

May 2026

UPDATE:

2050

Amendment 1

for Public Comment

PUBLIC
COMMENT PERIOD:
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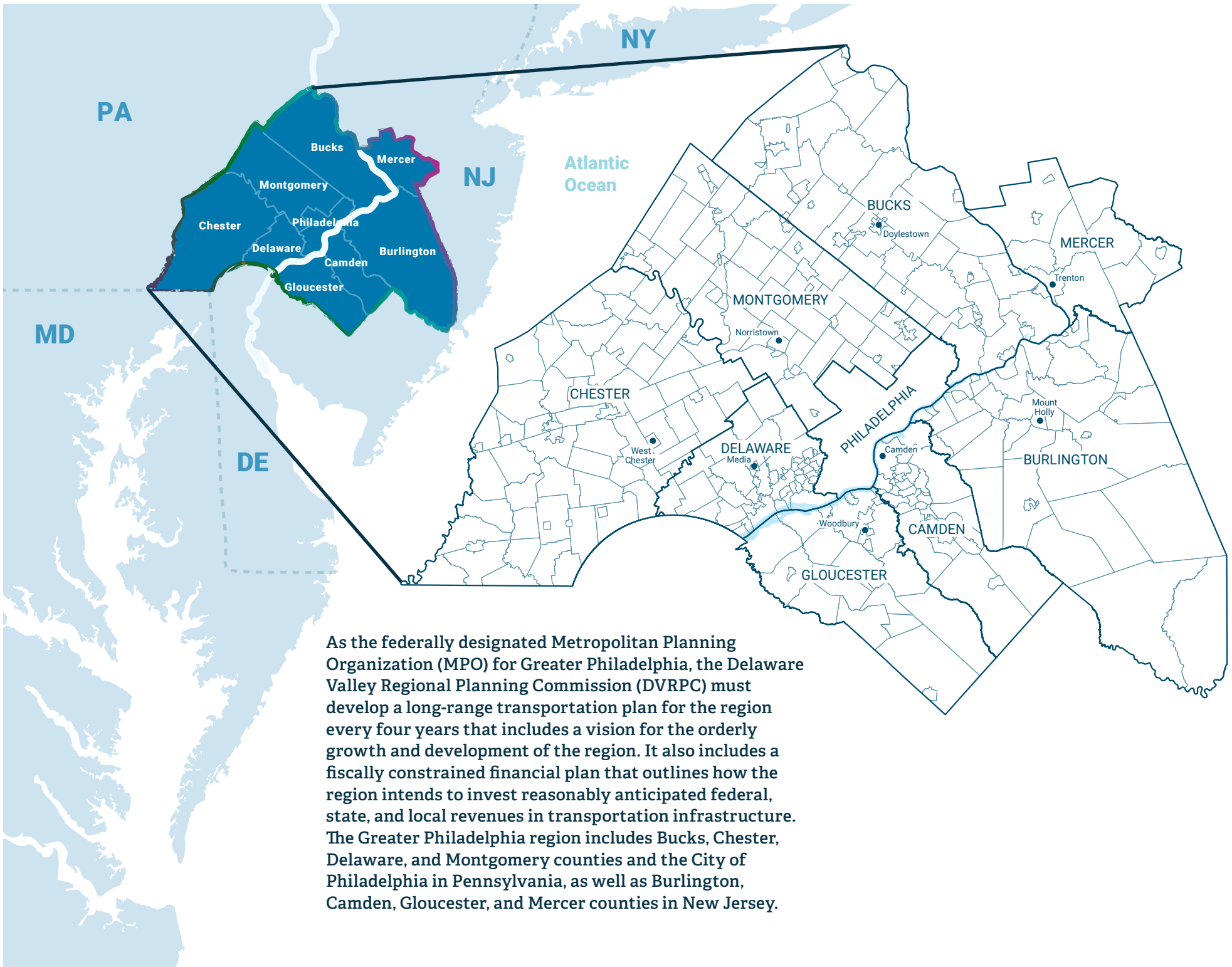
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As the federally designated Metropolitan Planning Organization (MPO) for Greater Philadelphia, the Delaware Valley Regional Planning Commission (DVRPC) must develop a long-range transportation plan for the region every four years that includes a vision for the orderly growth and development of the region. It also includes a fiscally constrained financial plan that outlines how the region intends to invest reasonably anticipated federal, state, and local revenues in transportation infrastructure. The Greater Philadelphia region includes Bucks, Chester, Delaware, and Montgomery counties and the City of Philadelphia in Pennsylvania, as well as Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

