



Connections 2050

AMENDMENT 3

JULY 2024



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MAJOR AMENDMENT

Background

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). Funding status refers to whether a project is included in the fiscally constrained Funded Plan; that is, 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 listed in an unfunded, aspirational Vision Plan for when more funding becomes available, and to support competitive grant funding applications.

A Major Amendment is conducted when there is a change to an MRP's scope, timing, or cost (>20% or \$10 million, whichever is greater) that requires public review and comment, re-determination of fiscal constraint, and transportation conformity.¹ As a result of the most recent Pennsylvania and New Jersey Transportation Improvement Program (TIP) updates or actions, several projects in the *Connections 2050* Plan have seen changes to their cost, timing, or funding status that trigger a Major Amendment to the Plan. Amendment 3 ensures the Plan remains aligned with the regional TIPs 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 the twenty-six MRPs that are changed or new since *Connections 2050: Amendment 2* was adopted by DVRPC's Board in September 2023, and includes a unique MRP identification number (MRP ID) used to track projects across long-range plan documents, along with other pertinent information. A summary of project changes by funding type follows:

Regional Formula and State Discretionary Funding:

Regional funds are regular, anticipated funding to the region while discretionary funding programs are used by the states to help advance large projects that would be hard to fit within regional formula funding pools. Projects with these types of funding go through a standard screening and evaluation process developed by DVRPC and its planning partners when being considered for inclusion in the TIP.

- Five new projects in Pennsylvania are being added to match the FY25 PA TIP, STIP, and SEPTA Capital Budget; most as a result of additional state discretionary funds to the region. These include **Perkiomen Crossing Phase 1** (MRP 423); **Bus Revolution** (MRP ER); **Spring Garden over**

¹ 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>.

Amtrak (MRP 425); **70th, 71st, 72nd Streets over Amtrak** (MRP 426); and **Citywide 3R 110** (MRP 427).

- **Route 130 Bridge over Main Branch of Newton Creek** (MRP 422) was initiated from New Jersey DOT's bridge management system, drawing from existing line item funds for bridge preservation in New Jersey.
- Four Pennsylvania projects—**PA 100 Northbound at Exton Station** (MRP 217), **Spring Garden Connector** (MRP 261), **Paoli Station** (MRP E), and **Reconnecting Our Chinatown** (Chinatown Stitch) (MRP 192)—are moving into the *Connections 2050* Funded Plan from the unfunded, aspirational Vision Plan due to inclusion in the FY25 PA TIP, while **Norristown High Speed Line King of Prussia Extension** (MRP Q) will revert back to the aspirational Vision Plan due to the indefinite pause on progress by SEPTA.
- Eight Pennsylvania projects and four New Jersey projects will show a cost increase and/or timing change to align with the respective TIPs. These include **PA 663 John Fries Highway - funded portion** (MRP 238); **Transit Station Enhancements** (MRP BO); **SEPTA Trolley Modernization** (MRP G); **Norristown High Speed Line Tracks** (MRP AY); **SEPTA Key** (MRP B); **Regional Rail Stations Enhancements** (MRP BN); **Market Street over Schuylkill and CSX** (MRP 245); and **Broad Street Line Vehicles** (MRP CU) in Pennsylvania, and **NJ 73 and Church Road** (MRP 210); **NJ 73 and Ramp G, Bridge over US 130** (MRP 302); **I-295 Direct Connect through I-76/NJ 42** (MRP 77); and **NJ 47** (MRP 305) in New Jersey.

Competitive Grant Funding:

Competitive grants are generally awarded to a local sponsor within the region for a specific project. Projects receiving competitive grants go through a selection process specific to the pool of funding being awarded—separate from the process for regionally-funded projects.

- One existing project—**S. Collegeville Rd. (PA 29) Multimodal Improvements** (MRP 416)—is expanding its scope and cost to account for a new phase of widening on the same road segment, funded by Pennsylvania state Multimodal Transportation Fund (MTF) dollars.
- **US 1 Roosevelt Boulevard Operational Improvements - Phase 1** (MRP 188A) a new breakout of the larger MRP 188 moving into the *Connections 2050* Funded Plan from the unfunded, aspirational Vision Plan, due the awarding of Mega Program (the National Infrastructure Project Assistance program) funds.
- **Market Frankford Vehicles** (MRP CV) is able to be pushed earlier with a slightly lowered cost due to an award through FTA's Rail Vehicle Replacement Program.

