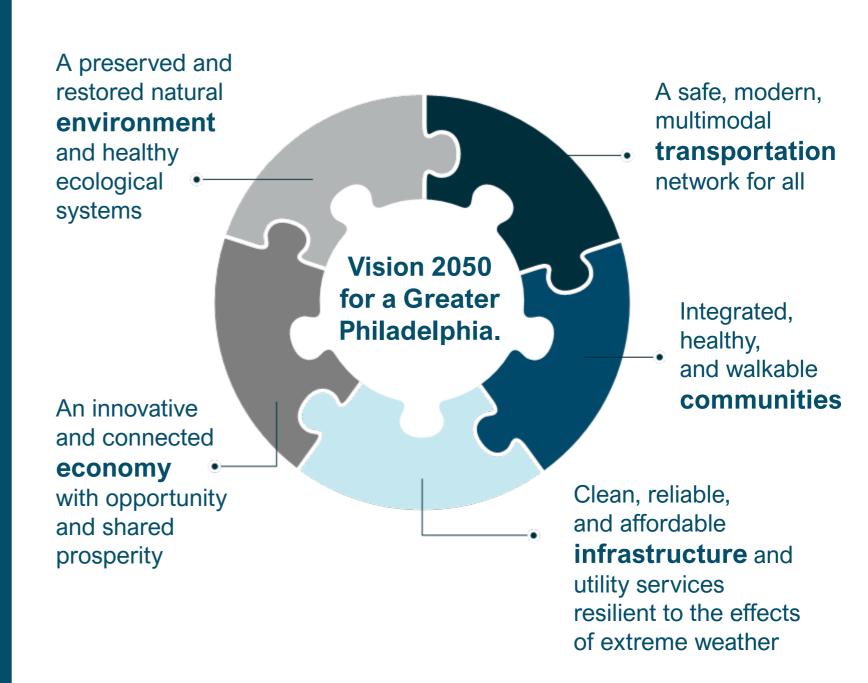




The TIP programs funding to implement specific transportation infrastructure projects in each state that align with the LRP vision.

...to advance the vision and goals of our region.

> <u>Learn more about the</u> <u>Long-Range Plan</u>.





The LRP outlines large-scale transportation investment needs through 2050 and dedicates funds to broad project categories, like bridges. The TIP translates investment priorities by identifying and funding specific projects.

The TIP and LRP work together.

<u>Learn more about the</u> <u>Long-Range Plan</u>.

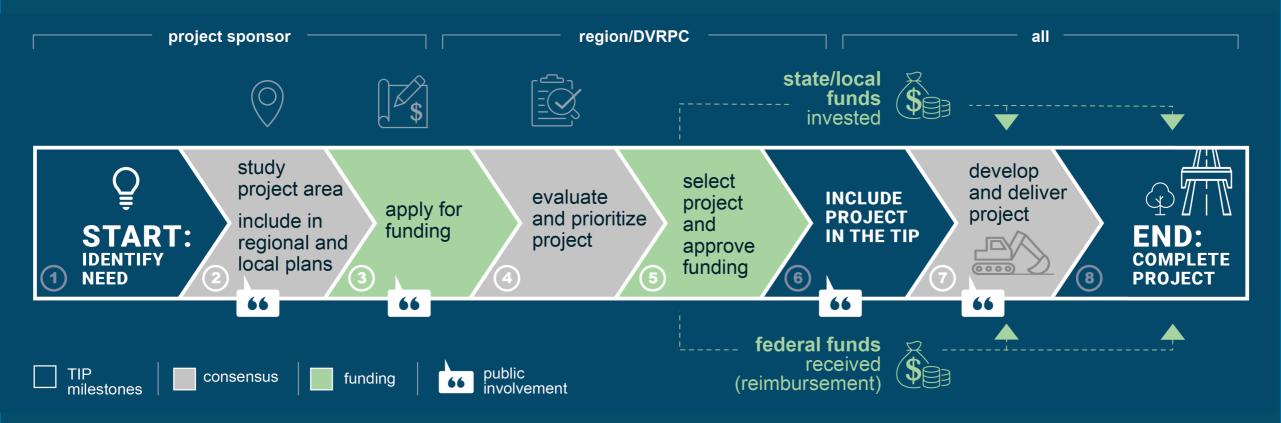


More funding is needed at the federal, state, and local levels over the next 20+ years to maintain the region's infrastructure and allow new projects to move forward.



Figures in billions of dollars and adjusted to estimate future inflation.

Every TIP project is different, but all follow a process.





It takes planning and effort for projects to make it into the TIP.

A specific transportation need is identified and studied.

DOT/transit agency, county, and municipal staff create lists of potential projects based on identified needs. Proposals are reviewed at the city, county, and regional levels.