DRAFT AMENDMENT 1 FOR PUBLIC COMMENT MAY 2026

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Background

As the federally designated Metropolitan Planning Organization (MPO) for the nine-county Greater Philadelphia region, the Delaware Valley Regional Planning Commission (DVRPC) is responsible for prioritizing transportation investments for funding with federal and state dollars through a Long-Range Plan (Plan) and Transportation Improvement Program (TIP). A key function of the *Update: Connections 2050 Plan for Greater Philadelphia* (Plan), adopted by the DVRPC Board in September 2025, is to outline a vision and strategy for how the region will invest in transportation infrastructure through 2050.

Between four-year update cycles, the Plan may be amended to reflect significant changes in policy or to the cost, scope, timing, or funding status of Major Regional Projects (MRPs). MRPs are discrete transportation capital investments with substantial regional travel impacts or costs exceeding \$40 million.

The Plan outlines several types of amendments and their process requirements. A Major Amendment such as this one is required when changes to an MRP's scope, timing, or cost exceed established thresholds (greater than 20 percent or \$10 million, whichever is greater), typically in coordination with TIP updates or actions. Major Amendments require public review and comment, re-determination of fiscal constraint, and

transportation conformity, and must maintain consistency with both the Pennsylvania and New Jersey TIPs.

Recent TIP updates and actions in Pennsylvania and New Jersey have resulted in changes to the cost, timing, or funding status of several MRPs included in *Update: Connections 2050*. These changes trigger a Major Amendment. Amendment 1 ensures continued alignment between the Plan and the regional TIPs and state programs, as well as SEPTA's capital budget. Projects not specifically identified in this amendment retain their funding status as adopted by the DVRPC Board.

Financial Plan Overview

There are four separate financial plans contained within the Long-Range Plan: one for multimodal roadway projects and one for transit projects in each of the Pennsylvania and New Jersey state subregions. Funding for each of these financial plans comes from different federal, state, and local sources.

Each financial plan contains four funding periods that align with both the 20251 Pennsylvania and 2026 New Jersey TIPs (see Table 1). In Pennsylvania, the first funding period comprises years two to four of the four-year FFY2025 TIP and years five to six of the Pennsylvania state Twelve-Year Program (TYP). The second period corresponds with the last six years of the statewide TYP. In New Jersey, the first funding period aligns with the first four years of the FFY2026 TIP. The second funding

¹ The Board-adopted financial plan for *Update: Connections 2050* was aligned with the FFY2025 TIP in Pennsylvania. This Amendment aligns the Plan with the more recent, FFY 2027 TIP.

period corresponds with the remainder of the statewide 10-year plan. Per federal conformity requirements, 10 years is the maximum length allowable for any single Plan funding period. Funding Periods are abbreviated as P1–P4 in the project update tables in the next section.

Table 1: Update: Connections 2050 Plan Periods

Funding Period	Pennsylvania	New Jersey
1	2026–2030 (5)	2026–2029 (4)
2	2031–2036 (6)	2030–2035 (6)
3	2037–2045 (9)	2036–2045 (10)
4	2046–2050 (5)	2046–2050 (5)

Source: DVRPC, 2025.

Federal regulations require that cost estimates for future transportation projects be expressed in year-of-expenditure (YOE) dollars, which account for inflation expected between the present day and the year a project is scheduled for construction. The Plan follows the direction of PennDOT and assumes an annual inflation rate of 3 percent, compounded over the duration

of each of the four Plan funding periods. This approach ensures that cost estimates for projects in later plan periods reflect anticipated increases over time, supporting more realistic budgeting and maintenance of fiscal constraint across the life of the Plan.

A project’s funding status indicates whether it is included in the fiscally constrained Funded list—demonstrating affordability within anticipated revenues—or in the Unfunded list, which identifies regionally significant but currently unfunded priorities. The Unfunded list positions these projects to advance if additional resources become available and supports applications for competitive funding opportunities.

Project Categories

Funding is allocated across roadway and transit categories (see Table 2) based on a combination of comparative need and alignment with the Plan’s vision, goals, and policy direction. Within each category’s target allocation, funds are allocated to Major Regional Projects (MRPs). A portion of anticipated funding within each category is reserved for smaller-scale projects to be selected through current and future TIPs. MRPs are classified by project category based on how costs are distributed across the elements included in their scope.

