



Appendix A Board Resolutions

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RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC Amendment 1 to *Update: Connections 2050* Long-Range Plan (LRP), Federal Fiscal Year (FFY) 2027 Transportation Improvement Program (TIP) for Pennsylvania, and FFY 2026 TIP for New Jersey

WHEREAS, the governors and legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated metropolitan planning organization (MPO) for the nine-county Greater Philadelphia region as required by Section 134 of the United States Code (U.S.C.) Title 23 and Section 1607 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and Transportation Improvement Programs be developed and updated by MPOs, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (U.S. EPA) in November 1993 and amended in March 2012; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the U.S. EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, Delaware County has been designated a maintenance area for the 2012 annual fine particulate matter (PM_{2.5}) standard, and the nine-county planning area is part of two maintenance areas for the 2006 24-hour PM_{2.5} standards; as required by CAAA under the respective ozone and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, on July 25, 2007, the Area has been re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by U.S. EPA with motor vehicle emissions budgets (MVEBs) established in the SIPs; and,

WHEREAS, on April 6, 2015, U.S. EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018, addressing air quality requirements for former 1997 ozone areas, and this area was in maintenance for the 1997 ozone standard at the time of the 1997 ozone revocation in 2015. An air quality analysis and conformity determination of the TIP for the 1997 ozone standard has also been prepared. This conformity determination demonstrates that the requirements of 40 CFR Part 93 are met; and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors, direct PM_{2.5}, and PM_{2.5} precursors for transportation conformity purposes in the nine-county DVRPC planning area; and,

WHEREAS, in March 2024, the U.S. EPA approved limited Maintenance Plans for direct PM_{2.5}, and PM_{2.5} precursors for transportation conformity purposes in the New Jersey counties of the DVRPC planning area and regional emissions analysis are no longer required in these areas to demonstrate transportation conformity to the PM_{2.5} NAAQS; and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the areas where there are existing SIP MVEBs and emissions analysis are required; and,

WHEREAS, DVRPC has completed the conformity analysis of the LRP and TIPs according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the DVRPC Board adopted the conformity finding for the *Update: Connections 2050* Plan, FFY 2026 TIP for New Jersey, and FFY 2025 TIP for Pennsylvania in September 2025; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors are less than the established MVEB tests for the 1997, 2008, and 2015 ozone standard, and below the established MVEB tests for PM_{2.5} and PM_{2.5} precursor NO_x in the relevant PM_{2.5} maintenance areas; and,

WHEREAS, the Final Conformity Rule allows that MPOs that have previously demonstrated conformity for their TIPs and Plans can reaffirm the previous conformity analysis in lieu of performing a complete conformity analysis; and

WHEREAS, the DVRPC Board, through this resolution is reaffirming the previously demonstrated conformity analysis for the FFY 2026 TIP for New Jersey; and

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, and all interested parties to participate and have their views considered in the development and adoption of this conformity determination;

NOW, THEREFORE, BE IT RESOLVED, that the Board of the Delaware Valley Regional Planning Commission determines that Amendment 1 to *Update: Connections 2050* Long-Range Plan, the FFY 2027 TIP for Pennsylvania, and the FFY 2026 TIP for New Jersey conform to the relevant State Implementation Plans, all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 23rd day of July 2026, by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY27-001.

Renee Wise

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Renee Wise, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of Draft Amendment 1 to the *Update: Connections 2050 Plan for Greater Philadelphia*,
Updating the Long-Range Plan (Plan) for the DVRPC Region**

WHEREAS, the governors and legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated metropolitan planning organization (MPO) for the nine-county Greater Philadelphia region as required by Title 23 Section 134 and Title 49 Section 1607 of the U.S. Code; and,

WHEREAS, MPOs in U.S. EPA-designated air quality nonattainment areas are required at a minimum to update long-range, regional transportation plans every four years, keeping with the planning requirements set forth in Title 23 Part 450 Subpart C of the Code of Federal Regulations; and,

WHEREAS, the *Update: Connections 2050 Plan* for Greater Philadelphia, the Long-Range Plan for the Greater Philadelphia region, was adopted by the DVRPC Board in September of 2025; and,

WHEREAS, the *Update: Connections 2050 Plan* identifies both a set of transportation projects able to be funded with reasonably anticipated revenues, as well as a set of unfunded, aspirational projects aligned with the Plan's goals that could move forward if new funding becomes available; and,

