



*Image 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



The DVRPC Region Spans 2 States:

Pennsylvania

includes Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, and the City of Chester.

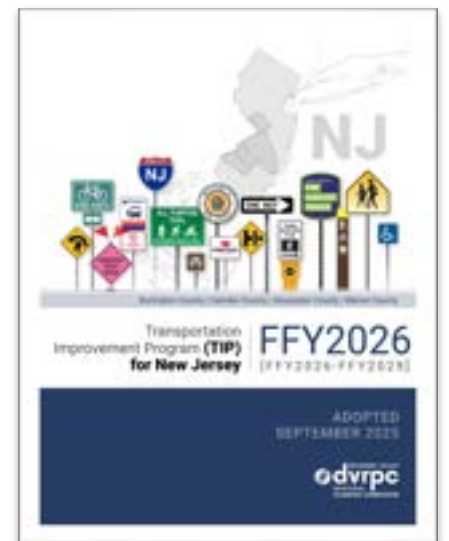
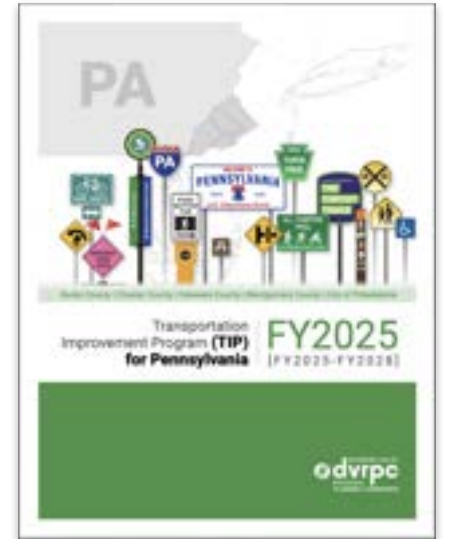
New Jersey

includes Burlington, Camden, Gloucester, Mercer counties, cities of Camden and Trenton.



2 States, 2 TIPs

Each state has its own TIP. DVRPC makes changes to the TIPs year-round 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.



Bicycle and
Pedestrian
Improvements



Streetscape
Improvements



Roadway
Rehabilitation



Bridge Repair /
Replacement



Roadway
New Capacity



Intersection /
Interchange
Improvements



Signal / Intelligent
Transportation
System
Improvements



Transit
Improvements



EXAMPLE

A TIP project can improve multiple 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.

An aerial photograph showing a street intersection. A road runs horizontally across the middle of the frame. Above it is a parking lot with several cars and a red building. Below the road is a grassy area with a concrete curb and a small cul-de-sac. The bottom half of the image shows a large, dark, wooded area. A white arrow points to the intersection of the road and the cul-de-sac.

EXAMPLE

Before

Image Credit: Nearmap | March 2017

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.



EXAMPLE

After
with Improvements

Image Credit: Nearmap | May 2020

Safety & Mobility

- Realigned intersections
- Reconstructed roadway
- Reduced congestion

Transit

- Improved access to the SEPTA Norristown Transportation Center

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.