Table 2: Update: Connections 2050 Project Categories

Mode	Category	Category Name
Roadway	R1	Pavement Preservation & Modernization
	R2	Bridge Preservation
	R3	Substantive Safety
	R4	Mobility Operational Improvements
	R5	Roadway System Expansion
	R6	Green Transportation
Transit	T1	Transit Preservation & Modernization
	T2	Transit Operational Improvements
	T3	Transit System Expansion
	T4	Transit Other

Source: DVRPC, 2025.

Project Updates

Tables 3–5 identify the 26 new or changed MRPs (six new, 20 revisions) since the adoption of *Update: Connections 2050* by DVRPC’s Board in September 2025. The tables include a unique MRP identification number (MRP ID) used to track projects across long-range plan documents, along with other pertinent information including the county the project is located in, name of the facility, change being made, new or updated cost in millions of YOE dollars, and a breakdown of expenditure by project categories (see Table 2). Changes to these projects are reflected in the MRP web map at: www.dvrpc.org/webmaps/UC2050MRPs/.

Rising Costs

Since 2020, inflation has significantly increased the cost of delivering transportation capital investments, affecting both near-term project delivery and long-range financial planning. Cost escalation is driven by a combination of factors, including higher prices for materials, labor, and fuel; supply chain disruptions; and increased costs associated with right-of-way acquisition and major capital activities such as bridge repair and replacement. These challenges are not unique to the region; transportation agencies nationwide and globally are facing similar cost pressures that affect the delivery and timing of capital programs.

In addition, many projects are initially developed at the long-range plan level, using high-level planning estimates based on preliminary scopes. As projects advance through design and a preferred alternative is identified, more detailed engineering and

scoping often reveal higher costs than originally anticipated. These refined estimates, while more accurate, contribute to upward revisions in total project costs and funding needs.

As a result, projects programmed in earlier years may require additional funding to maintain their intended scope, while future investments must account for continued cost escalation. These pressures are further compounded by fiscal challenges facing major transit operators in the region. The Southeastern Pennsylvania Transportation Authority (SEPTA) is confronting a structural operating deficit following the expiration of federal pandemic relief funds and rising operating expenses. The COVID-19 pandemic and widespread stay-at-home orders brought travel to a near standstill in 2020 and accelerated long-term shifts toward remote and hybrid work, reducing transit demand. As a result, SEPTA ridership remains roughly 30 percent below pre-pandemic levels, and the sustained loss in fare revenue marked the beginning of ongoing operating budget challenges. In October 2025, the SEPTA Board approved an amendment to the FY26 Capital Budget and Program of Projects that transfers \$394 million in federal, state, and local capital funds to support operating needs. While this action is critical for maintaining current operations, it reduces available funding for capital improvements and delays progress on state-of-good-repair and system modernization initiatives.

Collectively, these factors contribute to the cost changes reflected in this amendment and underscore the need to update project costs and funding assumptions to maintain a fiscally constrained and implementable Plan.

Table 3: New Major Regional Roadway Projects

County	MRP ID	Facility	Change	Amended Cost (YOE \$M's)	Project Categories
Delaware	PAR085	I-95 Noise Abatement (Chester City Sound Walls)	Add existing TIP project to Roadway Funded. Exceeds \$40M MRP threshold (previously listed on <i>Connections 2050</i> Plan). Timing: P1–P2.	\$45.4	R6: 100%
Chester	PAR086	US 202 and High Street Interchange	Add existing TIP project and former MRP back into the Roadway Funded list. Cost increased above MRP threshold due to scope expansion from lane-level operational improvements to larger reconstruction, interchange reconfiguration, bridge replacements, and corridor-wide upgrades to increase overall capacity and safety. Timing: P1–P3.	\$97.8	R2: 50%, R4: 25%, R5: 25%
Philadelphia	PAR087	30th Street Viaduct over 30th Street Lower (Bridge)	Add existing TIP project to Roadway Funded. Cost increased above MRP threshold due to delayed Utility phase. Timing: P1–P3.	\$49.5	R2: 100%
Montgomery	PAR088	PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps	Add existing TIP project to Roadway Funded. Cost increased above MRP threshold due to revised estimate. Timing: P1–P3.	\$71.6	R1: 20%, R2: 10%, R4: 70%

