



## Lehigh Valley Transportation Study

**OWEN O'NEIL**  
Chair, Coordinating Committee

**RYAN MEYER**  
Chair, Technical Committee

**BECKY A. BRADLEY, AICP**  
Secretary,  
Coordinating Committee +  
Technical Committee

XX, 2026

Ms. Kristin Mulkerin  
Deputy Secretary for Planning  
Pennsylvania Department of Transportation  
PO Box 3643  
400 North Street, 8th Floor  
Harrisburg, PA 17120

ATTN: Mr. Nick Raio

**Subject: Lehigh Valley 2027 – 2030 Transportation Improvement Program**

Dear Ms. Mulkerin,

The Lehigh Valley Transportation Study adopted the Federal Fiscal Year (FFY) 2027 – 2030 Transportation Improvement Program (TIP) including resolutions for revising the TIP and LVTS Self Certification resolution as well as its necessary Air Quality Conformity. The FFY 2027 – 2030 TIP is financially constrained by year, includes year-of-expenditure in cost estimates and meets the requirements of the Clean Air Act Amendments.

This cover letter has been included with the following items:

- 2027-2030 Transportation Improvement Program Made Easy document
- TIP Development/Project Selection Process
- TIP Specific Development Timeline
- Transportation Performance Management Report
- Highway and Bridge Listing with Public Narrative
- Public Transportation Listing with Public Narrative
- Interstate TIP Listing with Public Narrative
- TIP Financial Constraint Chart
- Public Transportation Financial Capacity Analysis
- Air Quality Conformity Determination Report
- Draft Air Quality Resolution
- Public Comment Period Advertisements
- Documented Public Comments received
- Title VI Policy Statement
- Draft TIP Revision Procedures Resolution
- Draft Self-Certification Resolution
- List of major projects from the previous TIP that were implemented
- List of major projects from the previous TIP that were delayed
- TIP Submission Checklist

The Lehigh Valley Transportation Study looks forward to seeing these projects and programs implemented to address the needs of the region's transportation network. Please contact us at (610) 264-4544 if you need additional information.

Sincerely,

Becky A. Bradley, AICP  
Secretary, LVTS Coordinating Committee +  
Technical Committee



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The 2027-2030 Transportation Improvement Program (TIP) was developed through a comprehensive, collaborative, and continuing process. Pennsylvania's 2027 Transportation Program General & Procedural Guidance as well as Pennsylvania's 2027 Transportation Program Financial Guidance were issued to each Pennsylvania Metropolitan Planning Organization (MPO) in 2025. This served as the basis for the LVTS 2027-2030 TIP development efforts.

An initial meeting with LVTS Technical & Coordinating Committees was held on Wednesday, November 5th, 2025, to discuss current projects on the 2025-2028 TIP and potential additions from the Long-Range Transportation Plan (LRTP). Additional LVTS and public meetings were held on November 19th, 2025 and December 5th, 2025. Electronic coordination with PennDOT District 5 and Central Office continued throughout the process to develop the draft TIP project lists. The Draft 2027-2030 TIP development schedule, funding levels, and guidance was presented to LVTS at the TIP development meeting on December 5th, 2025. On December 17, 2025, the Draft 2027-2030 TIP project list was presented and adopted by LVTS Technical and Coordinating Committees, with authorization to release the document to PennDOT Central Office for review.

The Lehigh Valley Transportation Study utilizes a multi-faced approach to evaluating and prioritizing projects for the TIP and Long-Range Transportation Plan. All projects compete for limited financial resources. The project selection process varies based upon the type of project being considered. The following outlines the various tools and criteria utilized in project evaluation and selection:

### General TIP Project Selection Process

**Safety** - Pedestrian and Bicycle crashes

- Fatalities and Suspected Serious Injuries

**Congestion** - Use of Congestion Management Plan

- CMAQ Cost Effectiveness tables
- Impact on Natural and Cultural resources

**Asset Condition** - Compare Pennsylvania Department of Transportation (PennDOT) and National Dataset

- Bridge Asset Management (BAMs)
- Pavement Asset Management (PAMs)

**Non-motorized layers** – *FutureLV: The Regional Plan*

- Centers and Corridors
- Zero Vehicle Households
- Sidewalk Inventory
- Lehigh Valley Walk Audit
- *WalkRollLV: Active Transportation Plan*

- Trail Connection Strategy

#### **Mobility Data** - US Census Bureau

- Children under 18 years of age

#### **Freight (including rail & air)** - EPFA

- Commodity flow, AADTT, priority investment locations, Freight tonnage, freight value (economy), origin & destination, priority infrastructure needs data layer

#### **Community Demographic Assessment,**

- Employment and Population Density layers
- Mobility
- Lanta Routes
- Enhanced Bus Service
- Flex
- Highway Safety Network Screening Tool (HSNS)

## **Asset Management Project Selection Processes**

### **Bridge Projects**

- **Eligibility Criteria:** Proposed bridge projects must have a sufficiency rating below 80 for rehabilitation and below 50 for replacement. Bridges not meeting these criteria are ineligible for state or Federal critical bridge funds.
- **Priority Setting:** LVTS relies on PennDOT District 5-0 for developing bridge priorities, focusing first on closed bridges, then on posted bridges, and finally on structurally deficient bridges.
- **PennDOT's Bridge Asset Management System:** This system, which considers surface deck area and lane miles, is integral to the process.

### **Maintenance Projects**

- **Proposal and Prioritization:** Generally proposed and prioritized by PennDOT District 5-0, with LVTS deferring to PennDOT's expertise on lifecycle costing and maintenance cycles.
- **Funding:** Smaller maintenance projects are funded using PennDOT maintenance funds, and roadway maintenance evaluations incorporate the International Roughness Index and Overall Pavement Index.

## **Highway Safety Improvement Program Project Selection Processes**

The Highway Safety Improvement Program (HSIP) employs a rigorous and data-driven approach to select projects that significantly enhance road safety. Our selection process is anchored in a comprehensive evaluation framework that leverages both federal and state tools to ensure the selection of the most effective projects.

### **Evaluation Tools**

#### ***USDOT Safety Benefit-Cost Analysis (BCA) Tool***

This tool is pivotal in assessing the potential benefits of a project against its costs. It provides a quantitative measure to evaluate the effectiveness of proposed safety improvements.

#### ***Project Eligibility***

- Eligibility for consideration under HSIP is contingent upon a project's inclusion in the PennDOT Highway Safety Screening project list.
- This list is a curated compilation of projects that have been identified as priorities based on a thorough analysis of road safety data and trends within Pennsylvania.
- Inclusion in this list signifies that a project aligns with the broader state highway safety priorities, ensuring a strategic approach to improving road safety across the state.

## **Transportation Alternatives Set-Aside Funds Project Selection Criteria**

### **Eligibility Criteria & Weight**

The initial list of Transportation Alternatives Set-Aside (TASA)-eligible projects was limited to those within *FutureLV: The Regional Plan*. Again, *FutureLV: The Regional Plan* is the Lehigh and Northampton County long-range transportation plan (LRTP), developed and adopted per federal statute. Projects included within the LRTP were identified through a vigorous plan review process that began with an open submission process for applications, referred to as the Call for Projects in 2019. It was followed by a project list update through a Transportation Needs Assessment in 2023. The project collection processes permitted any eligible transportation project for consideration as programming within a fiscally constrained budget allocated to the Lehigh Valley from 2025-2050 totaling approximately \$4.4billion. All projects eligible for consideration

through the Call for Projects and Transportation Needs Assessment were then evaluated against the remaining project selection methodology. The LVTS Technical committee then weighed the project selection methodology. The project scores were then evaluated and voted upon by the LVTS for inclusion into the LRTP where they were ultimately selected and approved for adoption in December 2019. The current list of TASA-eligible projects is limited to those in the adopted LRTP, *FutureLV: The Regional Plan*. Projects were then identified for specific conditions and selected as consistent with 23 U.S.C. 133(h) of the Federal Code of Regulations. Projects were further scrutinized for consistency with the Pennsylvania Department of Transportation (PennDOT) 2018 Transportation Alternatives Set-Aside Program Guidance and Procedures. Projects that meet this criterion are considered eligible for further evaluation.

### **Points Criteria**

Points may be awarded based on the following factors:

- Active Transportation Plan Alignment (5 Points)
  - o Projects may receive 5 points if they:
    - Projects also identified in LVTS adopted Walk/RollLV: The Active Transportation Plan receive 5 additional points. Projects were assessed to make sure they are consistent with the MPOs Walk/RollLV: The Active Transportation Plan. Walk/Roll is a masterplan that promotes development of transportation alternatives projects. Projects that support seamless multimodal integration between trails, sidewalks, roads and public transit and regional coordination.
- Multi-Municipal Collaboration & Regional Impact (5 Points)

The LVPC works very closely with communities in the Lehigh Valley region to increase collaboration and coordination of land use, infrastructure, housing, community facilities, and the economy among other community critical aspects.

  - o Projects may receive 5 points if they:
    - Are located in a community with a multi-municipal comprehensive plan.
    - Span multiple municipalities or impact more than one community.
    - Demonstrate local collaboration.
    - Support a regional benefit.
- Safety Enhancements (20 Points)

The goal of the MPO just like the State and the Federal government is to promote safety in all modes of transportation including multimodal transportation. This is also outlined in the Lehigh Valley Traffic Safety Plan that advocates for

reduction of the number of fatalities and suspected serious injuries by at least 50% over the next two decades. To access the project sites for safety, PennDOT crash data for pedestrians and bicyclists that resulted in suspected serious injuries or fatalities were collected from the Commonwealth's Traffic Information Repository website.

- Projects may receive 20 points if they:
  - Address high-crash or high-pedestrian/cyclist fatality or injury locations.
  - Respond to issues identified in a Road Safety Audit (including, Lehigh Valley Walk Audit, Local Technical Assistance Program Technical assistance, Active Transportation Plans, Safe Streets for All, or other safety studies).
  - Are located on a PennDOT-designated hazardous walking route.
  - Are educational programs that promote traffic and pedestrian safety.
- Environmental, Cultural, and Planning Alignment (10 Points)
  - Projects may receive 10 points if they:
    - Projects located in areas with lower potential impact on environmental, historical, or cultural resources, or those that advance a goal, policy, or action in the MPO adopted Priority Climate Action Plan for Transportation Decarbonization.
- Equity, Access, and Impact (15 Points)
  - Projects may earn up to 15 points if they:
    - Are located in areas with high population and employment density.
    - Advance K–12 traffic safety education, including parent/caregiver tools.
    - Support economic development areas.
    - Are within 0.25 miles of a LANTA fixed-route transit stop.
    - Connect to or are adjacent to tourist attractions (e.g., Dorney Park, Coca-Cola Park;)
    - Are located within a LANTA Enhanced Bus Service (EBS)/Bus Rapid Transit (BRT) corridor.

A historical analysis was done for the eligible projects to find out whether the project sponsor has been awarded and/or were eligible for any funding previously. Also to determine which projects can only be funded with TASA funds. Examples of funding opportunities examined included but were not limited to Pennsylvania Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development – Multimodal Transportation Funds (DCED – MTF), PennDOT

Multimodal Transportation Funds (PennDOT –MTF), and previous TASA allocations from both state & regional rounds.

