



Connections 2050

DRAFT AMENDMENT 2

FOR PUBLIC COMMENT JULY 2023

PUBLIC COMMENT PERIOD:

July 17 - August 18, 2023

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Public Comments

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The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

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DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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DRAFT AMENDMENT 2 - JULY 2023

Publication #24110 for Public Comment

MAJOR AMENDMENT

In between four-year update cycles, the Long-Range Plan (Plan) is occasionally amended to account for significant changes to the cost, scope, or funding status of Major Regional Projects (MRP).¹ A Major Amendment is required when there is a change to an MRP's scope, timing, or cost (both an increase greater than 20 percent and \$10 million) that requires public review and comment, re-determination of fiscal constraint, and transportation conformity.² Several projects in the *Connections 2050* Plan and Transportation Improvement Program (TIP) have seen changes to their cost, timing, or funding status that require an Amendment to the Plan. This Amendment ensures the Plan remains aligned with the regional TIP and state programs for Pennsylvania and New Jersey, otherwise maintaining the funding status of projects in the DVRPC Board Adopted Plan.

Project Changes

Table 1 identifies MRPs that are changed or new since *Connections 2050* was adopted in September 2021 and includes a unique MRP identification number used to track projects across long-range plan documents, along with other pertinent information. As a summary of causes for these project changes:

External Funding:

Externally funded projects do not go through the same evaluation and selection process as regionally-funded projects. No regional funding is applied to the construction cost of these projects.

- **Walter Rand Transportation Center** (MRP DN) in NJ is moving into the Externally Funded project list from the unfunded, aspirational Vision Plan due to new outside funding from the State Debt Defeasance and Prevention Bill.
- **I-95 and I-276 (PA Turnpike) Interchange Stage 2 and Stage 3** (MRPs 35 & 403) in PA, with the bridge and associated approaches spanning to NJ, cost estimates have been updated as the projects have progressed through design, as applicable. The Pennsylvania Turnpike Commission (PTC) is the lead sponsor, though the Stage 3 bridge is jointly maintained and operated by the PTC and the New Jersey Turnpike Authority (NJTA). Both projects will be funded with toll revenues, and potentially through competitive federal grants.

¹ Funding status refers to whether a project is included in the fiscally constrained Funded Plan, meaning it can be afforded within reasonably anticipated transportation funding revenues. Projects that are desired in the region, but cannot be afforded within reasonably anticipated revenues, are shown as in an unfunded, aspirational Vision Plan. The Vision Plan is there for reference for a time when more funding becomes available.

² See Appendix D in the *Connections 2050 Process and Analysis Manual* for more information on the Plan Amendment process and various levels of amendments <https://www.dvrpc.org/products/21028>.

Regional Funding:

Regional funds are regular, anticipated funding to the region. Projects with this funding typically go through a standard screening and evaluation process for prioritization of funding.

- Four new projects were initiated from NJDOT's pavement and bridge management systems, drawing from existing line item funds for roadway system preservation in NJ. These include **North Olden Avenue (CR 622) Bridge over Amtrak, Route 64 Bridge over Amtrak, Route 30 from Cooper Street to Grove Street, Route 47 from Grove St. to Route 130, and Trenton Amtrak Bridges** (MRPs 417, 419, 420, & 421).
- **I-295 at NJ 38 Missing Moves** and **I-295** (MRPs 172 & 320) in NJ are moving into the Funded Plan from the unfunded, aspirational Vision Plan due to a TIP action.
- Three projects are also moving into the Funded Plan from the unfunded, aspirational Vision Plan, and each had modest cost increases. These include **Route 38 and Lenola Road Route 64 Bridge over Amtrak**, and **South Philadelphia Transportation Center** (MRPs 317, 306 & EM) in NJ and PA, respectively.
- **Henderson Road and South Gulph Road** (MRP 54) in PA is being pushed back from the first two Plan funding periods to the third funding period at the request of PennDOT to cover cost increases of more immediate projects.
- **I-295 Direct Connect through I-76/NJ 42** (MRP 77) in NJ had a cost increase of \$28.1 million as part of a TIP action.

State MTF Funding:

Pennsylvania State Multimodal Transportation Fund (MTF) are additional funds to the region. Projects receiving this funding go through a project selection process specifically for state competitive grant funding, separate from the process for regionally-funded projects.

- One new project—**Collegeville Road** (new MRP 408) in PA—must be added to the Plan, as it has been granted these funds.
- Finally, **Route 611 Improvements Willow Grove Interchange** and **Hillman Drive Extension** (new MRPs 110A & 123A) in PA have each been broken out from existing MRPs (110 & 123, respectively), as these portions of larger projects have received MTF funding.

Changes to these projects will be reflected in the *Connections 2050* Major Regional Projects webmap at: www.dvrpc.org/webmaps/mrp2050/#map upon DVRPC Board approval of the draft amendment.