County	MRP ID	Facility	Change	Amended Cost (YOE \$M's)	Project Categories
Philadelphia	PAR090	7 TH St On-Ramp to I-76 West	Add new state-funded project to Roadway Funded. Timing: P1.	\$15.0	R4: 50%, R5: 50%
Camden	NJR026	Route 168, Merchant Street to Ferry Avenue, Pavement	Add existing TIP project (as of Jan 2026) to Roadway Funded. Cost increased above MRP threshold due to delayed Construction phase; Timing: P1.	\$51.7	R1: 100%
Philadelphia, Camden	NJR024	Benjamin Franklin Bridge Preservation	Add existing TIP project to Roadway Funded. Cost increased above MRP threshold due to scope change and consolidation of DRPA TIP projects. Timing: P1	\$47.1 ²	R2: 90%, R3: 10%

Updates to transit projects come directly from the 2027 Pennsylvania and 2026 New Jersey TIPs, statewide plans, and the Pennsylvania Multimodal Transportation Fund.

Source: DVRPC, 2026.

² Approximately 85 percent of the project cost is being funded with toll revenue outside of the regional budget.

Table 4: Revised Major Regional Roadway Projects

County	MRP ID	Facility	Change	Amended Cost (YOE \$M's)	Project Categories
Bucks	PAR019	Bristol Road	Cost increase from \$39.8 million due to delayed Final Design, Right-of-Way, and Utility phases; ³ Shift project category from R4: 50%, R5: 50%.	\$56.0	R5: 100%
Chester	PAR002	U.S. 1 from Schoolhouse Road Reconstruction	Cost increase from \$437.5 million due to scope refinement, now capturing stormwater management facilities and bridge work.	\$625.5	R1: 80%, R2: 20%
Chester	PAR027	U.S. 30/ Coatesville-Downingtown Bypass (Eastern)	Cost increase from \$1.04 billion to account for deferred TIP Construction programming.	\$1,298.0	R1: 44%, R2: 20%, R4: 11%, R5: 25%
Delaware	PAR003	U.S. 1 at PA 352 and 452 Interchange	Cost increase from \$257.8 million due to TIP Construction phase deferment and Right-of-Way phase cost increase.	\$553.4	R2: 65%, R4: 25%, R5: 10%
Montgomery	PAR054	Ridge Pike over Norfolk Southern and PA Turnpike	Cost increase from \$74.1 million due to delayed Right-of-Way and Construction phases.	\$80.0	R2: 100%

³ FD (Final Design) is defined in the TIP as the refinement of the Initial Preferred Alternative (IPA) based on environmental studies, community input, and the needs of the traveling public. ROW (Right-of-Way Acquisition) involves purchasing the land needed to build a project. UTL (Utilities) includes utility relocation work associated with a project.

County	MRP ID	Facility	Change	Amended Cost (YOE \$M's)	Project Categories
Philadelphia	PAR032	Penn's Landing Highway Cap	Cost increase from \$66.7 million to account for additional local and private funding for landscaping, building, and amenities. ⁴	\$166.0	R6: 100%
Philadelphia	PAR047	Eakins Oval Reconfiguration	Cost decrease from \$43.8 million due to project advancement with additional funds to the region. Shift of project categorization from R3: 25%, R4: 75%.	\$23.3	R3: 33%, R4: 33%, R6: 33%
Philadelphia	PAR052	59th Street over AMTRAK	Cost increase from \$46.7 million due to delayed Construction phase. Shift of project categorization from R2: 100% to account for ADA compliance and street lighting improvements.	\$53.0	R2: 90%, R6: 10%
Philadelphia	PAR070	Spring Garden Connector	Cost increase from \$52.8 million due to delayed Construction phase.	\$59.0	R1: 35%, R3: 10%, R4: 35%, R6: 20%
Philadelphia	PAR072	Spring Garden Bridges Over Amtrak	Cost increase from \$57.2 million due to increased Utility and Construction phases.	\$79.5	R2: 100%
Philadelphia	PAR075	Roosevelt Boulevard Operational Improvements (Phase 1)	Cost increase from \$134.6 million; Shift of categorization from R4: 100% to account for substantive safety improvements	\$161.4	R3: 25%, R4: 75%

⁴ These additional costs don't come out of the regional budget.