To better understand project readiness and impact, we consulted with project sponsors identified in FutureLV and evaluated the following:

- Cost Estimating (5 Points)
  - o Projects receive up to 5 points based on the quality of cost estimation, including:
    - Use of tools such as Engineering and Construction Management System (ECMS) Bid Item History (see PennDOT Pub 352, Chapter 6.4).
    - Experience of the preparer in developing PennDOT cost estimates.
- Project Value (10 Points)
  - o Projects receive up to 10 points based on how well the project's cost and scope align with community needs.
    - Project highlights unique or compelling features that justify consideration for TASA funding.
- Leveraging Additional Funds (10 Points)
  - o Projects receive up to 10 points:
    - Leverage funding from federal/state agencies, local governments, or community organizations.
    - Can be combined with other projects or bundled for efficiency.
- Teachability and Innovation (5 Points)
  - o Project receive 5 points for:
    - Best practices in non-motorized transportation.
    - Cost-effective or innovative designs.
    - Insights for improved project delivery.
- Project Delivery Readiness (15 Points)
  - o Projects receive up to 15 points based on:
    - Demonstrated capacity for timely delivery of projects.
    - Status of preliminary design or consultant selection.
    - Use of existing right-of-way.
    - Railroad and/or utility coordination.

### **Weighing & Selection Process**

After the initial selection review process by the LVTS Technical Committee, a final list of selected projects was compiled. The selected projects are then forwarded to the LVTS Coordinating Committee for final approval. Successful projects that are selected will be programmed and funded for federal fiscal years 2025 & 2026. These projects, once

developed, will go a long way in support of an innovative alternative transportation network that will benefit the region's economy and, enhance the quality of life in the Lehigh Valley.

## **Carbon Reduction Program Funds Project Selection Criteria**

### **Overall Objectives**

The Carbon Reduction Program (CRP) requires that each state develop a Carbon Reduction Strategy (CRS) that identifies how the state intends to fund projects that are expected to reduce carbon emissions from transportation sources. The CRP program guidance includes lists of transportation project types that are eligible for funding under this program and outlines the requirements of the states' CRS. The federal CRP allows for the creation of a regional strategy to identify projects that are appropriate for the local conditions and support recommendations of local CAPs. The Pennsylvania CRS encourages regions to develop "processes for identifying, prioritizing, and selecting carbon reduction projects that can be integrated with ongoing activities related to local CAPs, the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP)".

The federal CRP outlines a broad range of eligible projects aimed at reducing transportation-related emissions. At a minimum, projects must meet the eligibility criteria outlined in FHWA guidance, align with the LVPC Priority Climate Action (PCAP) Plan, and be included in the LVPC Long Range Transportation Plan (LRTP: FutureLV). Achieving this alignment requires close coordination among LVPC staff, planning partners, and Pennsylvania Department of Transportation (PennDOT). Projects selected for CRP funding should ultimately support the Lehigh Valley PCAP's goal of reducing carbon emissions by 2050, enhance transportation system safety, and deliver benefits to communities throughout the region.

### **State Climate Resilient Strategies (CRS)**

The Pennsylvania CRS encourages LVPC to develop a transparent framework for identifying projects that utilize CRP funds. This framework could mirror the approach used to allocate funding for programs such as the Congestion Mitigation and Air Quality (CMAQ) program or other federal transportation initiatives where LVPC has local programming authority. The purpose of this framework is to ensure transparency in how CRP funds are prioritized and to demonstrate how selected projects align with broader federal goals to reduce emissions, promote fairness, and improve safety.

## **LVTS Project Selection Strategies**

The list of projects was identified as eligible for Carbon Reduction Program (CRP) funding through a project selection process created by LVTS. To organize the projects for presentation, each project was vetted for consistency with several criteria indicated based on State and Federal criteria. A more specific step-by-step outline on how the individual projects were ranked and evaluated can be found in the Eligibility Criteria & Weight section of this document. An LVTS Technical Committee workshop June 25, 2025, set the groundwork for CRP funding allocation, by reviewing the criteria and setting up the scoring to each criterion to determine a priority list of projects with the help of automation. It included consultation by LVPC staff with the sponsors of projects in FutureLV, and evaluation of regional criteria such as project delivery, readiness, and project cost. As an outreach strategy, LVPC staff emailed a survey on May 27, 2025, with a follow up reminder on June 3, to get responses on the regional criteria from the project sponsors.

### **Eligibility Criteria & Weight**

The initial list of CRP-eligible projects was limited to those within FutureLV: The Regional Plan, which serves as the Long-Range Transportation Plan (LRTP) of Lehigh and Northampton County, RTP), developed and adopted per federal statute. Projects included in the LRTP were identified through a vigorous plan review process that began with an open Call for Projects in 2019. It was followed by a project list update through a Transportation Needs Assessment in 2023. The project collection processes permitted any eligible transportation project for consideration as programming within a fiscally constrained budget allocated to the Lehigh Valley from 2025-2050 totaling approximately \$4.4 billion. All projects eligible for consideration through the Call for Projects and Transportation Needs Assessment were then evaluated against the remaining project selection methodology. The LVTS Technical Committee then weighed the project selection methodology. The project scores were then evaluated and voted upon by the LVTS for inclusion into the LRTP where they were ultimately selected and approved for adoption in December 2019. The current list of CRP-eligible projects is limited to those in the adopted LRTP of FutureLV: The Regional Plan. Projects were then identified for specific conditions and selected as consistent with 23 U.S.C. 134 of the Federal Code of Regulations. Projects were further scrutinized for consistency with the Pennsylvania Department of Transportation (PennDOT) Pennsylvania Carbon Reduction Strategy, November 2023 and Carbon Reduction Program (CRP) Eligibility Examples: 2025) guidance. Projects that met this criterion were considered eligible for further evaluation.

LVTS in coordination with LVPC, has established formal project eligibility and evaluation criteria for Carbon Reduction Program (CRP) funding. These criteria are grounded in federal, state, and regional policy guidance and are designed to ensure transparent, objective, and results-driven project selection.

### **Eligibility Criteria Framework**

The following criteria have been identified, from the state guidance and regional priorities, and grouped into four primary evaluation categories, or “buckets,” for ease of reviewing and assigning scores as follows:

- Sustainable Transportation – Criteria supporting active transportation, public transportation, and traffic monitoring, management and control.
  - o Establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems under 23 U.S.C. 149(b)(4)
  - o A public transportation project eligible for assistance under 23 U.S.C. 142
  - o A transportation alternatives project as described in 23 U.S.C. 101(a)(29)
- Intelligent Transportation Systems (ITS)/Technology – Criteria supporting advanced systems and low-/zero-emission technologies.
  - o A project described under section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies
  - o A project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology
  - o A project to replace street lighting and traffic control devices with energy efficient alternatives.
- Green Transportation Infrastructure – Criteria aligned with environmental goals and greenhouse gas (GHG) reductions.
  - o A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs including new or expanded park and ride facilities that are not for-profit as designated in 23 U.S.C. 142(a)
  - o Efforts to reduce the environmental and community impacts of freight movement

- A project to support deployment of alternative fuel vehicles
- Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L))
- Regional Policy Guidance on Readiness, Project Value, and Delivery – Criteria focused on project delivery timelines, readiness, project value, and leveraging of other funding.
  - Potential eligibility under project value and delivery includes
    - how well the project’s cost and scope align with community needs
    - experience of the preparer in developing PennDOT cost estimates.
  - Potential eligibility under leveraging additional funds includes
    - leverages funding from federal/state agencies, local governments, or community organizations
    - can be combined with other projects or bundled for efficiency.
  - Potential eligibility under project delivery includes
    - demonstrated capacity for timely delivery of projects.
  - Potential eligibility under shovel readiness includes
    - status of preliminary design or consultant selection
    - use of existing right-of-way railroad and/or utility coordination.

The first three buckets align with federal and state programmatic goals; the fourth bucket addresses regional priorities specific to LVTS, particularly around implementation and fiscal responsibility.

### **Weighting Methodology Determination**

The Technical Committee was responsible for determining the weighting. The weighting logic could be established by adding the criteria in each subcategory of criteria, or “bucket”, and then adding the buckets together to get a total weight for the final project list. Next, the criteria for each bucket and their respective weights have to be established. So: (1) each criterium within each bucket is weighted, and (2) each bucket is weighted.

After extensive discussion regarding the weighting of the criteria, the Technical Committee determined that LVTS criteria should be worth 40% of the scoring, whereas the other 12 criteria should split the remaining 60%. The committee agreed on this 40-60 split, but the criterium-split was put into question, as some criteria, such as “shovel ready” should be prioritized. Ultimately, the committee decided to give both “shovel ready” and “project delivery” 15% each, and “project value” and “leveraging other funds” were given 5% each, for the total of 40% for LVTS. It was suggested that the remaining 12 criteria could be primarily based on carbon reductions. A discussion was held

regarding the goals of the 2024 PCAP and the carbon emission reduction estimate in order to continue ranking and distributing percentages.

An estimate of carbon reduction from goals of the 2024 PCAP was used to create the rankings. The distributions were created to ensure they add up to 60, as follows:

Rank 1 (3 criteria) = 7 points each (21 total)

- "A project described to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems"
- "Efforts to reduce the environmental and community impacts of freight movement"
- "Projects to Support Alternative Fuel Vehicles, including the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle infrastructure, and the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities"

Rank 2 (5 criteria) = 6 points each (30 total)

- "A project for advanced transportation and a congestion management technology"
- "A project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications technology deployed as part of an existing pilot program to cellular vehicle-to-everything technology"
- "A project to replace street lighting and traffic control devices with energy-efficient alternatives"
- "A project or strategy designed to support congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs"
- "Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity"

Rank 3 (1 criterium) = 4 points each (4 total)

- "Other (Carbon sequestration, using local material, using renewable energy generation facilities, utilizing micromobility & electric alternative vehicle projects)"

Rank 4 (2 criteria) = 2 points each (4 total)

- "A public transportation project (construction of lanes, shelters, or lot facilities, or within .25 mile of a LANTA fixed route)"
- "Public Transportation Project within/along an EBS corridor"

Rank 5 (1 criterium) = 1 point (1 total)

- "A transportation alternatives project, including the construction, planning, and design of on road, and off-road trail facilities for pedestrian, bicyclists, and other motorized forms of transportation

Federal Criteria Total = 60 points

LVTS 'Project Readiness Criteria = 40 points

Total Points = 100

## Scoring Methodology

To ensure a transparent, consistent, and data-driven process for evaluating Carbon Reduction Program (CRP) projects, LVPC staff has developed an automated process so that the ranking calculations would be done in real time. There was a spreadsheet that included responses from project sponsors for Technical Committee members to review and consider during the Project List Discussion.

The methodology consists of three primary components:

- Binary Scoring by Criterion  
Each project is evaluated against a predefined set of eligibility and prioritization criteria aligned with federal CRP guidance and regional climate and transportation goals.
  - Score Assignment:
    - A score of 1 is assigned if it meets a given criterion.
    - A score of 0 is assigned if the criterion is not met.
  - These binary scores are prefilled by the LVPC Transportation and Data Team based on project documentation, outreach responses from the project sponsors, and eligibility review.
- Weighted Scoring Automation  
Each criterion is assigned a numerical hypothetical weight, used as a placeholder to enable the automation process.
  - The binary score (0 or 1) for each criterion is then multiplied by its corresponding weight (discussed above)
  - All weighted criterion scores are summed to generate a draft Final Project Score for each project.

- This process is fully automated within a centralized spreadsheet, minimizing the risk of manual errors.
- Dynamic Weight Assignment
  - The LVTS Technical Committee establishes and updates the weights assigned to each criterion.
  - Any changes to the weights are automatically reflected in the Final Scores through spreadsheet-linked formulas, ensuring real-time score updates across all projects.

## **Congestion Management Air Quality (CMAQ) Project Selection Criteria**

**Congestion Management Process (CMP):** Projects must be on the LVTS CMP, developed using the LVPC's regional travel forecast model.

**Criteria:** Projects must be on key road types, have a certain level of congestion, and not have had recent improvements.

**Priority Corridors:** Identified using criteria like location on the National Highway System, percentage of truck traffic, and alignment with urban development areas.