Planners, engineers, and other experts develop clear specifications and submit their best project proposals.

Potential projects from counties, cities, DOTs, and transit agencies are prioritized.

DVRPC staff and the Regional Technical Committee (RTC*) evaluate and discuss projects to recommend to the DVRPC Board. The DVRPC Board considers RTC input and public comments to determine the final list of TIP projects.

The DVRPC Board** votes to adopt the final list of projects.



^{*} **RTC** includes state, county, and city planners, transit operators, Public Participation Task Force resident representatives, and transportation-related interest group representatives.

^{**} DVRPC's Board includes city, county, and state officials from NJ and PA.



Once the project is in the TIP, the project team develops and delivers the project.

Final Design

The project team refines concept designs into a more detailed final design and determines construction plans, cost estimates, and guidelines.

Right-Of-Way and Utility

Some projects may require acquisition of property to ensure space for the new project. Some projects also have to identify and accommodate utilities in the project location.

Construction

Projects are physically constructed according to the final designs. Facility closures and detours in the project location may take place during this time.



A TIP project in process

The Camden County Link Trail is an off-road trail that will connect from the Benjamin Franklin Bridge to the Gloucester County line.

Planned

Early Research, **Engineering**

approx. 24 miles

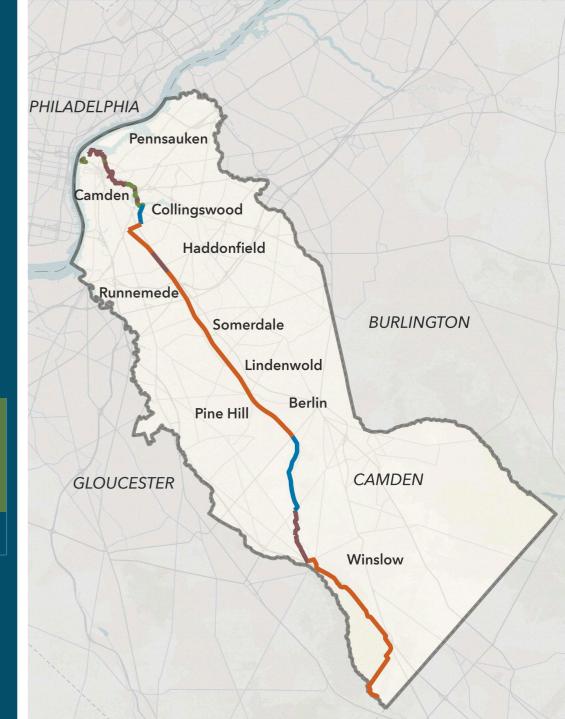
Final Design, Construction

+9 miles by 2028

Completed

1.7 miles

Upon completion



Get involved with the TIP!

The TIP relies on public input to ensure the projects and programs it funds support the future of our region and the people who live, work, and play within it. DVRPC is committed to understanding your diverse transportation needs, concerns, and ideas. Your local experiences and knowledge play an active role in shaping our region's priority projects.

What?

Provide your thoughts on projects within the TIP.

Are regional priorities well represented? Are investments distributed across project types?

How?

Read about TIP projects in your area and send your comments using these <u>Tips for Crafting Effective Public Comments</u>.

When?

Year round. There are specific opportunities to comment on a new TIP before it is finalized, and on monthly changes to the TIP.

Web: www.dvrpc.org/TIP
Email: public affairs@dvrpc.org

Where?

Online, email, by mail, in person at a meeting or event.

Previous TIP comments:





"I am writing to thank the DVRPC Board for proposing landmark funding that prioritizes trails, walking and biking projects, and promotes safe connected ways for people across Greater Philadelphia and Southern New Jersey to walk, bike, and get where they want to go."





"There will be an increase of traffic with the Cooper facility and new apartments. Please ensure that the project addresses future growth in the area."

More information and resources: www.dvrpc.org/TIP

There are other ways to get involved.



Your municipal and county officials about transportation concerns or project ideas



Send:

Your comments or questions to www.dvrpc.org/GetInvolved/Comment



Attend:

A DVRPC Committee and/or event at www.dvrpc.org/GetInvolved

Project Team

Jesse Buerk Associate Director, Capital Programs & Project Development Kimberly Dean Manager, Office of Creative & Print Services

Alyson Dressman Senior Planner, Office of Capital Programs (resigned)

Ethan Fogg Capital Program Coordinator, Office of Capital Programs

Katie LaCava Planning Intern, Office of Capital Programs (resigned)

Richard Murphy, Jr. Manager, Office of TIP Development & Maintenance

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Connect with DVRPC! **If** | ◎ | **Im** | **I** Staff Contact: Jesse Buerk, jbuerk@dvrpc.org

Web Product #26108 | www.dvrpc.org/policies

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