WHEREAS, in between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost, scope, or funding status of Major Regional Projects—as outlined in Appendix A of *Update: Connections 2050*—to ensure the Plan remains aligned with the regional Transportation Improvement Program (TIP) and state programs for Pennsylvania and New Jersey; and,

WHEREAS, Amendment 1 to the *Update: Connections 2050 Plan* identifies 30 Major Regional Projects that saw changes in their scope, timing, and/or cost via TIP action, or were added as new projects via the TIP, and therefore required a Plan Amendment, public review and comment, re-determination of fiscal constraint, and transportation conformity determination; and,

WHEREAS, DVRPC is able to maintain fiscal constraint of projects in the Funded Plan with

respect to reasonably anticipated revenue and a reasonable expectation of funding for Externally Funded projects, though the region has now exceeded the self-imposed four percent cap on roadway system expansion expenditures; and,

WHEREAS, a demonstration of conformity has been conducted indicating that emissions of transportation-related pollutants will not exceed the applicable attainment budgets and interim regional emissions analysis, and DVRPC certifies that the Amendment 1 to the *Update: Connections 2050* Plan will conform to the purposes of the State Implementation Plans of Pennsylvania and New Jersey, and the Clean Air Act as amended under the Final Conformity Rule promulgated by the United States Environmental Protection Agency; and,

WHEREAS, copies of the draft Amendment 1 to the *Update: Connections 2050* Plan were released for public comment from May 21 through June 22, 2026, and public meetings held on June 9 and 11; and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations;

NOW, THEREFORE, BE IT RESOLVED, that Amendment 1 to the *Update: Connections 2050 Plan for Greater Philadelphia*, the long-range plan for the Greater Philadelphia region, is adopted.

Adopted this 23rd day of July 2026, by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY27-002.

Renee Wise

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Renee Wise, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the DVRPC Federal Fiscal Year (FFY) 2027 Transportation Improvement Program (TIP)
for Pennsylvania (FFY27-FFY30)**

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the metropolitan planning organization (MPO) responsible for developing and updating the Transportation Improvement Programs (TIP) for the nine-county Greater Philadelphia region as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPOs, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the U.S. EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, the nine-county planning area is part of two maintenance areas for the 2006 24-hour fine particulate matter (PM_{2.5}) standards, and Delaware County has been designated a maintenance area for the 2012 annual PM_{2.5} standard, as required by CAAA under the respective ozone, and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993, and amended by guidance issued in March 2012; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the 1990 Clean Air Act Amendments (CAAA) requirements by meeting criteria described in the Final Rule; and,

WHEREAS, DVRPC has completed conformity analysis of the TIP and the Long-Range Plan according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct PM_{2.5} and PM_{2.5} precursors are less in 2030, 2040, and 2050 than the applicable established budgets for the respective analysis year; and that the region is no longer required to demonstrate conformity for CO; and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a long-range plan developed in accordance with this certified planning process and the TIP and Long-Range Plan have been found to conform to all applicable state and federal laws and rules pertaining to air quality; and,

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's *Update: Connections 2050 Long-Range Plan*, as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Greater Philadelphia region to expect to receive; and,

WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Board of the Delaware Valley Regional Planning Commission adopts the FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27-FFY30) with recommended changes as the region's official selection of transportation projects for federal funding; and,

BE IT FURTHER RESOLVED, that the Board of the Delaware Valley Regional Planning Commission determines that the FFY 2027 Transportation Improvement Program for Pennsylvania (FFY27-FFY30) with recommended changes conforms to the State Implementation Plan of Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 23rd day of July 2026, by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY27-003.

Renee Wise

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Renee Wise, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission (DVRPC)

DVRPC SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING and PROGRAMMING PROCESS

WHEREAS, the U.S. Department of Transportation (DOT) Metropolitan Transportation Planning and Programming Regulations (23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A), which implement the planning provisions of 23 USC Sections 134 and 49 U.S.C. Section 5303, require the Metropolitan Planning Organization (MPO) to certify, concurrent with the submittal of the Transportation Improvement Program (TIP), that its transportation planning and programming process is in conformance with all applicable federal laws and regulations; and

WHEREAS, the Federal Planning and Programming Regulations (23 U.S.C. 134 (c)(3)), which require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process, have been met; and

