



DRAFT Transportation Improvement Program (TIP)

Project Categories

TIP Category – Pavement

Eligible projects include all pavement preservation or reconstruction activities including those that incorporate new bicycle and pedestrian elements. Applicants will be required to indicate whether the project is pavement only or includes complete streets elements. *Projects in this category support the federal Pavement and Bridge Condition Performance Measure (PM2) and may support the federal HSIP and Safety Performance Measure (PM1).*¹

Example projects include pavement overlays, mill and fill, in-place recycling, and reconstruction techniques and combinations of pavement and active transportation infrastructure improvements (i.e. adjacent sidewalk installation, repair or replacement, bike lane installation, repair, or replacement).

TIP Category – Bridge

Eligible projects include bridge preservation and or reconstruction work. *Projects in this category support the federal Pavement and Bridge Condition Performance Measure (PM2) and may support the federal HSIP and Safety Performance Measure (PM1).*

Example projects include element specific bridge repairs, bridge rehabilitations, and bridge replacements and combinations of bridge improvements and active transportation infrastructure improvements (i.e. adjacent sidewalk installation, repair or replacement, bike lane installation, repair, or replacement).

TIP Category – Congestion, Freight, and Air Quality

Eligible projects must support strategies identified in the CMP (i.e. ITS, TSMO, Access Management, Roadway Capacity), on-road freight and air quality improvement, and Electric Vehicle Charging Infrastructure. *Projects in this category support the federal System Performance / Freight / CMAQ and Greenhouse Gas Emissions Performance Measure (PM3) and may support the federal HSIP and Safety Performance Measure (PM1).*

¹ At the time of review and programming, Pavement Only and Pavement Complete Streets projects will be split into separate categories so they will only be ranked and compete for funding against similar projects.

Example projects include intersection improvements (including dedicated turn lanes and roundabouts), ITS projects, traffic signal upgrades or optimization, access management improvements, demand management projects, spot widenings², intermodal freight projects, electric vehicle charging, and more.

TIP Category – Bike and Ped Only

Eligible projects include on-road and off-road facilities for pedestrians, bicyclists, and non-motorized transportation users. (i.e. any bicycle and pedestrian work that **is not** associated with an adjacent pavement project). *Projects in this category support the federal System Performance / Freight / CMAQ and new Greenhouse Gas Emissions Performance Measure (PM3) and may support the federal HSIP and Safety Performance Measure (PM1).*

Example projects include the installation, repair, or replacement of new bike lanes, multi-use paths, and sidewalks. Only use this category if the proposed project **does not** include improvements to adjacent pavement infrastructure.

TIP Category – Other

Example projects include all other projects that may not fit within the previous categories.

Proposal for Highway Safety Improvement Program (HSIP) Eligible Projects

The Transportation Council received a \$1.2 million Safe Streets and Roads for All (SS4A) grant and is preparing a regional Vision Zero Safety Plan. This plan will use a data-driven process to identify the best possible safety projects in our region. As such, Transportation council staff would like to propose reserving available HSIP funding in the 2025 – 2030 Transportation Improvement Program (TIP) solicitation and have a separate HSIP solicitation open to state and local applicants at the conclusion of the SS4A study in 2025. Each TIP candidate project will still be evaluated for potential safety benefits.

² Spot Widenings – on signalized arterials, short segments of roadway may be widened by adding additional turning lanes or through lanes to treat highly localized bottlenecks. Strategic mid-block widenings to accommodate busy driveways or side-streets may remove bottlenecks on roadways that otherwise have capacity to spare. Spot widenings are typically short (one to three blocks) and can improve mobility around major trip generators.