County	MRP ID	Facility	Change	Amended Cost (YOE \$M's)	Project Categories
Delaware	PAR016	I-95 / U.S. 322 / Highland Avenue Interchange	Cost increase from \$123.0 million due to rescoping with expanded limits to the CBB/Kerlin Street for coordination with the I-476 flex lane project, adding major structures and refined cost estimates based on updated design and recent I-95 lettings.	\$477.6	R1: 25%, R2: 25%, R4: 35%, R5: 15%
Delaware	PAR024	I-476 Active Traffic Management	Cost increase from \$48.5 million due to SPIKE program estimate being replaced with a refined project scope.	\$360.6	R4: 50%, R5: 50%
Philadelphia	PAR033	Girard Point Bridge Rehab Phases 1&2	Cost increase from \$150.8 million due to refined scope and delayed timing. Includes work on 5 approaches to the bridge and shift timing from P1–P2 to P2.	\$326.7	R2: 100%

Updates to transit projects come directly from the 2027 Pennsylvania and 2026 New Jersey TIPs, statewide plans, and the Pennsylvania Multimodal Transportation Fund.

Source: DVRPC, 2026.

Table 5: Revised Major Regional Transit Projects

County	MRP ID	Facility	Action	Amended Cost (YOE \$M's)	Project Categories
Philadelphia	PAT001	City Hall and 15th Street Stations	Cost increase from \$98.53 million due to updated estimates and scheduling.	\$130.3	T1: 100%
Philadelphia	PAT008	Regional Rail Vehicles	Cost increase from \$626.64 million due to rescoping from partial fleet replacement. The new amount accounts for all 230 rail cars.	\$2,019.8	T1: 100%
Philadelphia	PAT040	Mainline-Schuylkill Bridges, Interlockings, and Duct Bank	Decrease in YOE cost from \$433.52 million due to additional engineering analysis. SEPTA has completed 15% of design and is performing a value engineering assessment.	\$400.0	T1: 100%
Bucks, Chester, Delaware, Montgomery, Philadelphia	PAT041	Regional Rail Station Improvements (Near Term)	Updated scope to advance funds for Bristol (Trenton Line) and Noble (West Trenton Line, design-only) Regional Rail. No cost change.	\$309.9	T1: 100%
Philadelphia	PAT085	Broad Street Line (B) Vehicle Replacement and Infrastructure	Cost increase from \$127 million due to full rescoping from preliminary infrastructure work, ⁵ and shift from P1 to P1-4. Approximately \$726.3 million is deferred after FY 2038.	\$727.3	T1: 100%

⁵ The *Connections 2050 Plan* listed this project from 2041–2050 for \$1,031.5 million. For the Board-adopted version of *Update: Connections 2050*, the project was de-scoped to include only preliminary infrastructure.

County	MRP ID	Facility	Action	Amended Cost (YOE \$M's)	Project Categories
Philadelphia	PAT050	Bridge Program	Cost increase from \$166.1 million due to the inclusion of seven Chestnut Hill West Line Bridges.	\$224.6	T1: 100%

*Updates to transit projects come directly from the SEPTA FY27 Capital Budget.
Source: DVRPC, 2026.*

Public Comment

A public comment period for Amendment 1 to the *Update: Connections 2050 Plan for Greater Philadelphia* will be held from May 21, 2026, to June 22nd, 2026, 5 PM.

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

Questions and comments must be submitted in writing. For more information on the public comment period and meetings, visit www.dvrpc.org/plan.

Conformity and Fiscal Constraint

Federal planning regulations require that the Plan demonstrate both fiscal constraint and air quality conformity. Fiscal constraint ensures that planned transportation investments are supported by revenues reasonably expected to be available over the life of the Plan, while conformity ensures that these investments are consistent with regional air quality goals and federal standards. The following sections summarize how this amendment maintains compliance with these requirements.

Air Quality Conformity

Conformity analysis is required to show that 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 projects in *Draft Amendment 1 to Update: Connections 2050* Long-Range Plan and the *Draft FFY 2027 TIP for Pennsylvania* 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 25, 2025. DVRPC will rely on this previous regional 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.

Demonstration of Fiscal Constraint

With the new and updated projects, the total transportation expenditures identified in the Plan do not exceed the total revenues reasonably expected to be available for the region over the life of the Plan, or over each individual funding period in the Plan.