WHEREAS, in nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504 and 7506 (c) and (d)) and 40 CFR Part 93, which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act and stipulate that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

WHEREAS, individuals, affected public agencies, representatives of public transportation agency employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators and employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties were provided with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, the TIP has been financially constrained as required by 23 CFR 450.326(j) of the Planning Regulations and Federal Transit Administration (FTA) policy on the documentation of financial capacity published in FTA Circular 7008.1A, and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available; and

WHEREAS, the Congestion Management Process (CMP) requirements of 23 CFR 450.322 for non-attainment Transportation Management Areas have been met; and

WHEREAS, DVRPC continues to work with its partners to integrate performance measures and targets into the development of the Long-Range Plan, the TIP, the CMP, and other appropriate regional planning documents in accordance with federal and state statutes and guidance including 23 U.S.C. 150, 23 CFR Part 450, and 49 CFR part 613, which require MPOs to establish and use a performance-based approach to transportation decision making; and

WHEREAS, in accordance with 49 U.S.C. 5310 and FTA C 9070.1G, which require the collaborative

development of a Coordinated Human Services Transportation Plan (CHSTP) that follows the update cycle of the metropolitan long-range plan, DVRPC convenes partners to maintain and update the CHSTP (currently titled “2024 Update to the Greater Philadelphia Region's Coordinated Human Services Transportation Plan”) on the required cycle; and

WHEREAS, DVRPC continues to work with its partners to incorporate all ten Federal Highway Administration (FHWA) Planning Factors as defined by 23 CFR 450.306(b) into the planning process; and

WHEREAS, the provisions of 49 CFR Part 20 regarding restrictions on lobbying have been met; and,

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. § 2000d-1), Non-discrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (49 CFR Part 21), U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964 (28 C.F.R. section 50.3), and the Title VI assurances executed by each state under 23 U.S.C. Section 324 and 29 U.S.C. 794, have been met; and

WHEREAS, all activities are carried out in accordance with 23 CFR Part 230 and 49 CFR Part 21 regarding the implementation of an equal employment opportunity program on federal and federal-aid highways construction contracts; and

WHEREAS, all activities are carried out in accordance with the provisions of the Americans with Disabilities Acts of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; the Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age; Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on sex; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, all activities are carried out in accordance with the 49 CFR Part 26 federal regulation, Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA), and the 2 CFR Part 200 Uniform Guidance, regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects; along with 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity; and

WHEREAS, the Commission has developed and implemented a system to provide services to those with limited English proficiency (LEP) so persons can have meaningful access to DVRPC's services; and

WHEREAS, on October 12-13, 2022, FTA and FHWA conducted the four-year Federal Certification Review of DVRPC's metropolitan transportation planning process for the Philadelphia urbanized area, and certified DVRPC's process; and

WHEREAS, given provisions of 23 CFR Part 450.310 (d) (1) (ii) and 49 CFR Part 613.100 that require that MPO policy boards include officials of public agencies that provide public transportation, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d) (4) by reaffirming Board Resolution B-FY15-004, while continuing to include SEPTA, NJ Transit, and DRPA/PATCO as participating, non-voting representatives to the Board and as voting members of DVRPC's Regional Technical Committee and continuing to provide an explicit

opportunity for transit agency comments during Board meetings for every agenda action item; and

WHEREAS, DVRPC certifies that it qualifies for the exception referred to above by meeting the specification which states that nothing in the aforementioned sections of federal regulation shall be construed to interfere with the authority, under any state law in effect on December 18, 1991, of a public agency with multimodal transportation responsibilities; and

WHEREAS, DVRPC recognizes the federal standards that are in place and strives to exceed those standards, whenever possible, to ensure the health of the residents of Greater Philadelphia;

NOW, THEREFORE, BE IT RESOLVED, that in accordance with 23 CFR 450.336, the Board of the Delaware Valley Regional Planning Commission, the metropolitan planning organization for the nine-county Greater Philadelphia region, certifies that the metropolitan transportation planning and programming process is being carried out in conformance with all applicable federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged or underserved, has been followed in developing all plans and programs; and

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the state certification that the planning process complies with FHWA and FTA joint regulations on Metropolitan Transportation Planning and Programming.

Adopted this 23rd day of July, 2026, by the
Board of the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY27-004.

Renee Wise

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