Changes to these projects are reflected in the *Connections 2050* Major Regional Projects webmap at: www.dvrpc.org/webmaps/mrp2050/#map.

Table 1: NEW AND REVISED MAJOR REGIONAL PROJECTS

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (\$MM)
Pennsylvania						
238	PA 663 (John Fries Highway) - funded portion	Bucks	Reconstruct and widen to five lanes from Allentown Road to the Pennsylvania Turnpike.	Cost increase from \$1.5 million.	Regional	\$6.5
E	Paoli Station	Chester	Multimodal center and access.	Move into Funded Plan from aspirational Vision Plan due to inclusion in the FY2023 PA TIP, and scheduled for 2027–2040. Scope change to match TIP, removing parking improvements until further notice.	Regional	\$50.3
217	PA 100 Northbound at Exton Station	Chester	Additional northbound lane between Pottstown Pike on-ramp and the US 30 Exton Bypass; intersection improvements.	Move into Funded Plan from aspirational Vision Plan due to inclusion in the FY2023 PA TIP. Cost update from \$15.9 million and scheduled for 2023–2033.	Regional	\$6.9
BO	Transit Station Enhancements	Philadelphia	8th St. Customer Service, 11th St., 30th St., 34th St., Spring Garden, Ellsworth-Federal, Erie, Fairmount, Hunting Park, Logan, Lombard-South, Snyder, Susquehanna-Dauphin, Tasker-Morris, Wyoming, Chinatown.	Cost increase from \$171.3 million.	Regional	\$262.8
G	SEPTA Trolley Modernization	Delaware, Philadelphia	Replace existing trolley fleet with ADA compliant trolleys to expand capacity and provide faster, more reliable service.	Timing change from 2022–2050 to 2022–2040, and decreased cost from \$3.0 billion.	Regional	\$1,983.0
Q	Norristown High Speed Line King of Prussia Extension	Montgomery	Norristown High Speed Line Extension from Hughes Park to First and Moore.	Move from Funded Plan to aspirational Vision Plan due to the indefinite pause on progress by SEPTA. Cost reverts from year of expenditure to 2021 \$s.	Regional	\$1,766.6

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (\$MM)
416	S. Collegeville Road (PA 29) Multimodal Improvements	Montgomery	Widen PA 29 from 2-lane to 4-lane roadway; add turn lanes and signalization/crosswalk at the Hopwood Road intersection, and build a multiuse trail extension from the intersection to Perkiomen Trail.	Scope and cost change to encompass the next phase of widening via MTF funds. Facility name change from "S. Collegeville Road Safety Improvements/ Multiuse Trail" to align with TIP.	Competitive	\$4.5
NEW 423	Perkiomen Crossing (Phase 1)	Montgomery	Ridge/Germantown intersection realignment to the east to improve safety and mobility before Phase 2 (MRP 160) can be funded.	New project listed in the FY2023 PA TIP and scheduled for 2023–2027.	Regional	\$20.0
AY	Norristown High Speed Line Tracks	Montgomery, Delaware	Tie replacement and continuous welded rail.	Cost increase from \$29.1 million and timing change from 2022–2026 to 2022–2032.	Regional	\$41.0
B	SEPTA Key	PA Counties	Updated fare collection system—all modes.	Cost increase from \$19.8 million and timing change from 2022–2026 to 2022–2034.	Regional	\$240.0
BN	Regional Rail Stations Enhancements	PA Counties	ADA and parking at Conshohocken Station; accessibility upgrades at Bristol, Chestnut Hill East, Devon, East Falls, Glenside, Ivy Ridge, Jenkintown-Wyncote, Marcus Hook, Malvern, Noble, Roslyn, Stenton, Swarthmore, Willow Grove.	Cost increase from \$377.5 million.	Regional	\$564.6
NEW ER	Bus Revolution	PA Counties	Umbrella project that includes Bus Network Enhancements, South Philadelphia Transportation Center, Wissahickon Transportation Center, and MicroTransit implementation.	New project initiated from the SEPTA Capital Budget scheduled for 2022–2040. Includes existing aspirational Vision Plan projects (MRP IDs EK and EM).	Regional	\$184.8