Tables 6 and 7 show how much funding has been allocated to MRPs in the Plan and other, lower-cost TIP projects as of this amendment, as well as a balance to be programmed for future projects as they are identified in successive TIPs for each state subregion. Transit and roadway subtotals under Allocated Revenue reflect total available funding and are fiscally constrained. While funding targets by project category may be exceeded in some cases, overall revenues and expenditures remain balanced at the subtotal level. DVRPC aims to have a substantial balance of available funds in each project category after programmed TIP and fiscally constrained projects in the Plan are accounted for. The proposed funding allocation leaves a balance of 32.5 percent and 14.1 percent of funds over the life of the Plan for Pennsylvania roadway and transit projects, respectively. It leaves a balance of 58.2 and 32.9 percent of funds over the life of the Plan for smaller-scale New Jersey roadway and transit projects that will be identified in the current and future TIPs through 2050. Balances to be programmed can also be used to advance system preservation and bike and pedestrian projects listed as Illustrative in the appendices of *Update: Connections 2050*.

Table 6: Pennsylvania Subregion Funding Allocation Over the Life of the Plan

Mode	Funding Category	Allocated Revenue	Amended MRP Expenditure	Non-MRP TIP Expenditure	Balance
Roadway	R1. Pavement Preservation & Modernization	\$8.22 B	(\$3.44 B)	(\$0.22 B)	\$4.56 B
	R2. Bridge Preservation	\$14.28 B	(\$7.67 B)	(\$1.43 B)	\$5.18 B
	R3. Substantive Safety	\$1.89 B	(\$1.22 B)	(\$0.39 B)	\$0.29 B
	R4. Mobility Operational Improvements	\$3.21 B	(\$2.96 B)	(\$0.45 B)	(\$0.19 B)
	R5. Roadway System Expansion	\$1.28 B	(\$1.61 B)	*(\$0.00 B)	(\$0.32 B)
	R6. Green Transportation	\$3.21 B	(\$0.95 B)	(\$1.33 B)	\$0.93 B
	Highway Subtotal	\$32.1 B	(\$17.85 B)	(\$3.82 B)	\$10.45 B
Transit	T1. Transit Preservation & Modernization	\$12.88 B	(\$11.53 B)	(\$3.37 B)	(\$2.02 B)
	T2. Transit Operational Improvements	\$1.54 B	(\$1.43 B)	(\$0.00 B)	\$0.11 B
	T3. Transit System Expansion	\$0.75 B	(\$0.44 B)	(\$0.00 B)	\$0.31 B
	T4. Transit Other	\$7.83 B	(\$0.00 B)	(\$2.99 B)	\$4.84 B
	Transit Subtotal	\$23.00 B	(\$13.40 B)	(\$6.36 B)	\$3.24 B
PA Sub-region Total		\$55.10 B	(\$31.24 B)	(\$10.18 B)	\$13.69 B

All figures in billions (B) of YOY dollars. Figures may not add up due to rounding. * All roadway system expansion costs in the TIP are included in the Major Regional Projects Expenditure.

Source: DVRPC, 2026.

Table 7: New Jersey Subregion Funding Allocation Over the Life of the Plan

Mode	Funding Category	Allocated Revenue	Amended MRP Expenditure	Non-MRP TIP Expenditure	Balance
Roadway	R1. Pavement Preservation & Modernization	\$5.78 B	(\$1.47 B)	(\$0.02 B)	\$4.28 B
	R2. Bridge Preservation	\$3.14 B	(\$0.90 B)	(\$0.28 B)	\$1.96 B
	R3. Substantive Safety	\$0.33 B	(\$0.0 B)	(\$0.06 B)	\$0.27 B
	R4. Mobility Operational Improvements	\$2.31 B	(\$1.94 B)	(\$0.05 B)	\$0.32 B
	R5. Roadway System Expansion	\$0.66 B	(\$0.47 B)	(\$0.00 B)	\$0.19 B
	R6. Green Transportation	\$4.29 B	(\$0.98 B)	(\$0.73 B)	\$2.59 B
	Highway Subtotal	\$16.51 B	(\$5.76 B)	(\$1.14 B)	\$9.61 B
Transit	T1. Transit Preservation & Modernization	\$5.16 B	(\$2.50 B)	(\$1.63 B)	\$1.04 B
	T2. Transit Operational Improvements	\$0.56 B	(\$0.00 B)	(\$0.21 B)	\$0.34 B
	T3. Transit System Expansion	\$0.77 B	(\$0.00 B)	(\$0.06 B)	\$0.70 B
	T4. Transit Other	\$0.32 B	(\$0.00 B)	(\$0.16 B)	\$0.15 B
	Transit Subtotal	\$6.81 B	(\$2.50 B)	(\$2.06 B)	\$2.24 B
NJ Sub-region Total		\$23.30 B	(\$8.25 B)	(\$3.21 B)	\$11.85 B

All figures in billions (B) of YOY dollars. Figures may not add up due to rounding.
Source: DVRPC, 2026.