Projects proposed with a justification of **congestion mitigation** must be on the LVTS congestion management process (CMP) to be considered. The CMP is developed using the LVPC's regional travel forecast model and there are several screens the projects go through before being included on the CMP. First, projects must be on a freeway, major arterial, or minor arterial, must be at least a mile long, have an average level-of-service of "D" or worse, and not have had publicly funded improvements in the last 20 years. After completing the modeling analysis and identifying the most congested segments, a methodology for identifying a limited number of priority corridors was developed utilizing the following criteria:

- **Location on the National Highway System:** The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility.
- **Percentage of Truck Traffic:** The percentage of truck traffic to total traffic reflects the importance of the corridor to regional goods movements.
- **Location in the area recommended for urban development:** This area is depicted in the LVPC Comprehensive Plan and indicates the consistency of the

corridor with surrounding areas that are targeted for future development. The Comprehensive Plan includes a general land use plan that classifies all areas of the region based upon their suitability for future development.

- **Functional Classification:** Organizes roads based upon their importance to carrying through traffic versus local traffic.

In an effort to strengthen the land use/transportation infrastructure investments link, LVTS maintains a policy that congestion problems outside the area recommended for urban development in *FutureLV: The Regional Plan* will not be addressed using federal or state money available to the MPO, except in situations where only capacity adding improvements will effectively address safety concerns.



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### 2027-2030 Transportation Improvement Program (TIP) Development Timeline

**May 29, 2025** - PennDOT issues Pennsylvania's 2027 Transportation Program General and Procedural Guidance documents to Planning Partners for developing the 2027-2030 TIP.

**August 22, 2025** - LVTS and PennDOT District 5-0 holds kickoff meeting for TIP development.

**September 24, 2025** - LVTS and PennDOT District 5-0 Review of Financial Chart & Carryover Projects for the Draft 2027-2030 TIP.

**October 22, 2025** - LVTS First Public Workshop meeting held for developing the Draft 2027-2030 TIP.

**November 5, 2025** - LVTS Second Public Workshop meeting held for developing the Draft 2027-2030 TIP.

**December 4, 2025** - LVTS Third Public Workshop meeting held for developing the final list of projects for the Draft 2027-2030 TIP.

**December 17, 2025** - LVTS meeting to accept the final list of projects for the Draft 2027-2030 TIP and submission to PennDOT Program Development and Management (CPDM)

**February 4, 2026** – LVTS and PennDOT CPDM meet for Draft TIP project list review.

**February 18, 2026**—Air Quality Conformity and Burdens and Benefits modeling

**March 31, 2026** – Submit air quality conformity-Burdens and Benefits to Interagency Coordination Group (ICG)

**April 15, 2026** - Public comment period begins.

**April 16, 2026** - Virtual public meeting at LVTS Technical Committee Meeting, 9 AM

**April 23, 2026** - Virtual public meeting at LVPC Transportation Committee, 5:30 PM

**May 5, 2026** - In-person public meeting at CAT storefront in Bethlehem (if available).

**May 15, 2026** - Public comment period ends

**May 19, 2026** – Public Comments reported.

**May 20, 2026** – Public Comments accepted by LVTS.

**June 17, 2026** - LVTS adoption of TIP at LVTS Technical & Coordinating Committee, 9 AM

**June 30, 2026** - LVTS submit regional TIP to PennDOT Program Development and

Management (CPDM)

**August 2026** - PennDOT scheduled to submit statewide TIP to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) for review and approval

**September 2026** - Anticipated approval from FHWA and FTA of the 2027 - 2030 TIP

**October 1, 2026** - 2027-2030 TIP goes into effect



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## Transportation Performance Management

The Infrastructure Investment and Jobs Act (IIJA) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Lehigh Valley Transportation Study (LVTS) collectively invest federal transportation funds efficiently towards achieving national goals.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

| National Goal Areas                           |  |
|---|--|
| <b>Safety</b>                                 | <ul style="list-style-type: none"> <li>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</li> </ul>   |
| <b>Infrastructure Condition</b>               | <ul style="list-style-type: none"> <li>To maintain the highway infrastructure asset system in a state of good repair</li> </ul>  |
| <b>Congestion Reduction</b>                   | <ul style="list-style-type: none"> <li>To achieve a significant reduction in congestion on the National Highway System</li> </ul>  |
| <b>System Reliability</b>                     | <ul style="list-style-type: none"> <li>To improve the efficiency of the surface transportation system</li> </ul>   |
| <b>Freight Movement and Economic Vitality</b> | <ul style="list-style-type: none"> <li>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</li> </ul>  |
| <b>Environmental Sustainability</b>           | <ul style="list-style-type: none"> <li>To enhance the performance of the transportation system while protecting and enhancing the natural environment</li> </ul>   |
| <b>Reduced Project Delivery Delays</b>        | <ul style="list-style-type: none"> <li>To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices</li> </ul> |

## Performance Based Planning and Programming

The LVTS MPO continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

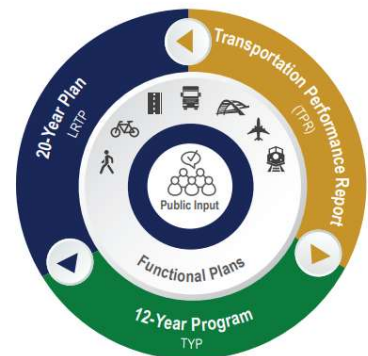
- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning +goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.



PennDOT, in cooperation with the LVTS MPO, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets.

## Evaluating 2027-2030 STIP Performance



The Federal Fiscal Year (FFY) 2027-2030 LVTS MPO Transportation Improvement Program (TIP) supports the goal areas established in PennDOT’s current long range transportation plan ([Pennsylvania 2045](#)). These include safety, mobility, equity, resilience, performance, and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.

The following sections provide an overview of the federal performance measures and how the current project selection process for the FFY 2027-2030 TIP supports meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, PennDOT and the LVTS will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and LVTS needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

## Safety Performance Measures (PM1)

| Background   |                      |                    |
|--|----------------------|--------------------|
| The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) ( <a href="#">81 FR 13881</a> and <a href="#">81 FR 13722</a> ) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at <a href="#">23 CFR 490 Subpart B</a> and <a href="#">23 CFR 924</a> . Targets for the safety measures are established on an annual basis. |                      |                    |
| Data Source  |                      |                    |
| Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).   |                      |                    |
| 2026 Safety Measures and Targets (Statewide)   |                      |                    |
| Measure  | Baseline (2020-2024) | Target (2022-2026) |
| Number of fatalities   | 1,174.8              | <b>1,140.4</b>     |
| Rate of fatalities per 100 million VMT   | 1.216                | <b>1.176</b>       |
| Number of serious injuries   | 4746.2               | <b>4,722.0</b>     |
| Rate of serious injuries per 100 million VMT   | 4.914                | <b>4.870</b>       |
| Number of non-motorized fatalities & serious injuries  | 864.6                | <b>944.0</b>       |
| Methods for Developing Targets   |                      |                    |
| An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on the five-year average value for each measure from 2022-2026. The 2025 and 2026 values are projected from the actual 2024 values. A determination of having met or made significant progress toward meeting the 2024 safety targets will be issued by the FHWA in April 2026.  |                      |                    |

### Progress Towards Target Achievement and Reporting:

PennDOT and the LVTS continue efforts to ensure the TIP and Long Range Transportation Plans (LRTPs) are developed and managed to support progress toward the achievement of the statewide safety targets. The LVTS MPO has adopted the statewide targets.

PennDOT’s [Strategic Highway Safety Plan \(SHSP\)](#) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways. It targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies three key emphasis areas to improve safety: impaired driving, lane departure crashes, and pedestrian safety.

| 2024 SHSP Safety Focus Areas |                            |                           |  |
|------------------------------|----------------------------|---------------------------|--|
| Lane Departure Crashes       | Speed & Aggressive Driving | Seat Belt Usage           | Impaired Driving                               |
| Intersection Safety          | Mature Driver Safety       | Local Road Safety         | Motorcycle Safety                              |
| Pedestrian Safety            | Bicycle Safety             | Commercial Vehicle Safety | Young & Inexperienced Drivers                  |
| Distracted Driving           | Traffic Records Data       | Work Zone Safety          | Transportation Systems Management & Operations |
| Emergency Medical Services   | Vehicle-Train Crashes      |                           |  |

Pursuant to [23 CFR 490.211\(c\)\(2\)](#), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least four of the five safety performance targets established under [23 CFR 490.209\(a\)](#) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target.

For Pennsylvania’s 2023 targets, the FHWA determined in April 2025 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. 148(i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2026 an amount equal to the FFY 2022 HSIP apportionment.

The FHWA has established certain special rules for HSIP under [23 U.S.C. 148\(g\)](#). Among them is the Vulnerable Road User Safety special rule created by IJJA-BIL [23 U.S.C. 148\(g\)\(3\)](#). This new special rule provides that the total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state. [Additional guidance](#) on the Vulnerable Road Users Safety special rule was released by FHWA on February 2, 2022.

PennDOT was notified by FHWA in April 2025 that Pennsylvania triggered the Vulnerable Road Users Safety special rule. For calendar year 2023, the number of Vulnerable Road Users fatalities exceeded 15% of the total annual crash fatalities. PennDOT is therefore required to obligate in FFY 2026 not less than 15% of the amount apportioned under 23 U.S.C. 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users.

As part of the Highway Safety Improvement Program Implementation Plan, the department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

**Evaluation of STIP for Target Achievement:**

The following will ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2027-2030 STIP includes \$536 million of HSIP funding. The department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes.
- In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives.

A select listing of the HSIP projects is included in the chart below:

| <b>Highway Safety Improvement Program (HSIP) funding</b> |                                      |                           |
|--|--------------------------------------|---------------------------|
| <b>MPMS Number</b>                                       | <b>Project</b>                       | <b>Funding Allocation</b> |
| TBC  | High Friction Surfaces               | \$880,000                 |
| 116936   | 191/Newburg Road Intersection        | \$4,351,750               |
| 117509   | Freemansburg Ave Safety Improvements | \$1,855,911               |
| 123473   | American Parkway Safety Improvements | \$5,023,825               |

- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis is generated through an HSM analysis is required as part of PennDOT’s HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT’s OneMap to ease use by PennDOT’s partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO’s in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA’s Everyday Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway

departures. These new strategies are to be incorporated into future updates to the SHSP.

- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many restoration or reconstruction projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provide quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.
- PennDOT's Safety and Mobility Initiative (SAMI) funding has also been used to address other safety needs within the LVTS MPO:

A select listing of the SAMI projects and funding allocations are provided below:

#### **Safety and Mobility Initiative (SAMI) funding**

| <b>MPMS Number</b> | <b>Project</b>                                       | <b>Funding Allocation</b> |
|--------------------|--|---------------------------|
| 82806              | Corridor Signal Improvements Line Item               | \$135,464                 |
| 82807              | Safety Line Item LVTS                                | \$10,023,014              |
| 102868             | Ruppsville Road Rail Crossing                        | \$502,542                 |
| 102869             | Route 512 (Beth Bath Pike) Norfolk Southern Rail     | \$500,000                 |
| 102870             | Penn Avenue Alburtis Rail Crossing                   | \$282,000                 |
| 102979             | Albert Street Allentown Rail Crossing                | \$624,730                 |
| 110183             | Route 29 / Shimersville Road Hill Safety Improvement | \$50,000                  |
| 114344             | LVTS Traffic Operation Center (TOC) Operator         | \$200,000                 |
| 116936             | Route 191 Lower Nazareth Intersection Improvements   | \$4,351,750               |
| 117509             | Route 2018 / Freemansburg Avenue Safety Improvements | \$1,855,911               |
| 123452             | LVTS – High Friction Surfaces – 2027                 | \$793,750                 |
| 123450             | LVTS – All Weather Pavement Markings - 2027          | \$800,000                 |
| 120952             | Route 248 / Airport Road Intersection Improvements   | \$2,311,285               |
| 68190              | Freeway Service Patrol                               | \$1,502,490               |
| 123473             | American Parkway Safety Improvements                 | \$5,023,825               |

## **Pavement/Bridge Performance Measures (PM2)**

### **Background**

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program ([82 FR 5886](#)) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at [23 CFR 490 Subpart C and Subpart D](#). Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.