Table 1: NEW AND REVISED MAJOR REGIONAL PROJECTS

| MRP ID | Facility | County | Scope | Change | Funding Source | Cost* (millions) |
|---------|--|--------------------|---|---|----------------|-------------------|
| DN | Walter Rand Transportation Center | Camden | Replace the existing facility with an expanded multi-purpose transit center with intermodal connectivity. | Move into Externally Funded projects from the aspirational Vision Plan, and cost update from \$275 million. | External | \$250 (2023 \$) |
| NEW 419 | Route 30 from Cooper Street to Grove Street | Camden | Resurface the pavement within the project limits. | New project initiated from the NJDOT Pavement Management System, drawing from existing line item funds for system preservation. | Regional | \$46.5 |
| 77 | I-295 Direct Connect through I-76/NJ 42 | Camden, Gloucester | Direct Connection of I-295 through Interchange at I-76/NJ 42 | Cost increase from \$320.4 million. | Regional | \$348.5 |
| 35 | I-95 and I-276 (PA Turnpike) Interchange (Stage 2) | Bucks | Fully connect I-95, I-295 and I-276 and complete remaining planned sections of Tpk widening and reconstruction. | Cost update from \$190 million (2021 \$); update provided from Turnpike Commission. | External | \$550 (2023 \$) |
| 403 | I-95 and I-276 (PA Turnpike) Interchange (Stage 3) | Bucks, Burlington | Replace and widen the existing bridge over the Delaware River. | Cost update from \$500 million (2021 \$); update provided from Turnpike Commission. | External | \$1,000 (2023 \$) |
| 172 | I-295 at NJ 38 Missing Moves | Burlington | Add missing movements to interchange at NJ 38. | Move into Funded Plan from aspirational Vision Plan following TIP action. | Regional | \$204.9 |
| 317 | Route 38 and Lenola Road (CR 608) | Burlington | Intersection improvements | Move into Funded Plan from aspirational Vision Plan following TIP action. Cost update from \$27.9 million, and timing change from 2032–2040 to 2026–2031. | Regional | \$29.3 |

| MRP ID | Facility | County | Scope | Change | Funding Source | Cost* (millions) |
|---------|--|-------------------|--|--|----------------|------------------|
| 123A | Hillman Drive Extension | Chester, Delaware | Complete remaining unfinished section of the loop road system surrounding the intersection of US Routes 1 and 202. | New breakout of MRP 123 ("US 202 at US 1 Loop Road and PA 926"), due to new state MTF funding for this portion. | State MTF | \$1.09 |
| NEW 420 | Route 47 from Grove St. to Route 130 | Gloucester | Resurface, rehabilitate, and reconstruct within the project limits; meet ADA requirements; and correct a culvert which causes a flooding condition. | New project initiated from the NJDOT Pavement Management System, drawing from existing line item funds for system preservation. | Regional | \$46.5 |
| NEW 421 | Trenton Amtrak Bridges | Gloucester | Replaces East State Street and Monmouth Street Bridges with single-span, ABC (Accelerated Bridge Construction) systems. Remove Chestnut Avenue Bridge. | New project initiated from the NJ DOT Bridge Management System, drawing from existing line item funds for system preservation. | Regional | \$66.5 |
| 320 | I-295 | Mercer | Capacity and operational improvements from CR 649 (Sloan Avenue) to CR 583 (Princeton Pike). | Move into Funded Plan from aspirational Vision Plan following TIP action with cost update from \$69.8 million (2021 \$) and scheduled for 2022–40. | Regional | \$157.8 |
| NEW 417 | North Olden Avenue (CR 622) Bridge over Amtrak | Mercer | Replace the structurally deficient and functionally obsolete bridge, built in 1923. | New project initiated from the NJ DOT Bridge Management System, drawing from existing line item funds for system preservation. | Regional | \$27.6 |
| 306 | Route 64 Bridge over Amtrak | Mercer | Replace the structurally deficient and functionally obsolete bridge, built in 1923. | Move into Funded Plan from aspirational Vision Plan following TIP action with cost update from \$32.7 million (2021 \$) and scheduled for 2026–31. | Regional | \$38.5 |

| MRP ID | Facility | County | Scope | Change | Funding Source | Cost* (millions) |
|---------|---|--------------|--|---|----------------|------------------|
| 54 | Henderson Road and South Gulph Road | Montgomery | Widen Henderson Road from South Gulph Road to Shoemaker; Widen South Gulph Road from Crooked Lane to I-76 Gulph Mills intersection. | Timing change from 2022–32 to 2033–40, resulting in an updated YOE cost, originally \$19.8 million. Action resulting from PennDOT request to use funding to support cost increases for other more immediate projects. | Regional | \$33.9 |
| NEW 416 | Collegeville Rd Safety Improvements/ Multiuse Trail | Montgomery | Widen SR 29/Collegeville Rd from 2-lane to 4-lane roadway; add turn lanes and signalization/crosswalk at the Hopwood Rd intersection, and build a multiuse trail extension from the intersection to Perkiomen Trail. | New project as a result of state MTF funding. | State MTF | \$2.93 |
| 110A | Route 611 Improvements Willow Grove Interchange | Montgomery | Phase 1 improvements to Route 611, in vicinity of the on-ramp of the Turnpike Interchange. | Breakout and timing change for a portion of MRP 110 from 2041–2050 to 2022–2026 due to state MTF funding. | State MTF | \$1.35 |
| EM | South Philadelphia Transportation Center | Philadelphia | Construction of bus loops for E-W & N-S routes in South Philadelphia | Move into Funded Plan from aspirational Vision Plan following TIP action with cost update from \$11.75 million. | Regional | \$12.25 |

