

GRANT APPLICATION LETTER OF SUPPORT REQUESTS

DVRPC can provide letters of support for grant applications that help to forward and achieve regional goals as identified in the [Connections 2050 Long-Range Plan](#) (LRP). Requests for support letters from DVRPC should be submitted to sgreene@dvrpc.org at least ten (10) business days before the requested due date. The request should include the following information:

1. a detailed description of the project or program (including a project map if available);
2. the competitive program name and amount requested;
3. if the project is listed on the [Transportation Improvement Program \(TIP\)](#) and/or the LRP and how it is consistent with regional policies and requirements of the TIP and LRP;
4. outline project benefits to the region;
5. identify the project sponsor; and
6. confirm that the project sponsor has coordinated with federal, state, and local agencies, such as the Pennsylvania and New Jersey Departments of Transportation, counties and municipalities, area transit agencies, Amtrak, and others, as appropriate.

Projects added to the TIP need to be consistent with regional policies and Long-Range Plan and TIP requirements, including being listed on the most recent fiscally-constrained Long-Range Plan. Projects that add system capacity to the roadway network must also be consistent with the region's [Congestion Management Process \(CMP\)](#), 2050 Land Use Vision, and with the Long-Range Plan's and TIP's Financial Plan. Questions about consistency can be directed to sgreene@dvrpc.org.

If the request for a project is not already listed in the LRP or TIP, DVRPC will evaluate the request before providing a support letter. DVRPC will work with regional partners to include any transportation capital project or program application selected by U.S. DOT for grant funding in the TIP and LRP, as appropriate.

Even with the increased funding from the IIJA, all identified anticipated funding in the TIP is already accounted for. In fact, our region has found it increasingly difficult to fund all current TIP projects and to add new projects to the program, though they may be valuable and effective in improving our transportation network. The region has a significant backlog of identified needs. Grants do not always cover the full cost of a project. The project sponsor should identify all supplemental funding needed to ensure that a transportation capital grant application that needs to be added to the TIP will be fully funded and able to be implemented in the required period of time stipulated by the specific grant opportunity.