#### Data Source

Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).

#### 2022-2025 Pavement Performance Measure Targets (Statewide)

| Measure   | Baseline 2021 | 2-year Target 2023 | 4-year Target 2025 |
|---|---------------|--------------------|--------------------|
| % of Interstate pavements in Good condition         | 68.8%         | 69.0%              | 65.0%              |
| % of Interstate pavements in Poor condition         | 0.4%          | 2.0%               | 2.0%               |
| % of non-Interstate NHS pavements in Good condition | 37.2%         | 31.0%              | 29.0%              |
| % of non-Interstate NHS pavements in Poor condition | 1.5%          | 6.0%               | 6.5%               |

#### Bridge Performance Measure Targets (Statewide)

| Measure   | Baseline 2021 | 2-year Target 2023 | 4-year Target 2025 |
|---|---------------|--------------------|--------------------|
| % of NHS bridges by deck area in Good condition | 27.5%         | 28.0%              | 28.0%              |
| % of NHS bridges by deck area in Poor condition | 4.4%          | 7.5%               | 7.5%               |

#### Methods for Developing Targets

Pennsylvania's pavement and bridge targets were established in late 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.<sup>1</sup> Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.

#### Progress Towards Target Achievement and Reporting:

Improving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. Improving the condition and performance of transportation assets is another goal area of the 2045 Statewide LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance.

<sup>1</sup> For more information on LLCC: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf>

Within its asset management framework, it was necessary for PennDOT to transition away from a “worst-first” programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. “Worst-first” prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT’s revised strategy reflects its asset management motto and guiding principle: “The right treatment at the right time.” This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment.

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PennDOT’s [TAMP](#) formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT’s Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair. PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition, and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. The implementation of these improved asset management practices should be applied on all state and local networks.

Proposed Bridge and Pavement projects are evaluated against LVTS MPO goals and policies documented in the long-range transportation plan within *FutureLV: The Regional Plan*. *FutureLV* incorporated the Long Range Transportation Plan within the Regional Comprehensive plan to link goals and policies and to ensure project selection.

- Projects must comply with the transportation goals and policies of the LVTS and *FutureLV: The Regional Plan* initially adopted as the regional comprehensive plan for Lehigh and Northampton Counties in 2019 and the Long-Range Transportation plan element which was updated in 2023.
- Give high priority to projects that upgrade unsafe roads and intersections, rehabilitate, or replace deficient bridges and upgrade existing highways that are deficient.
- Priority will be given to bridges deemed structurally deficient. Bridges with a sufficient rating of 0 to 50 are eligible for replacement. Bridges with a sufficiency rating of 50 to 80 are eligible for rehabilitation. All other bridges are eligible for preventative maintenance activities only.
- Improve the overall ratings of pavement and bridges on the regional freight transportation system.

These policies indicate the types of projects the LVTS MPO is willing and not willing to fund. LVTS MPO applies the policies in our long range plan noted above within *FutureLV* and also considers potential impacts to land use and the natural and built environments, and any key issues within *FutureLV*.

#### **Evaluation of STIP for Target Achievement:**

The following has helped to ensure that planned projects in the STIP will help to maintain a desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2027 Twelve Year Program (TYP) and 2027-2030 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.<sup>2</sup> The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset

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<sup>2</sup> The 2025 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

management tools and methods evolve and enhance its ability to program to lowest life cycle cost.

- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2027 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

Lowest life cycle cost methodology is considered by both PennDOT District 5 and the LVTS MPO. It has been the LVTS MPO practice to rely on PennDOT District 5 to develop bridge priorities. Highest priority is given to closed bridges, posted bridges, and then bridges that are structurally deficient. PennDOT's bridge asset management system is considered in this process which takes into account both surface deck area and lane miles. Maintenance projects are also generally proposed and prioritized by PennDOT District. As is the case with bridges, LVTS MPO generally defers to PennDOT's expertise on issues like life cycle costing and maintenance cycles when addressing these projects. Smaller maintenance projects are handled "off program" using PennDOT maintenance funds. International Roughness Index (RFI) and Overall Pavement Index (OPI) are utilized in evaluating maintenance of roadways for inclusion. Select Bridge and Pavement projects and funding allocation is provided below:

#### Select Bridge and Pavement Projects

| <b>MPMS Number</b> | <b>Project</b>                          | <b>Funding Allocation</b> |
|--------------------|---|---------------------------|
| 110076             | Route 145 over Jordan Creek             | \$7,347,675               |
| 93630              | Hill to Hill Bridge                     | \$72,397,000              |
| 94873              | Fifth Street Bridge Repairs             | \$4,046,350               |
| 94680              | Walnut Street Bridge                    | \$300,000                 |
| 85946              | Beth-Bath Pike Bridge                   | \$5,101,175               |
| 89614              | Hecktown Road Bridge                    | \$1,345,700               |
| 102312             | Route 309 Resurface                     | \$200,000                 |
| 96413              | Lehigh Street Betterment                | \$12,411,500              |
| 96423              | Route 33 Resurface                      | \$8,000,000               |
| 110183             | Shimersville Hill Safety Improvements   | \$50,000                  |
| 117509             | Freemansburg Avenue Safety Improvements | \$1,855,911               |
| 117610             | Route 22 and Fullerton Interchange      | \$13,582,725              |

|        |   |              |
|--------|---|--------------|
| 96432  | Route 309 and Tilghman Street Interchange | \$1,708,745  |
| 102160 | Route 309 and Center Valley Interchange   | \$79,240,000 |
| 117606 | Route 22 and Route 191 Interchange        | \$18,489,050 |

The above projects along with all the bridges and pavement projects within the LVTS MPO TIP will have a positive effect on achieving the performance goals to be set by PennDOT. The projects will ensure that the Lehigh Valley continues to be a connected mixed-transportation region and that the LVTS MPO TIP will provide for a safe, well maintained transportation network to move people and goods efficiently, while capitalizing on existing infrastructure.

## System Performance Measures (PM3)

| Background  |              |                       |                       |
|---|--------------|-----------------------|-----------------------|
| The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (82 FR 5970)</i> became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at <a href="#">23 CFR 490 Subparts E, F, G &amp; H</a> . Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed. |              |                       |                       |
| Data Source   |              |                       |                       |
| The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and emissions measures.   |              |                       |                       |
| Travel Time and Annual Peak Hour Excessive Delay Targets  |              |                       |                       |
| Measure   | Area         | 2-year Target<br>2023 | 4-year Target<br>2025 |
| Interstate Reliability  | Statewide    | 89.5%                 | 89.5%                 |
| Non-Interstate Reliability  |              | 88.0%                 | 88.0%                 |
| Truck Reliability Index   |              | 1.40                  | 1.40                  |
| Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)  | Philadelphia | 15.2                  | 15.1                  |
|   | Pittsburgh   | 10.5                  | 10.5                  |
|   | Reading      | 6.5                   | 6.5                   |
|   | Allentown    | 8.4                   | 8.4                   |
|   | Harrisburg   | 9.1                   | 9.1                   |
|   | York         | 6.4                   | 6.4                   |
|   | Lancaster    | 3.7                   | 3.7                   |
| Non-SOV Travel Measure Targets  |              |                       |                       |
| Measure   | Area         | 2-year Target<br>2023 | 4-year Target<br>2025 |
| Percent Non-Single Occupant Vehicle Travel (Urbanized Area)   | Philadelphia | 30.0%                 | 30.0%                 |
|   | Pittsburgh   | 27.0%                 | 27.0%                 |
|   | Reading      | 20.2%                 | 20.2%                 |
|   | Allentown    | 18.6%                 | 18.6%                 |
|   | Harrisburg   | 20.2%                 | 20.2%                 |
|   | York         | 15.8%                 | 15.8%                 |
|   | Lancaster    | 21.9%                 | 21.9%                 |
| CMAQ Emission Targets   |              |                       |                       |
| Measure   | Area         | 2-year Target         | 4-year Target         |

|  |                  | <b>2023</b> | <b>2025</b> |
|--|------------------|-------------|-------------|
| VOC Emissions (kg/day)   | <i>Statewide</i> | 18.000      | 36.000      |
| NOx Emissions (kg/day)   |                  | 392.000     | 785.000     |
| PM2.5 Emissions (kg/day)   |                  | 46.000      | 93.000      |
| CO and PM10 Emissions (kg/day)   |                  | 0.000       | 0.000       |
| <b>Methods for Developing Targets</b>  |                  |             |             |
| The System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process. |                  |             |             |

**Progress Towards Target Achievement and Reporting:**

PennDOT and the LVTS MPO work to ensure that the TIP, and LRTP are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the LVTS MPO. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps the LVTS MPO, in collaboration with PennDOT District 5, to assess progress and pinpoint areas for capacity or traffic flow improvements to meet the established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP (where applicable) in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, if data is accessible pre- and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

*PennDOT LRTP Mobility Goal and Objectives*

## MOBILITY

Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.

- Continue to improve system efficiency and reliability.
- Continue to improve public transportation awareness, access, and services throughout Pennsylvania.
- Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.
- Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.
- Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.
- Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)

In support of the System Performance Measures (PM3), the LVTS MPO collaborates with PennDOT, NJDOT, The Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), the Northeastern Pennsylvania Alliance (NEPA MPO) and the Reading Area Transportation Study (RATS) to provide targets for the percent non-single occupant travel (NON-SOV) and the peak hour excessive delay per capita for the Allentown-Bethlehem-Easton PA-NJ Urbanized Area. The LVTS MPO, PennDOT and all partner agencies will continue efforts to ensure regional TIPs and LRTPs are developed and managed to support progress towards the achievement of the system performance targets requiring collaboration across urbanized areas into other MPO regions.

### **Evaluation of STIP for Target Achievement:**

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2027-2030 STIP includes over \$480 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$201 million is provided in the STIP for multi-modal alternatives.
- This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- Currently, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project

completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Proposed projects are evaluated against the LVTS MPO goals and policies documented in the long range transportation plan. Those goals and policies are embedded in *FutureLV: The Regional Plan*. The following are relevant policies regarding project selection on projects which will work to ensure a positive effect on system performance measures:

- Projects with a mobility justification must have documented evidence of existing or forecasts of future congestion. Projects must be identified in the Congestion Management Process (CMP)
- New and/or expanded facilities must be justified primarily based on current or future congestion or safety problems, Secondary factors, such as access improvement and economic development, may be given consideration to the degree that they support the goals and policies of *FutureLV: The Regional Plan* and that finances resources are available.
- Congestion relief and access improvement projects shall address intermodal connections where such connections are appropriate.
- This program supports transportation system management, operations strategies, intelligent transportation systems, access management practices, context sensitive design and other innovative transportation practices in appropriate situations.
- Travel demand for existing facilities should be met to the greatest degree possible by programming low-cost safety and mobility improvements.
- Support development for park and ride lots where there is documented demand for such facilities as well as support modernization of existing facilities.
- Improve sidewalk, trail, and local street connectivity to offer multimodal options to reduce the number of vehicle trips taken on the major highway network; encourage growth and revitalization of the region's urbanized areas; and support social, cultural, and economic equality.
- Promote transportation infrastructure improvement, such as road diets, shoulder improvements, sidewalks, and crosswalks, to resolve bicycle and pedestrian safety issues.
- Promote construction of missing links in the bicycle and pedestrian networks.
- Support Safe Routes to School projects

### **LVTS MPO Congestion Mitigation and Air Quality (CMAQ)**

Projects proposed with a justification of congestion mitigation must be on the LVTS MPO Congestion Management Process (CMP) to be considered. The CMP is developed using the LVPC's regional travel forecast model and there are several screens that projects go through before being included on the CMP. First, Projects must be on a freeway, major arterial, or minor arteria, must be a mile long, have an average level of service of "D" or worse, and not have had publicly funded improvements in the last 20 years. After completing the modeling analysis and identifying the most congested segments, a methodology for identifying a limited number of priority corridors was developed utilizing the following criteria:

- Location on the National Highway System (NHS) - The NHS includes the Interstate Highway system as well as other roads important to the nation's economy, defense, and mobility.