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (\$MM)
245	Market Street over Schuylkill and CSX	Philadelphia	Rehabilitate bridges over Schuylkill River and CSX rail tracks.	Cost increase from \$132.7 million.	Regional	\$203.5
NEW 425	Spring Garden Street over Amtrak	Philadelphia	Rehabilitate or replace the Spring Garden Street bridges over Amtrak rail facilities, north of 30th Street Station.	New project as a result of additional state discretionary funds to the region, scheduled for 2023–2031.	Regional	\$57.2
NEW 426	70th, 71st, and 72nd Streets over Amtrak	Philadelphia	Rehabilitation of 70th, 71st, and 72nd Street bridges over Amtrak rail facilities, and upgrades of adjacent intersections.	New project as a result of additional state discretionary funds to the region, scheduled for 2026–2040.	Regional	\$57.4
NEW 427	Citywide 3R 110	Philadelphia	Restore roadway surfaces and bring up to current standards within the existing right-of-way including pavement markings and ADA compliance. Bike lanes will be included as the road widths allow.	New project listed in the FY2025 PA TIP and scheduled for 2023–2027.	Regional	\$50.6
261	Spring Garden Connector	Philadelphia	Realignment, signal improvements, East Coast Greenway and Circuit Trail construction, safety improvements.	Move into Funded Plan from aspirational Vision Plan due to inclusion in the FY2023 PA TIP. Cost update from \$51 million and scheduled for 2022–40. Note: facility name change from "Spring Garden Greenway" to align with TIP and project sponsor.	Regional	\$53.5
192	Reconnecting Our Chinatown (Chinatown Stitch)	Philadelphia	New cap over I-676 in the Chinatown area of Philadelphia.	Move into Funded Plan from aspirational Vision Plan due to inclusion in the FY2025 PA TIP as a result of additional federal discretionary funds to the region, scheduled for 2026–2040. Note: facility name change from "Vine St. Expressway in Chinatown" to align with TIP and project sponsor.	Regional	\$158.0

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (\$MM)
CU	Broad Street Line Vehicles	Philadelphia	Replace existing heavy rail vehicle fleet with modern train sets.	Timing change from 2041–2050 to 2022–2040, and decreased cost from \$1.0 billion to match SEPTA Capital Budget.	Regional	\$700.0
188A	US 1 (Roosevelt Blvd.) Operational Improvements - Phase 1	Philadelphia, Bucks	Intersection and roadway improvements along US 1 from Broad Street to Adams Avenue and from Adams Avenue to Old Lincoln Highway.	New breakout of MRP 188 (“US 1 Roosevelt Boulevard Operational Improvements”), due to additional competitive funds to the region, scheduled for 2022–32.	Competitive	\$134.6
CV	Market-Frankford Line Vehicles	Philadelphia, Delaware	Replace existing heavy rail vehicle fleet.	Change in timing from 2030–2040 to 2022–2032 due to changes in SEPTA Capital Budget and FY2025 PA TIP.	Competitive	\$1,165.0
New Jersey						
NEW 422	Route 130 Bridge over Main Branch of Newton Creek	Burlington	Replace the structurally deficient bridge, built in 1927.	New project initiated from the New Jersey DOT Bridge Management System, drawing from existing line item funds for system preservation, scheduled for 2022–2031.	Regional	\$41.7
210	NJ 73 and Church Road	Burlington	Grade-separated interchanges at Church Road (CR 616) and Fellowship Road (CR 673).	Cost increase from \$111.6 million.	Regional	\$148.5
302	NJ 73 and Ramp G, Bridge over US 130	Camden	Replace the structurally deficient and functionally obsolete bridge, built in 1930 and modified in 1959.	Cost increase from \$27.7 million.	Regional	\$61.4
77	I-295 Direct Connect through I-76/NJ 42	Camden	Direct connection of I-295 through interchange at I-76/NJ 42.	Timing change from 2022–25 to 2026–2031 due to delayed construction; increased cost from \$348.5 million.	Regional	\$553.7

MRP ID	Facility	County	Scope	Change	Funding Source	Cost* (\$MM)
305	NJ 47	Gloucester	Resurface, rehabilitate, and reconstruct from Grove Street to US 130. The project will update the ADA requirements and correct a culvert that causes a flooding condition.	Cost increase from \$46.4 million.	Regional	\$89.0

* All project costs account for current TIP allocations and any previously allocated funds associated with the MRP. They are expressed in year-of-expenditure dollars, unless otherwise noted.