EXAMPLE

After with Improvements

Safety

- Reduced crash points
- Lower speeds promoted

Environmental

- Wetland protection and flooding mitigation
- Reduced congestion

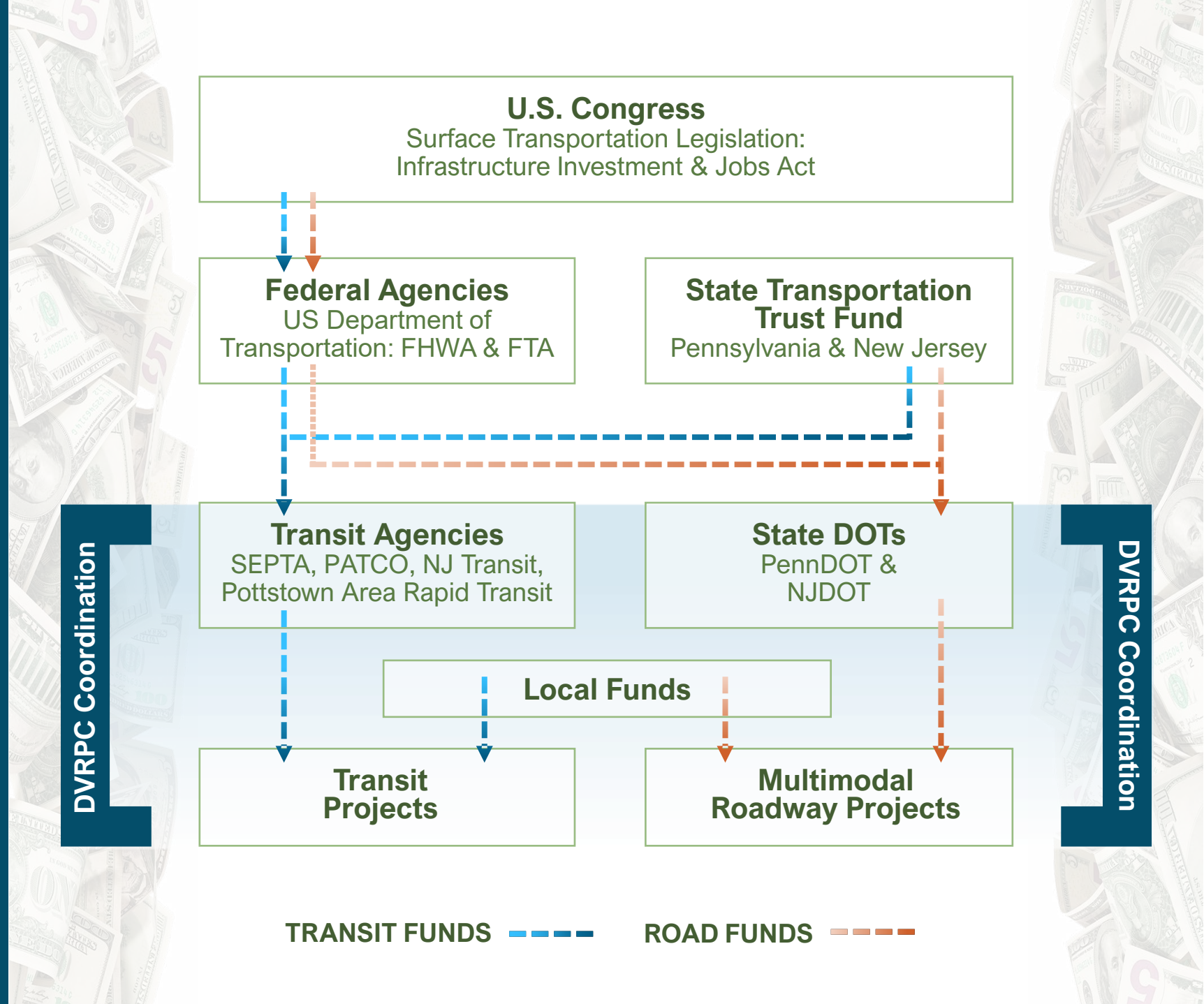
Bike/Pedestrian

- 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

Image Credits

Top: DVRPC

Bottom Left: SEPTA

Bottom Right Rendering:
Gannett Fleming and
TranSystems and Sowinski
Sullivan Architects



PATCO Station in Philadelphia, PA

(left: before | right: after)



SEPTA Station in Bucks County, PA

(left: before | right: rendering)

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.



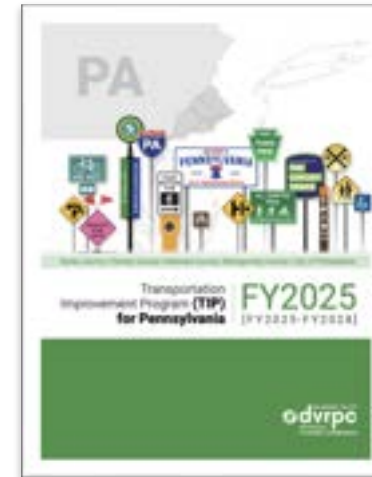
DVRPC is a **facilitator** and **convener**.

The TIP and LRP work together...

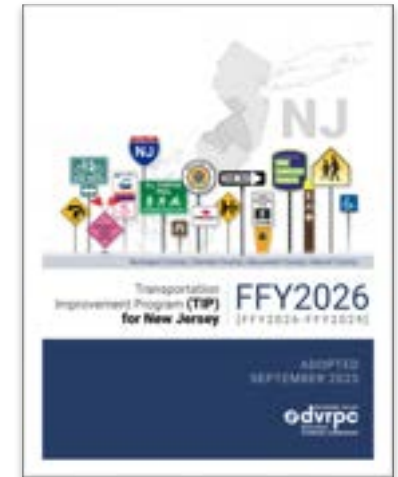
Learn more about the Long-Range Plan.



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.

*Learn more about the
Long-Range Plan.*

A preserved and
restored natural
environment
and healthy
ecological
systems

An innovative
and connected
economy
with opportunity
and shared
prosperity

**Vision 2050
for a Greater
Philadelphia.**

A safe, modern,
multimodal
transportation
network for all

Integrated,
healthy,
and walkable
communities

Clean, reliable,
and affordable
infrastructure and
utility services
resilient to the effects
of extreme weather

EXAMPLE

The TIP and LRP work together.