- Percentage of Truck Traffic – The percentage of truck traffic to total traffic reflects the importance of the corridor to regional goods movements.
- Location in the area recommended for urban development – the area depicted in *FutureLV: The Regional Plan* and indicates consistency of the corridor with surrounding areas that are targeted for future development. *FutureLV* includes a general land use plan that classifies all areas of the region based upon their suitability for future development.
- Functional Classification – Organizes roads based upon their importance to carrying through traffic versus local traffic.

Congested corridors were assigned numerical ratings using these criteria to identify the highest priority corridors. For the first criteria, corridors were given a rating of 1.0 if all segments of the corridor were designated as part of the NHS, 0.5 if some segments are on the NHS, 0.0 if no segments were on the NHS. The second criteria assigned 1.0 points to those corridors where all segments have 10% or greater truck traffic, 0.5 points if some segments have 10% or greater truck traffic or 0.0 points if no segments do. The last criteria assigned 1.0 points to corridors lying completely within the area recommended for urban development, 0.5 points to corridors in which some segments lie in these areas and 0.0 points if all segments are located outside of the area recommended for urban development. The three criteria ratings were added together into a total point rating. Corridors with a total rating of at least 2.5 were selected as priority corridors with a rating of 2.0 that had a level of service “F” in 2024. Corridors were given a higher numerical rating if they are on the NHS.

To strengthen the land use / transportation infrastructure investment link. LVTS MPO maintains a policy that congestion problems outside the area recommended for urban development in *FutureLV: The Regional Plan* will NOT be addressed using federal or State monies available to the MPO, except in situations where only capacity adding improvements will effectively address safety concerns.

The LVTS MPO continues to seek to improve system performance measures as can be seen by the below project charts

#### **Discretionary Funding for Congestion Mitigation and Air Quality Projects**

| <b>MPMS Number</b> | <b>Project</b>       | <b>Funding Allocation</b> |
|--------------------|----------------------|---------------------------|
| 64729              | LVTS CMAQ LANTA Flex | \$2,920,000               |

#### **Key Congestion Mitigation and Air Quality Projects**

| <b>MPMS Number</b> | <b>Project</b>                                     | <b>Funding Allocation</b> |
|--------------------|--|---------------------------|
| 102160             | Route 309 Center Valley Interchange                | \$38,222,950              |
| 110174             | Mauch Chunk Road Signal Upgrades                   | \$50,000                  |
| 120952             | Route 248 / Airport Road Intersection Improvements | \$2,111,245               |
| 120976             | Linden Street Two Way Conversion                   | \$50,000                  |
| 64729              | LVTS CMAQ – LANTA Flex                             | \$2,920,000               |

### **Transit Asset Management Performance Measures**

## Background

In July 2016, FTA issued a final rule ([TAM Rule](#)) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: [Transit Asset Management | FTA \(dot.gov\)](#)

## Data Source

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at [PennDOT Group Plan](#). The group plan is updated annually with new targets as well as the current performance of the group.

## Transit Asset Management Targets (for all agencies in PennDOT Group Plan)

| Performance Measure  | Asset Class                             | FY2024-25 Target | Current Performance | FY 2025-26 Target |
|--|---|------------------|---------------------|-------------------|
| <b>Rolling Stock (Revenue Vehicles)</b>  |   |                  |                     |                   |
| <b>Age</b><br>% of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL) | AO-Automobile                           | 21%              | 6%                  | <b>6%</b>         |
|  | BR-Over-the-road Bus                    | 37%              | 48%                 | <b>48%</b>        |
|  | BU – Bus                                | 28%              | 30%                 | <b>30%</b>        |
|  | CU-Cutaway                              | 59%              | 59%                 | <b>59%</b>        |
|  | VN-Van                                  | 59%              | 54%                 | <b>54%</b>        |
|  | SV-Sports Utility Vehicle               | 71%              | 83%                 | <b>83%</b>        |
| <b>Equipment (Non-Revenue Vehicles)</b>  |   |                  |                     |                   |
| <b>Age</b><br>% of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL              | Automobiles                             | 46%              | 43%                 | <b>43%</b>        |
|  | Trucks / Rubber Tire Vehicles           | 17%              | 16%                 | <b>16%</b>        |
| <b>Facilities</b>  |   |                  |                     |                   |
| <b>Condition</b><br>% of facilities with a condition rating below 3.0 on the FTA TERM scale                                      | Administrative / Maintenance Facilities | 3%               | 4%                  | <b>4%</b>         |
|  | Passenger / Parking Facilities          | 6%               | 6%                  | <b>6%</b>         |

## Methods for Developing Targets

PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.

## **Progress Towards Target Achievement and Reporting:**

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local TIP and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT Bureau of Public Transit (BPT), transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

## **Evaluation of STIP for Target Achievement:**

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
  - Vehicles that surpass age and mileage ESL
  - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard

- Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
  - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects
  - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- Import CPT Planner into Dot Grants for the execution of capital grants

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process and to meet performance goals and targets. The below chart illustrates the life cycle of transit assets of vehicles and facilities:

| 1. Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark    |                 |                      |                 |                 |
|---|-----------------|----------------------|-----------------|-----------------|
| Performance Measure   | 2025 Target (%) | 2025 Performance (%) | 2025 Difference | 2026 Target (%) |
| BU - Bus  | 28              | 11.88118812          | -16.11881188    | 30              |
| CU - Cutaway  | 59              | 47.22222222          | -11.77777778    | 59              |
| 2. Service Vehicles - Percent of service vehicles that have met or exceeded their useful life benchmark |                 |                      |                 |                 |
| Automobiles   | 46              | 100                  | 54              | 43              |
| Trucks and other Rubber Tire Vehicles   | 17              | 31.57894737          | 14.57894737     | 16              |
| 3. Facility - Percent of facilities rated below 3 on the condition scale                                |                 |                      |                 |                 |
| Administrative / Maintenance Facilities   | 3               | 0                    | -3              | 4               |

## Public Transit Safety Performance Measures

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule ([49 CFR 673](#)) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of [FTA Section 5307](#) funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive only [Section 5311](#) (Formula Grants for Rural Areas) or [Section 5310](#) (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

As part of the plan development process, performance targets must be established for the following areas:

1. Fatalities,
2. Injuries,
3. Safety Events
4. System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency’s responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices. The below chart reflects safety goals and targets associated with LANTA’s PTSAP:

| <b>LANTA Bus Safety Performance Targets</b>                       | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>3-year Average</b> | <b>Previous Year Performance Measures</b> | <b>Performance Goals Decrease by 5%</b> |
|---|-------------|-------------|-------------|-----------------------|---|---|
| Vehicle Revenue Miles   | 3,302,893   | 3,611,630   | 3,764,053   | 3,559,525             | 3,372,420                                 |   |
| Per 100,000 Miles   | 33          | 36          | 38          | 36                    | 33  |   |
| 1a: Major Events* S & S 40 Reporting Data                         | 12          | 14          | 11          | 12                    | 13  | 11.4                                    |
| 1b: Major Events Rate   |             |             |             | .35                   | .39                                       | .33                                     |
| 1.1: Collision Rate (new)*  |             |             |             | .24                   |   | 8.5                                     |
| 1.1.1: Pedestrian Collision Rate (new)                            |             |             |             | .03                   |   | .95                                     |
| 1.1.2: Vehicular Collision Rate (new)*                            |             |             |             | .07                   |   | 1.9                                     |
| 2a: Fatalities  | 0           | 0           | 0           | 0                     | 0   | 0                                       |
| 2b: Fatality Rate   |             |             |             | 0                     | 0   | 0                                       |
| 2.1: Transit Worker Fatality Rate (new)*                          | 33          | 36          | 38          | 36                    | 33  |   |
| 3a: Injuries* S & S 40 Reporting Data and S & S 50 Reporting Data | 14          | 9           | 15          | 13                    | 15  | 12.4                                    |
| 3b: Injury Rate*  |             |             |             | 0.36                  | .46                                       | .034                                    |
| 3.1: Transit Worker Injury Rate (new)                             |             |             |             | 0.05                  |   | 0.048                                   |
| 4.a: Assault on Transit Workers (new)*                            | No data     | No data     | 2           | 0.06                  | 0   | 0.057                                   |
| 4.b: Rate of assaults on Transit Workers (new)*                   | No data     | No data     |             | 0.06                  | 0   | 0.057                                   |
| Major Failures  | 62          | 62          | 270         | 131                   | 451                                       | Increase System Reliability by 5%       |
| 5: System Reliability   | 53,272      | 58,252      | 13,941      | 27,172                | 9,601                                     | 28,531                                  |