Note: Timing for projects is listed in terms of plan funding periods from the Connections 2050 Plan. For details on plan funding periods, see Table 16 in the Connections 2050 Plan for Greater Philadelphia: Process and Analysis Manual at <https://www.dvrpc.org/products/21028/>.

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Public Comment

A public comment period for Amendment 3 to the *Connections 2050 Plan for Greater Philadelphia* was held from May 23rd through June 24th, 2024. The draft document was posted online and was available for viewing at various public libraries around the region. The comment period was advertised by legal notice in area newspapers, on the DVRPC web page, via email to over 12,000 recipients on DVRPC's distribution list, and to its list of tribal governments. Additional details were made available on DVRPC's Long-Range Plan webpage. As part of the comment period, two public information sessions were held: online on Monday, June 10, 2024, and hybrid (online & in-person) on Tuesday, June 11, 2024. Comments could be submitted in writing during the meetings, by mail, or email.

DVRPC received two comments via email and drafted responses to each. One of the comments made reference to specific major regional projects. In this case, DVPRC shared the comment with various county, transit, and DOT planning partners. The responses received from each partner are presented as part of each reply. Comments and draft responses were shared with the DVRPC Regional Technical Committee (RTC) prior to its July 9, 2024 meeting, and with the DVRPC Board in advance of its July 25, 2024 meeting. Both comments and responses are posted on DVRPC's Long-Range Plan Comments database at <https://www.dvrpc.org/asp/LRPCComments/>.

Changes since Public Comment Period

Since opening the public comment period for Amendment 3 to the *Connections 2050 Plan*, one TIP action relevant to the Plan was approved by the DVRPC Board. Due to additional competitive funds to the region from the federal Reconnecting Communities Program, a new cap over I-676 in the Chinatown area of Philadelphia is able to begin construction in FY26. This project, Reconnecting Our Chinatown (Chinatown Stitch), was listed as MRP ID 192 in the *Connections 2050* aspirational Vision Plan under the name "Vine St. Expressway in Chinatown." Due to this additional funding and TIP action, the project can move into the Funded Plan via this Amendment, scheduled for 2026–2040, in line with the changes to the TIP.

Fiscal Constraint and Conformity

Fiscal constraint is a federal requirement that the total transportation expenditures identified in the Long-Range Plan cannot 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. Fiscal constraint is able to be maintained with these changes. In addition, DVRPC and its planning partners have imposed a cap on new roadway capacity funding, set at four percent of total anticipated roadway revenue for the region. This cap is able to be maintained as well.

Conformity analysis is required to show the projects included in the Plan will not hinder the states' ability to meet federal air quality standards. DVRPC has successfully demonstrated the transportation conformity of the Amended *Connections 2050* Plan and the Pennsylvania TIP in accordance with the corresponding State Implementation Plans and Clean Air Act requirements. New Jersey projects in this Amendment were included in the transportation conformity determination for the DVRPC portion of New Jersey that was approved by the DVRPC Board on September 28, 2023, along with adoption of the DVRPC

FY2024 TIP for New Jersey. DVRPC will rely on this previous regional emissions analysis, per 40 CFR §93.122(g)(1) of the Conformity Regulation to satisfy the requirements for this amendment. More details on these requirements are available at: www.dvrpc.org/AirQuality/Conformity/.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided, generally free of charge, to individuals who submit a request at least seven days prior to a public meeting. For more information, visit www.dvrpc.org/GetInvolved/TitleVI or call (215) 592-1800.

Connections 2050: Amendment 3

Publication Number: 24141

Date Published: July 2024

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 3 accounts for significant changes to the cost, scope, or funding status for twenty-six 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, Public Comment, Public Outreach, Regional Funding, Transit, Transportation, Transportation Improvement Program, Vision Plan.

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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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