* All project costs are presented in year of expenditure dollars, except for externally funded projects which use current-year dollars

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Fiscal Constraint and Conformity

Fiscal constraint is able to be maintained with these changes. Fiscal constraint means that total transportation expenditures identified in the Long-Range Plan must not exceed the total revenues reasonably expected to be available for the region over the life of the Plan, and over each individual funding period in the Plan. In addition, DVRPC and its planning partners have a self-imposed cap on new roadway capacity funding, set at 4 percent of total anticipated roadway revenue for the region. This cap is able to be maintained as well.

DVRPC has successfully demonstrated the transportation conformity of the Amended *Connections 2050* Plan and the Pennsylvania and New Jersey TIPs in accordance with the corresponding State Implementation Plans and Clean Air Act requirements. More details on these requirements are available at: www.dvrpc.org/AirQuality/Conformity/.

Externally Funded Turnpike Projects

In addition to those state and federally funded projects that are accounted for in fiscal constraint, *Connections 2050* includes a list of externally funded projects due to their impacts on the regional network and air quality conformity. These projects are largely developed outside the regional planning process. Due to the scope and cost of the two I-95 and I-276 (PA Turnpike) Interchange projects included in this Amendment, DVRPC has worked with PTC to identify a reasonable expectation of funding through completion.

The completion and related interstate widening and reconstruction of I-95 and I-276 (PA Turnpike) Interchange in Pennsylvania falls under Stage 2. Cost estimates have been updated as the projects have progressed through design, as applicable. The PTC is the lead sponsor of this stage, which will largely be funded with toll revenues, though PTC may seek additional competitive federal grants and dedicated bonds.

The Pennsylvania Turnpike Commission (PTC) and New Jersey Turnpike Authority (NJTA) jointly own the Delaware River Bridge (DRB), which carries I-95 (formerly I-276) across the river. Built by both agencies in 1956, the DRB currently carries two lanes of traffic in the I-95 NB (into New Jersey) and I-95 SB (into Pennsylvania) directions, respectively. The replacement of the structure, needing to accommodate increased capacity due to the re-routing of I-95 traffic onto the turnpikes, is considered Stage 3 of the PA Turnpike/I-95 Interchange Project. On October 31, 2019, a Memorandum of Understanding (MOU) was executed between PTC, the project's lead sponsor, and NJTA. The MOU details the responsibilities of the agencies in relation to the DRB's design, funding, construction, ownership, maintenance, inspection, rehabilitation, and insurance. The PTC's current 10 Year Capital Plan, updated annually, is currently programming \$7.2B over 10 years total, an amount they plan to grow moving forward considering larger unfunded programs like DRB on their system. PTC's Capital Plan is currently showing dedicated design funds only for the DRB project amounting to \$54.18 Million. Similarly, NJTA is currently showing a five (5) year commitment to the DRB project in its Capital Plan, which is also updated annually. The Authority will be modifying its Capital Plan in fall 2023 to mirror the Commission's Capital Plan DRB funding per year. Beyond the currently programmed funds, the PTC and NJTA are considering all means necessary to fund the project considering its significance and interstate designation, including additional toll revenue, bonds, and discretionary (competitive) grants. PTC and NJTA will continue to work with their respective State DOTs and FHWA Division Offices, as well as DVRPC as this important program advances.

Public Comment

A public comment period will be held from July 17th through August 18th, 2023 to accept input on the draft Long-Range Plan Amendment.

There are two ways to submit a public comment:

1. By Email to LRP@dvrpc.org.

2. By Mail to:

Public Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106-1520

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Connections 2050: Amendment 2 for Public Comment

Date Published: July 2023

Geography

The nine-county DVRPC region, which covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

Abstract

The Connections 2050 Long-Range Plan details the long-term vision for Greater Philadelphia including principles, goals, and key policies and strategies to achieve the vision. It also contains a fiscally constrained financial plan and project list for transportation investments throughout the region. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 2 accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects.

Keywords

Amendment, Conformity, Connections, External Funding, Financial Plan, Fiscal Constraint, Funded Plan, Greater Philadelphia, Long-Range Plan, Major Regional Projects, Megaregional Planning, MPO, Multimodal, Multimodal Transportation Fund, Pennsylvania Turnpike Commission, Public Comment, Public Outreach, Regional Funding, Toll Revenue, Transit, Transportation, Transportation Improvement Program, Vision Plan

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