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Adams MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 12.2                    |                     | 12.6                  |
| Fatality Rate   | 1.411                   |                     | 1.462                 |
| Number of Serious Injuries                              | 54.8                    |                     | 48.6                  |
| Serious Injury Rate                                     | 6.337                   |                     | 5.641                 |
| Number of Non-motorized Fatalities and Serious Injuries | 4.8                     |                     | 4.2                   |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Altoona MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 10.5                    |                     | 10.0                  |
| Fatality Rate   | 1.076                   |                     | 1.033                 |
| Number of Serious Injuries                              | 43.0                    |                     | 48.0                  |
| Serious Injury Rate                                     | 4.408                   |                     | 4.956                 |
| Number of Non-motorized Fatalities and Serious Injuries | 9.4                     |                     | 8.2                   |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Centre MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 10.7                    |                     | 12.8                  |
| Fatality Rate   | 0.819                   |                     | 0.973                 |
| Number of Serious Injuries                              | 49.0                    |                     | 46.0                  |
| Serious Injury Rate                                     | 3.749                   |                     | 3.496                 |
| Number of Non-motorized Fatalities and Serious Injuries | 10.6                    |                     | 9.0                   |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: DVRPC MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 288.2                   |                     | 296.6                 |
| Fatality Rate   | 1.200                   |                     | 1.255                 |
| Number of Serious Injuries                              | 1,163.2                 |                     | 1201.0                |
| Serious Injury Rate                                     | 4.842                   |                     | 5.080                 |
| Number of Non-motorized Fatalities and Serious Injuries | 367.7                   |                     | 348.2                 |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Erie MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 32.8                    |                     | 26.0                  |
| Fatality Rate   | 1.700                   |                     | 1.333                 |
| Number of Serious Injuries                              | 111.2                   |                     | 97.6                  |
| Serious Injury Rate                                     | 5.762                   |                     | 5.005                 |
| Number of Non-motorized Fatalities and Serious Injuries | 32.3                    |                     | 23.6                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Franklin MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 21.8                    |                     | 19.6                  |
| Fatality Rate   | 1.563                   |                     | 1.405                 |
| Number of Serious Injuries                              | 73.8                    |                     | 71.0                  |
| Serious Injury Rate                                     | 5.292                   |                     | 5.091                 |
| Number of Non-motorized Fatalities and Serious Injuries | 11.8                    |                     | 10.4                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: HATS MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 53.2                    |                     | 55.8                  |
| Fatality Rate   | 0.928                   |                     | 0.966                 |
| Number of Serious Injuries                              | 224.6                   |                     | 228.8                 |
| Serious Injury Rate                                     | 3.916                   |                     | 3.959                 |
| Number of Non-motorized Fatalities and Serious Injuries | 46.1                    |                     | 41.0                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Johnstown MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 12.7                    |                     | 10.8                  |
| Fatality Rate   | 1.324                   |                     | 1.099                 |
| Number of Serious Injuries                              | 47.8                    |                     | 44.8                  |
| Serious Injury Rate                                     | 4.985                   |                     | 4.559                 |
| Number of Non-motorized Fatalities and Serious Injuries | 7.2                     |                     | 5.0                   |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Lancaster MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 52.2                    |                     | 56.0                  |
| Fatality Rate   | 1.210                   |                     | 1.313                 |
| Number of Serious Injuries                              | 250.8                   |                     | 247.2                 |
| Serious Injury Rate                                     | 5.811                   |                     | 5.795                 |
| Number of Non-motorized Fatalities and Serious Injuries | 58.5                    |                     | 51.0                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Lebanon MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 17.0                    |                     | 18.8                  |
| Fatality Rate   | 1.485                   |                     | 1.628                 |
| Number of Serious Injuries                              | 78.0                    |                     | 76.6                  |
| Serious Injury Rate                                     | 6.814                   |                     | 6.634                 |
| Number of Non-motorized Fatalities and Serious Injuries | 12.0                    |                     | 9.8                   |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Lehigh Valley MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 48.8                    |                     | 49.4                  |
| Fatality Rate   | 0.921                   |                     | 0.948                 |
| Number of Serious Injuries                              | 235.2                   |                     | 238.0                 |
| Serious Injury Rate                                     | 4.440                   |                     | 4.566                 |
| Number of Non-motorized Fatalities and Serious Injuries | 50.3                    |                     | 44.0                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: NEPA MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 61.6                    |                     | 59.8                  |
| Fatality Rate   | 1.516                   |                     | 1.466                 |
| Number of Serious Injuries                              | 218.0                   |                     | 216.4                 |
| Serious Injury Rate                                     | 5.366                   |                     | 5.306                 |
| Number of Non-motorized Fatalities and Serious Injuries | 20.7                    |                     | 20.6                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: North Central RPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 22.8                    |                     | 27.0                  |
| Fatality Rate   | 1.101                   |                     | 1.278                 |
| Number of Serious Injuries                              | 91.8                    |                     | 103.8                 |
| Serious Injury Rate                                     | 4.435                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 7.4                     |                     | 8                     |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Northern-Tier RPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 30.8                    |                     | 29.0                  |
| Fatality Rate   | 1.768                   |                     | 1.586                 |
| Number of Serious Injuries                              | 73.6                    |                     | 71.8                  |
| Serious Injury Rate                                     | 4.225                   |                     | 3.927                 |
| Number of Non-motorized Fatalities and Serious Injuries | 8.1                     |                     | 6                     |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Northwest MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 31.8                    |                     | 33.8                  |
| Fatality Rate   | 1.576                   |                     | 1.608                 |
| Number of Serious Injuries                              | 105.2                   |                     | 102.2                 |
| Serious Injury Rate                                     | 5.213                   |                     | 4.862                 |
| Number of Non-motorized Fatalities and Serious Injuries | 10.9                    |                     | 11.2                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Reading MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 47.3                    |                     | 45.6                  |
| Fatality Rate   | 1.402                   |                     | 1.361                 |
| Number of Serious Injuries                              | 192.8                   |                     | 200.0                 |
| Serious Injury Rate                                     | 5.715                   |                     | 5.968                 |
| Number of Non-motorized Fatalities and Serious Injuries | 36.3                    |                     | 33.2                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Scranton/WB MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 44.1                    |                     | 52.8                  |
| Fatality Rate   | 1.021                   |                     | 1.210                 |
| Number of Serious Injuries                              | 194.6                   |                     | 200.8                 |
| Serious Injury Rate                                     | 4.504                   |                     | 4.602                 |
| Number of Non-motorized Fatalities and Serious Injuries | 40.9                    |                     | 40.2                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: SEDA-COG MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 42.7                    |                     | 48.4                  |
| Fatality Rate   | 1.210                   |                     | 1.373                 |
| Number of Serious Injuries                              | 169.8                   |                     | 169.6                 |
| Serious Injury Rate                                     | 4.813                   |                     | 4.811                 |
| Number of Non-motorized Fatalities and Serious Injuries | 24.2                    |                     | 20.8                  |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Southern Alleghenies RPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 26.4                    |                     | 30.4                  |
| Fatality Rate   | 1.005                   |                     | 1.171                 |
| Number of Serious Injuries                              | 86.4                    |                     | 90.8                  |
| Serious Injury Rate                                     | 3.289                   |                     | 3.498                 |
| Number of Non-motorized Fatalities and Serious Injuries | 6.2                     |                     | 6.4                   |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: SPC MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 197.7                   |                     | 205.4                 |
| Fatality Rate   | 1.007                   |                     | 1.057                 |
| Number of Serious Injuries                              | 948.0                   |                     | 950.8                 |
| Serious Injury Rate                                     | 4.828                   |                     | 4.893                 |
| Number of Non-motorized Fatalities and Serious Injuries | 121.3                   |                     | 118.8                 |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Shenango Valley MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 15.0                    |                     | 14.0                  |
| Fatality Rate   | 1.376                   |                     | 1.245                 |
| Number of Serious Injuries                              | 50.4                    |                     | 50.4                  |
| Serious Injury Rate                                     | 4.623                   |                     | 4.482                 |
| Number of Non-motorized Fatalities and Serious Injuries | 5.0                     |                     | 5.4                   |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Wayne County Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 15.0                    |                     | 14.0                  |
| Fatality Rate   | 1.376                   |                     | 1.245                 |
| Number of Serious Injuries                              | 50.4                    |                     | 50.4                  |
| Serious Injury Rate                                     | 4.623                   |                     | 4.482                 |
| Number of Non-motorized Fatalities and Serious Injuries | 5.0                     |                     | 5.4                   |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: Williamsport MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 13.6                    |                     | 14.4                  |
| Fatality Rate   | 1.390                   |                     | 1.494                 |
| Number of Serious Injuries                              | 43.6                    |                     | 38.2                  |
| Serious Injury Rate                                     | 4.457                   |                     | 3.964                 |
| Number of Non-motorized Fatalities and Serious Injuries | 5.6                     |                     | 5.8                   |

\* Future VMT estimated to hold level over next few years

**Table 1: Statewide Targets:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 1,140.4                 |                     | 1174.8                |
| Fatality Rate   | 1.176                   |                     | 1.216                 |
| Number of Serious Injuries                              | 4,722.0                 |                     | 4746.2                |
| Serious Injury Rate                                     | 4.870                   |                     | 4.914                 |
| Number of Non-motorized Fatalities and Serious Injuries | 944.0                   |                     | 864.6                 |

\* Future VMT estimated to hold level over next few years

**Table 2: York MPO Supporting Values:**

| Performance Measure                                     | 5-year Rolling Averages |                     |                       |
|---|-------------------------|---------------------|-----------------------|
|   | TARGET<br>2022-2026     | ACTUAL<br>2022-2026 | BASELINE<br>2020-2024 |
| Number of Fatalities                                    | 38.3                    |                     | 37.2                  |
| Fatality Rate   | 1.206                   |                     | 1.169                 |
| Number of Serious Injuries                              | 187.8                   |                     | 175.8                 |
| Serious Injury Rate                                     | 5.912                   |                     | 5.523                 |
| Number of Non-motorized Fatalities and Serious Injuries | 43.2                    |                     | 31                    |

\* Future VMT estimated to hold level over next few years

| <b>Performance Measure</b>  | <b>2025 Target (%)</b> | <b>2025 Performance (%)</b> | <b>2025 Difference</b> | <b>2026 Target (%)</b> |
|---|------------------------|-----------------------------|------------------------|------------------------|
| <b>1. Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark</b> |                        |                             |                        |                        |
| BU - Bus  | 28                     | 11.88118812                 | -16.11881188           | 30                     |
| CU - Cutaway  | 59                     | 47.22222222                 | -11.77777778           | 59                     |
| <b>2. Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark</b>     |                        |                             |                        |                        |
| Automobiles   | 46                     | 100                         | 54                     | 43                     |
| Trucks and other Rubber Tire Vehicles   | 17                     | 31.57894737                 | 14.57894737            | 16                     |
| <b>3. Facility - Percent of facilities rated below 3 on the condition scale</b>                             |                        |                             |                        |                        |
| Administrative / Maintenance Facilities   | 3                      | 0                           | -3                     | 4                      |

| LANTA Bus Safety Performance Targets                                    | 2022      | 2023      | 2024      | 3 year Average | Previous Year Performance Measures | Performance Goals Decrease by 5%  |
|---|-----------|-----------|-----------|----------------|------------------------------------|-----------------------------------|
| Vehicle Revenue Miles   | 3,302,893 | 3,611,630 | 3,764,053 | 3,559,525      | 3,372,420                          |                                   |
| Per 100,000 Miles   | 33        | 36        | 38        | 36             | 33                                 |                                   |
| 1a: Major Events *<br>S & S 40 Reporting Data                           | 12        | 14        | 11        | 12             | 13                                 | 11.4                              |
| 1b: Major Events Rate*  |           |           |           | 0.35           | 0.39                               | 0.33                              |
| 1.1: Collision Rate (new)*  |           |           |           | 0.24           |                                    | 8.5                               |
| 1.1.1: Pedestrian Collision Rate (new)                                  |           |           |           | 0.03           |                                    | 0.95                              |
| 1.1.2: Vehicular Collision Rate (new)*                                  |           |           |           | 0.07           |                                    | 1.9                               |
| 2a: Fatalities  | 0         | 0         | 0         | 0              | 0                                  | 0                                 |
| 2b: Fatality Rate   |           |           |           | 0              | 0                                  | 0                                 |
| 2.1: Transit Worker Fatality Rate (new)                                 |           |           |           |                |                                    |                                   |
| 3a: Injuries*<br>S & S 40 Reporting Data<br>and S & S 50 Reporting Data | 14        | 9         | 15        | 13             | 15                                 | 12.4                              |
| 3b: Injury Rate*  |           |           |           | 0.36           | 0.46                               | 0.034                             |
| 3.1: Transit Worker Injury Rate (new)                                   |           |           |           | 0.05           |                                    | 0.048                             |
| 4a: Assaults on Transit Workers (new)*                                  | No Data   | No Data   | 2         | 0.06           | 0                                  | 0.057                             |
| 4b: Rate of Assaults on Transit Workers (new)*                          | No Data   | No Data   |           | 0.06           | 0                                  | 0.057                             |
| Major Failures  | 62        | 62        | 270       | 131            | 451                                | Increase System Reliability by 5% |
| 5: System Reliability   | 53,272    | 58,252    | 13,941    | 27,172         | 9,601                              | 28,531                            |