*Learn more about the
Long-Range Plan.*

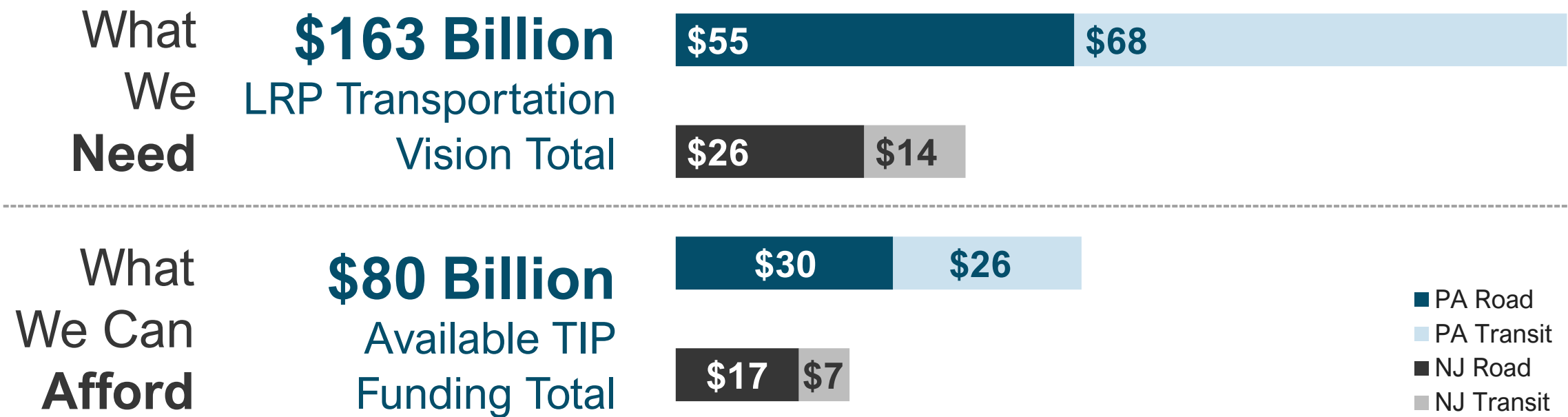
The LRP outlines large-scale transportation investment needs through 2050 and dedicates funds to broad project categories, like bridges. The TIP translates investment priorities by identifying and funding specific projects.

Image Credit: Joe Natale, DVRPC

Upcoming Project

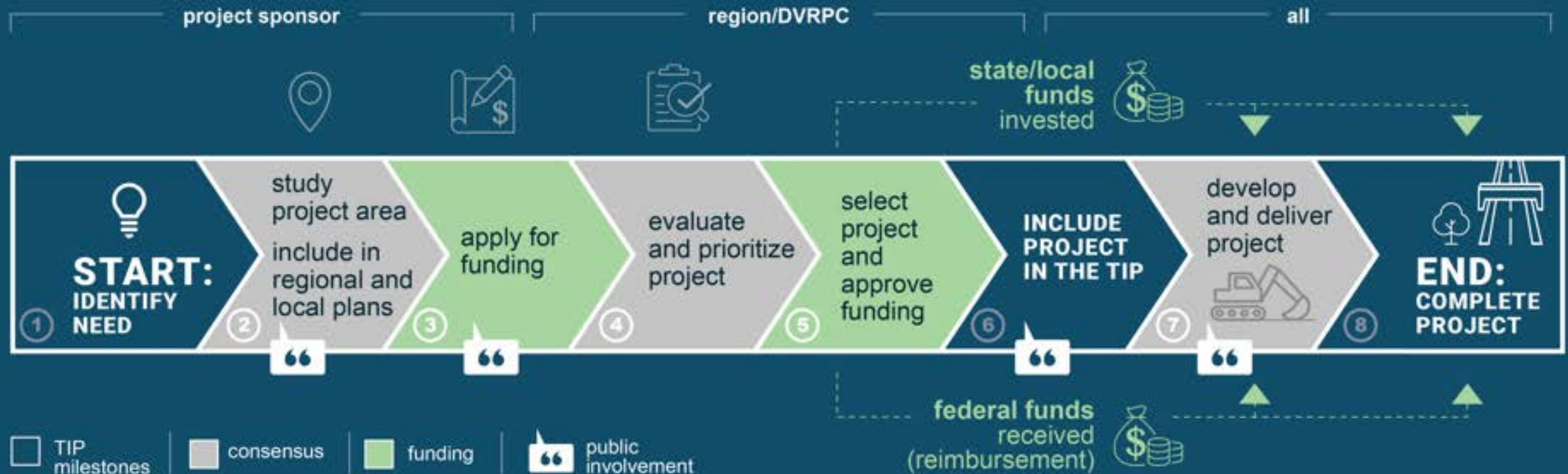
Lincoln Avenue Bridge
Replacement Project
Trenton, NJ

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.

EXAMPLE

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

34 trail miles | 22 connected/open spaces | 17 connected communities



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 [Tips for Crafting Effective Public Comments](#).

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."



"I have crossed this bridge on a bike and it's dangerous. Please try to improve pedestrian and bike access."



"I support more accessibility at NJ TRANSIT stations."



"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.



Contact:

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
Travis Spotts	Capital Program Coordinator, Office of Capital Programs



Connect with DVRPC!  |  |  | 

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

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