Cap on Roadway System Expansion

Since the adoption of the *Connections 2035* Plan in 2009, DVRPC and its planning partners have maintained a policy to limit expenditures on new roadway capacity. Initially established at 10 percent of total roadway revenue within each state subregion, the cap has been progressively reduced through subsequent plan updates—lowered to 5 percent in *Connections 2040* and to 4 percent in *Connections 2045*, where it has remained for two subsequent plan updates. For *Update: Connections 2050*, sponsors resubmitted candidate roadway capacity projects not funded for construction in the first four years of the TIP, refreshing the list and reinforcing readiness.

At the time of adoption of *Update: Connections 2050* in September 2025, the region was able to remain within this cap, with 3.7 percent of Pennsylvania roadway revenues allocated to Roadway System Expansion (R5) and 2.8 percent in New Jersey. However, because of the significant project cost increases described earlier in this document, the cap can no longer be maintained under current conditions. As of this amendment, roadway system expansion expenditures in Pennsylvania have increased to 5.0 percent of total roadway revenues over the life of the Plan, resulting in the region exceeding the agreed-upon cap, which was designed to progress the region towards our shared, long-term vision. The Plan and the TIP need to be aligned; all these projects, except one, are carryover projects in the Draft FFY 2027 TIP for PA; and reflect completion of long-standing investments rather than new long-term programming.

Exceeding the established cap is a policy concern, particularly in a region where available funding is insufficient to fully address

the preservation needs of the existing transportation system. In response, DVRPC will work in coordination with PennDOT and other partners to reassess projects within the R5 category, with a focus on identifying opportunities to meet transportation needs through strategies that do not expand roadway capacity. In addition, adherence to established target allocations at the TIP level will be critical to maintaining balance across investment categories over the life of the Plan.

The cap has been an effective policy tool for managing roadway expansion and reinforcing investment discipline; however, increasing cost pressures and evolving project conditions indicate that it has reached the limits of its effectiveness, necessitating a transition to a more adaptive approach to addressing roadway capacity needs. For the next Plan update, DVRPC is exploring potential policy approaches to guide roadway capacity investments, including expanded use of its Congestion Management Process (CMP), which is currently being updated in coordination with planning partners. As part of this effort, the CMP may serve as a more comprehensive framework for evaluating operational improvements, transportation demand management strategies, and multimodal solutions before advancing roadway expansion projects, with projects undergoing significant scope changes subject to further review through CMP and Regional Technical Committee processes to ensure consistency with regional goals.

The amended Plan satisfies all federal requirements for fiscal constraint and conformity, while identified deviations from regional policy targets are being actively addressed through established processes and coordination with planning partners.

Update: Connections 2050

Plan for Greater Philadelphia Draft Amendment 1 for Public Comment

Publication Number: 26140A

Date Published: May 2026

Geographic Area Covered: 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: As the MPO for Greater Philadelphia, the Delaware Valley Regional Planning Commission adopts and maintains the region's long-range transportation plan, Connections 2050 Plan, which is periodically amended to reflect changes in major projects; Amendment 1 incorporates 26 new or revised projects to maintain alignment with regional TIPs, state programs, and SEPTA's capital budget.

Key Words: 2050, Air Quality Conformity, Amendment, Financial Plan, Fiscal Constraint, Funding, Greater Philadelphia, Investments, Long-Range Plan, Major Regional Project, MPO, Public Comment, Region, Roadway, TIP, Transit, Transportation.

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Vision

A Greater Philadelphia region that provides:

- A safe, modern, multimodal transportation network for all
- An innovative and connected economy with opportunity and shared prosperity
- Healthy, walkable, and vibrant communities
- A preserved and restored natural environment with thriving ecological systems
- Clean, reliable, and affordable infrastructure and utility services resilient to the effects of extreme weather

Mission

As the Metropolitan Planning Organization (MPO) for Greater Philadelphia, the Delaware Valley Regional Planning Commission (DVRPC) builds consensus for a shared regional vision; enables data-based, community-centered solutions; and helps put plans into action.



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