\* Eight safety performance measures that the Safety Committee of applicable transit agencies will use to set targets for the safety risk reduction program

| LANTA Van Safety Performance Targets                                  | 2022      | 2023      | 2024      | 3 year Average | Previous Year Performance Measures | Performance Goals Decrease by 5%  |
|---|-----------|-----------|-----------|----------------|------------------------------------|-----------------------------------|
| Vehicle Revenue Miles   | 1,377,252 | 1,811,814 | 1,941,288 | 17,101,118     | 1,619,350                          |                                   |
| 100,000 miles   | 14        | 18        | 19        | 17             | 16                                 |                                   |
| 1a: Major Events * & S 40 Reporting Data                              | 1         | 2         | 3         | 2              | 1.3                                | 1.9                               |
| 1b: Major Events Rate* per 100 thousand miles                         |           |           |           | 0.06           | 0.05                               | 0.057                             |
| 1.1: Collision Rate (new)* per 100 thousand miles                     |           |           |           | 0.12           | 0                                  | 0.11                              |
| 1.1.1: Pedestrian Collision Rate (new) per 100 thousand miles         |           |           |           | 0              | 0                                  | 0                                 |
| 1.1.2: Vehicular Collision Rate (new)* per 100 thousand miles         |           |           |           | 0.05           | 0                                  | 0.047                             |
| 2a: Fatalities  | 0         | 0         | 0         | 0              | 0                                  | 0                                 |
| 2b: Fatality Rate per 100 thousand miles                              |           |           |           | 0              | 0                                  | 0                                 |
| 2.1: Transit Worker Fatality Rate (new) per 100 thousand miles        |           |           |           | 0              | 0                                  | 0                                 |
| 3a: Injuries* ** S & S 40 Reporting Data and S & S 50 Reporting Data  | 2         | 2         | 9         | 4.3            | 0.05                               | 4.09                              |
| 3b: Injury Rate* per 100 thousand miles                               |           |           |           | 0.23           |                                    | 0.22                              |
| 3.1: Transit Worker Injury Rate (new) per 100 thousand miles          |           |           |           | 0.18           |                                    | 0.17                              |
| 4a: Assaults on Transit Workers (new)*                                | 0         | 0         | 0         | 0              |                                    | 0                                 |
| 4b: Rate of Assaults on Transit Workers (new)* per 100 thousand miles |           |           |           | 0              |                                    | 0                                 |
| 5: System Reliability # of Failures                                   | 15        | 15        | 12        | 14             | 13                                 | Increase System Reliability by 5% |
| 5: System Reliability   | 91,817    | 120,788   | 161,774   | 122,151        | 124,565                            | 128,773                           |

\* Eight safety performance measures that the Safety Committee of applicable transit agencies will use to set targets for the safety risk reduction program

**Lehigh**

**PennDOT Project Id:** 11390

**Project Administrator:** PENNDOT

**Title:** Hollenbachs Bridge

**Improvement Type:** Bridge Replacement

**State Route:** 4009

**Municipality:** Lowhill (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 6/18/2026

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR 4009 (Mill Creek Road) over Mill Creek  
Low Hill Township  
Lehigh County

**Project Description:** This project involves the replacement of Hollenbachs Bridge (SR 4009) over Mill Creek & Newside Road in Low Hill Township, Lehigh County.

| Project Costs(In Thousands) |                                 |              |             |             |             |                    |                    |
|-----------------------------|---------------------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                | BOF                             | \$720        | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                | 185                             | \$180        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Federal:</b>                 | \$720        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$180        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$900        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$900</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 11406

**Project Administrator:** PENNDOT

**Title:** Front Street Bridge

**Improvement Type:** Replace/Rehab

**State Route:** 1015

**Municipality:** Allentown (CITY)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2036

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR 1015 (Front Street) over abandoned RR  
City of Allentown  
Lehigh County

**Project Description:** This project involves a replacement/rehabilitation of the SR 1015 (Front Street) bridge over an abandoned railroad in the City of Allentown, Lehigh County.

| Project Costs(In Thousands) |                                 |              |             |             |             |                    |                    |
|-----------------------------|---------------------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering     | 185                             | \$0          | \$0         | \$0         | \$0         | \$0                | \$261              |
|                             | <b>Federal:</b>                 | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$0          | \$0         | \$0         | \$0         | \$0                | \$261              |
|                             | <b>Local/Other:</b>             | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$0          | \$0         | \$0         | \$0         | \$0                | \$261              |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$261</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 11413

**Project Administrator:** PENNDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Whitehall (TWP)

**Title:** Cementon Bridge

**State Route:** 329

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 1/12/2023

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 1/12/2023

**Location:** SR 329 over the Lehigh River in Whitehall Township, Lehigh County and Northampton Borough, Northampton County

**Project Description:** This project involves a replacement of the Cementon Bridge carrying SR 329 over the Lehigh River in Whitehall Township, Lehigh County and Northampton Borough, Northampton County.

| Project Costs(In Thousands)     |                       |              |       |      |      |             |             |
|---------------------------------|-----------------------|--------------|-------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028  | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | NHPP                  | \$0          | \$250 | \$0  | \$0  | \$0         | \$0         |
| Construction                    | 581                   | \$0          | \$63  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$0          | \$250 | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>State:</b>         | \$0          | \$63  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0          | \$0   | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$0          | \$313 | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$313</b> |       |      |      |             |             |

**PennDOT Project Id:** 11588

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:**

**Title:** Donats Peak Road Bridge over Kistler Creek

**State Route:** 4037

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 12/4/2025

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 12/4/2025

**Location:** Donats Peak Road Over Kistler Creek  
Lynn Township  
Lehigh County

**Project Description:** Bridge replacement of Donats Peak Road Bridge over Kistler Creek in Lynn Township, Lehigh County.

| Project Costs(In Thousands)     |                       |             |      |      |      |             |             |
|---------------------------------|-----------------------|-------------|------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027        | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | 185                   | \$50        | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$0         | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>State:</b>         | \$50        | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0         | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$50        | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$50</b> |      |      |      |             |             |

**PennDOT Project Id:** 64729

**Project Administrator:** PennDOT

**Title:** LVTS CMAQ-LANTA Flex

**Improvement Type:** Transit System Improvement

**State Route:** 0

**Municipality:**

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** M10 - Purch new buses & cars for replcmnt or mnr expan.

**Actual Construction Bid Date:**

**Location:** Lehigh & Northampton Counties

**Project Description:** The CMAQ Flex Funds will support the replacement of thirteen (13) Hybrid Diesel-Electric buses that have reached their useful life in years and miles per Federal Transit Administration (FTA) guidelines.

CRP Flex Funds will be used for planning, design, engineering and construction of road treatment elements and other capital improvements of Phase I and II of the LANTA Enhanced Bus BRT Project.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | CAQ                   | \$480          | \$480       | \$480       | \$1,480     | \$1,920            | \$1,920            |
| Construction                    | CRP                   | \$279          | \$198       | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$759          | \$678       | \$480       | \$1480      | \$1920             | \$1920             |
|                                 | <b>State:</b>         | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Period Totals:</b> | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |                       | \$759          | \$678       | \$480       | \$1,480     | \$1,920            | \$1,920            |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$7,237</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 68190

**Project Administrator:** PennDOT

**Title:** Freeway Service Patrol

**Improvement Type:** Traffic System Management

**State Route:** 78

**Municipality:** Upper Macungie (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 5/7/2004

**Air Quality Exempt Reason:** S7 - Traf contl devc & oper assist - nonsignalization

**Actual Construction Bid Date:** 7/28/2004

**Location:** I-78/SR 22 including Lehigh and Northampton Counties, Upper Macungie, Lower Macungie, South Whitehall, Whitehall, Hanover and Bethlehem Townships, and the City of Bethlehem.

**Project Description:** This project provides funding for two roaming tow trucks to respond quickly to incidents on Interstate 78. The service limits are from State Route 100 to the Route 309 split and I-78/US Route 22 (at State Route 100) to US Route 22/Route 33 in Upper Macungie, Lower Macungie, South Whitehall, Whitehall, Hanover and Bethlehem Townships, and the City of Bethlehem, Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | NHPP                  | \$364          | \$375       | \$375       | \$386       | \$1,586            | \$1,600            |
|                                 | <b>Federal:</b>       | \$364          | \$375       | \$375       | \$386       | \$1586             | \$1600             |
|                                 | <b>State:</b>         | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Period Totals:</b> | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |                       | \$364          | \$375       | \$375       | \$386       | \$1,586            | \$1,600            |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$4,686</b> |             |             |             |                    |                    |

PennDOT Project Id: 79127

Project Administrator: PennDOT

Title: Indian Creek Road over Leibert Creek

Improvement Type: Replace/Rehab

State Route: 2018

Municipality: Upper Milford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/27/2025

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date: 3/27/2025

Location: SR 2018 (Indian Creek Rd) over Leibert Creek  
Upper Milford Twp  
Lehigh County

Project Description: This project involves the replacement/rehabilitation of the SR 2018 (Indian Creek Road) bridge over Leibert Creek in Upper Milford Township, Lehigh County.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | 185                   | \$100        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$100        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$100        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$100</b> |             |             |             |                    |                    |

PennDOT Project Id: 79135

Project Administrator: PennDOT

Title: Spring Creek Rd over Little Lehigh

Improvement Type: Bridge Replacement

State Route: 3001

Municipality: Lower Macungie (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 4/1/2038

Actual Construction Bid Date:

Location: SR 3001 over Little Lehigh Creek  
Lower Macungie Twp  
Lehigh County

Project Description: This project involves the bridge rehabilitation or replacement Spring Creek Road over Little Lehigh Creek in Lower Macungie Township, Lehigh County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | BRIP                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$470              |
| Preliminary Engineering         | 581                   | \$0            | \$0         | \$0         | \$0         | \$0                | \$117              |
| Final Design                    | BRIP                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$365              |
| Final Design                    | 581                   | \$0            | \$0         | \$0         | \$0         | \$0                | \$91               |
| Utility                         | BRIP                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$78               |
| Utility                         | 581                   | \$0            | \$0         | \$0         | \$0         | \$0                | \$20               |
| Right of Way                    | BRIP                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$78               |
| Right of Way                    | 581                   | \$0            | \$0         | \$0         | \$0         | \$0                | \$20               |
| Construction                    | BRIP                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$2,088            |
| Construction                    | 581                   | \$0            | \$0         | \$0         | \$0         | \$0                | \$522              |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$0         | \$0         | \$0                | \$3079             |
|                                 | <b>State:</b>         | \$0            | \$0         | \$0         | \$0         | \$0                | \$770              |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0            | \$0         | \$0         | \$0         | \$0                | \$3,849            |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$3,849</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 80073

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Upper Milford (TWP)

**Title:** LVTS In House Bridge Design Assistance

**State Route:** 0

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** X1 - Actvty not leading to constr. (plan & tech study)

**Actual Construction Bid Date:**

**Location:** Various locations in Lehigh and Northampton County

**Project Description:** Contract with consultant engineering firm to handle support services for in house bridge design of replacement and rehabilitation projects in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 185                   | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                                 | <b>Federal:</b>       | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$600</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 82804

**Project Administrator:** PennDOT

**Improvement Type:** Corridor Safety Improvement

**Municipality:**

**Title:** Corridor Signal Impr LI

**State Route:** 0

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Lehigh and Northampton Counties

**Project Description:** This project is a reserve line item for signal improvements to congested corridors that contain multiple signals in Lehigh and Northampton Counties. The goal is to maximize traf improvements by implementing new signal timing plans, updating signal hardware and upgrading signal interconnection.

| Project Costs(In Thousands)     |                       |                 |             |             |             |                    |                    |
|---------------------------------|-----------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | CAQ                   | \$9             | \$41        | \$51        | \$34        | \$17,323           | \$25,616           |
|                                 | <b>Federal:</b>       | \$9             | \$41        | \$51        | \$34        | \$17323            | \$25616            |
|                                 | <b>State:</b>         | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$9             | \$41        | \$51        | \$34        | \$17,323           | \$25,616           |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$43,074</b> |             |             |             |                    |                    |

PennDOT Project Id: 82806

Project Administrator: PennDOT

Title: TAP Line Item

Improvement Type: Transportation Enhancement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: X12 - Trns enhnc acts (except rehab, opr. of hist. trans)

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

**Project Description:** This project is the Transportation Alternative Program Line Item to fund competitively selected regional projects in Lehigh and Northampton Counties. Eligible projects are defined as transportation alternatives and include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation projects, recreational trail program projects, and Safe Routes to School projects.

2019 Selected Projects include:

- The Coalition for Appropriate Transportation (CAT) Bicycle Education
- Community Bike Works Bicycle Education
- South Bethlehem Corridor Connections, City of Bethlehem
- Hellertown Main Street Pedestrian Safety Initiative (Thomas Street Portion), Hellertown Borough
- Geiger's Covered Bridge Rehabilitation

| Project Costs(In Thousands)     |                       |                 |             |             |             |                    |                    |
|---------------------------------|-----------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | TAP                   | \$1,295         | \$1,295     | \$1,295     | \$1,295     | \$5,180            | \$5,179            |
|                                 | <b>Federal:</b>       | \$1295          | \$1295      | \$1295      | \$1295      | \$5180             | \$5179             |
|                                 | <b>State:</b>         | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$1,295         | \$1,295     | \$1,295     | \$1,295     | \$5,180            | \$5,179            |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$15,539</b> |             |             |             |                    |                    |

PennDOT Project Id: 82807

Project Administrator: PennDOT

Title: Safety Line Item\_LVTS

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

**Project Description:** This project is a Line Item reserved for cost overruns on approved highway and bridge projects from past and current Transportation Improvement Programs (TIPs) as well as future data-driven strategic highway safety projects in Lehigh and Northampton Counties. Examples of eligible safety areas include intersection safety, clear sight triangles, pavement markings, enhanced signage, rumble strips and guiderails.

| Project Costs(In Thousands)     |                       |                 |             |             |             |                    |                    |
|---------------------------------|-----------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | HSIP                  | \$32            | \$137       | \$4,393     | \$5,461     | \$20,964           | \$20,962           |
|                                 | <b>Federal:</b>       | \$32            | \$137       | \$4393      | \$5461      | \$20964            | \$20962            |
|                                 | <b>State:</b>         | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$32            | \$137       | \$4,393     | \$5,461     | \$20,964           | \$20,962           |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$51,949</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 82810

**Project Administrator:** PennDOT

**Improvement Type:** Restoration

**Municipality:**

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Lehigh and Northampton Counties

**Title:** Urban/Carbon Reduction Program Line Item Reserve

**State Route:** 0

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project is the Reserve Line Item for Surface Transportation - Urban (STU) federal funding that the Lehigh Valley Transportation Study (LVTS) receives for being the MPO c Lehigh and Northampton Counties, a region with a population greater than 200,000. This Reserve Line Item is also for Carbon Reduction Program (CRP and CRPU) federal funds.

| Project Costs(In Thousands)     |      |                 |       |         |         |             |             |
|---------------------------------|------|-----------------|-------|---------|---------|-------------|-------------|
| Phase                           | Fund | 2027            | 2028  | 2029    | 2030    | 2031 - 2034 | 2035 - 2038 |
| Construction                    | CRP  | \$0             | \$0   | \$572   | \$572   | \$2,288     | \$2,290     |
| Construction                    | CRPU | \$0             | \$0   | \$1,626 | \$1,626 | \$6,504     | \$6,505     |
| Construction                    | STU  | \$307           | \$118 | \$426   | \$246   | \$5,328     | \$1,415     |
| <b>Federal:</b>                 |      | \$307           | \$118 | \$2624  | \$2444  | \$14120     | \$10210     |
| <b>State:</b>                   |      | \$0             | \$0   | \$0     | \$0     | \$0         | \$0         |
| <b>Local/Other:</b>             |      | \$0             | \$0   | \$0     | \$0     | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$307           | \$118 | \$2,624 | \$2,444 | \$14,120    | \$10,210    |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$29,823</b> |       |         |         |             |             |

**PennDOT Project Id:** 83086

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:**

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Lehigh and Northampton Counties

**Title:** Delivery\_Conult Assist

**State Route:** 0

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** X5 - Engr to assess effects of actn or alts to the actn

**Project Description:** This project provides funding for Consultant Assistance for design aspects of project delivery of approved Transportation Improvement Program highway, bridge and transportati alternative projects in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |      |                 |         |         |         |             |             |
|---------------------------------|------|-----------------|---------|---------|---------|-------------|-------------|
| Phase                           | Fund | 2027            | 2028    | 2029    | 2030    | 2031 - 2034 | 2035 - 2038 |
| Preliminary Engineering         | 581  | \$1,000         | \$1,000 | \$1,000 | \$1,000 | \$4,000     | \$4,000     |
| <b>Federal:</b>                 |      | \$0             | \$0     | \$0     | \$0     | \$0         | \$0         |
| <b>State:</b>                   |      | \$1000          | \$1000  | \$1000  | \$1000  | \$4000      | \$4000      |
| <b>Local/Other:</b>             |      | \$0             | \$0     | \$0     | \$0     | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$1,000         | \$1,000 | \$1,000 | \$1,000 | \$4,000     | \$4,000     |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$12,000</b> |         |         |         |             |             |

**PennDOT Project Id:** 85689

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Heidelberg (TWP)

**Estimated Construction Bid Date:** 12/4/2025

**Actual Construction Bid Date:** 12/4/2025

**Location:** SR 4014 (Church Road - Newside) over Tributary of Mill Creek  
Heidelberg Township  
Lehigh County

**Title:** Church Road Newside over Trib to Mill Creek

**State Route:** 4014

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves the replacement of SR 4014 (Church Road-Newside) over Tributary of Mill Creek in Heidelberg Township, Lehigh County.

| Project Costs(In Thousands)     |                       |             |      |      |      |             |             |
|---------------------------------|-----------------------|-------------|------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027        | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | 581                   | \$50        | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$0         | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>State:</b>         | \$50        | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0         | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$50        | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$50</b> |      |      |      |             |             |

**PennDOT Project Id:** 89055

**Project Administrator:** PennDOT

**Improvement Type:** Transportation Enhancement

**Municipality:** Allentown (CITY)

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Lehigh and Northampton Counties

**Title:** Transp Alternative/Multimodal Project Mngmt

**State Route:** 0

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** X12 - Trns enhnc acts (except rehab, opr. of hist. trans)

**Project Description:** This project provides funding for a Consultant Contract to assist local sponsors in developing approved transportation enhancement/alternative projects in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |                       |                |       |       |       |             |             |
|---------------------------------|-----------------------|----------------|-------|-------|-------|-------------|-------------|
| Phase                           | Fund                  | 2027           | 2028  | 2029  | 2030  | 2031 - 2034 | 2035 - 2038 |
| Preliminary Engineering         | STP                   | \$125          | \$125 | \$125 | \$125 | \$500       | \$500       |
|                                 | <b>Federal:</b>       | \$125          | \$125 | \$125 | \$125 | \$500       | \$500       |
|                                 | <b>State:</b>         | \$0            | \$0   | \$0   | \$0   | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0            | \$0   | \$0   | \$0   | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$125          | \$125 | \$125 | \$125 | \$500       | \$500       |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$1,500</b> |       |       |       |             |             |

**PennDOT Project Id:** 92049

**Project Administrator:** PennDOT

**Title:** Schantz Rd /trib Cedar Creek

**Improvement Type:** Replace/Rehab

**State Route:** 2015

**Municipality:** Upper Macungie (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2031

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR 2015 (Schantz Rd)  
Upper Macungie Township  
Lehigh County

**Project Description:** This project involves a replacement/rehabilitation of the SR 2015 (Schantz Road) bridge over a tributary of Cedar Creek in Upper Macungie Township, Lehigh County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 185  | \$0            | \$0         | \$0         | \$400       | \$50               | \$0                |
| Final Design                    | STU  | \$0            | \$0         | \$0         | \$0         | \$382              | \$0                |
| Final Design                    | 185  | \$0            | \$0         | \$0         | \$0         | \$96               | \$0                |
| Utility                         | STU  | \$0            | \$0         | \$0         | \$0         | \$203              | \$0                |
| Utility                         | 185  | \$0            | \$0         | \$0         | \$0         | \$51               | \$0                |
| Right of Way                    | STU  | \$0            | \$0         | \$0         | \$0         | \$69               | \$0                |
| Right of Way                    | 185  | \$0            | \$0         | \$0         | \$0         | \$17               | \$0                |
| Construction                    | STU  | \$0            | \$0         | \$0         | \$0         | \$912              | \$0                |
| Construction                    | 185  | \$0            | \$0         | \$0         | \$0         | \$228              | \$0                |
| <b>Federal:</b>                 |      | \$0            | \$0         | \$0         | \$0         | \$1566             | \$0                |
| <b>State:</b>                   |      | \$0            | \$0         | \$0         | \$400       | \$442              | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$0            | \$0         | \$0         | \$400       | \$2,008            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$2,408</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 93630

**Project Administrator:** PennDOT

**Title:** Hill to Hill Bridge Rehabilitation

**Improvement Type:** Bridge Rehabilitation

**State Route:** 378

**Municipality:** Bethlehem (CITY)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 8/13/2026

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR 378 (Hill to Hill Bridge) over Norfolk Southern R/R, city streets, & the Lehigh River in the City of Bethlehem

**Project Description:** This project involves a rehabilitation of the Hill to Hill Bridge (SR 378) over the Lehigh River, Norfolk Southern railroad and several city streets in the City of Bethlehem, Lehigh County.

| Project Costs(In Thousands)     |      |                 |             |             |             |                    |                    |
|---------------------------------|------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | BOF  | \$0             | \$1,500     | \$1,500     | \$0         | \$0                | \$0                |
| Construction                    | BRIP | \$5,550         | \$7,500     | \$3,000     | \$0         | \$0                | \$0                |
| Construction                    | NHPP | \$2,500         | \$1,000     | \$8,500     | \$3,000     | \$0                | \$0                |
| Construction                    | STU  | \$6,250         | \$10,400    | \$5,500     | \$1,918     | \$0                | \$0                |
| Construction                    | 581  | \$3,575         | \$4,725     | \$4,250     | \$1,229     | \$0                | \$0                |
| Utility                         | 581  | \$250           | \$250       | \$0         | \$0         | \$0                | \$0                |
| <b>Federal:</b>                 |      | \$14300         | \$20400     | \$18500     | \$4918      | \$0                | \$0                |
| <b>State:</b>                   |      | \$3825          | \$4975      | \$4250      | \$1229      | \$0                | \$0                |
| <b>Local/Other:</b>             |      | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$18,125        | \$25,375    | \$22,750    | \$6,147     | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$72,397</b> |             |             |             |                    |                    |

PennDOT Project Id: 94249

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Saucon (TWP)

Title: Limeport Pike ovr Saucon Crk trib

State Route: 2029

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2029 (Limeport Pike) over trib to Saucon Crk, Upper Saucon Township, Lehigh County

Project Description: This project involves a replacement/rehabilitation of the SR 2029 (Limeport Pike) bridge over a tributary to Saucon Creek in Upper Saucon Township, Lehigh County.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | STP                   | \$0          | \$0         | \$0         | \$0         | \$0                | \$522              |
| Preliminary Engineering         | 185                   | \$0          | \$0         | \$0         | \$0         | \$0                | \$130              |
|                                 | <b>Federal:</b>       | \$0          | \$0         | \$0         | \$0         | \$0                | \$522              |
|                                 | <b>State:</b>         | \$0          | \$0         | \$0         | \$0         | \$0                | \$130              |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0          | \$0         | \$0         | \$0         | \$0                | \$652              |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$652</b> |             |             |             |                    |                    |

PennDOT Project Id: 94329

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Lowhill (TWP)

Title: Werleys Corner Road over Switzer Creek

State Route: 4019

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2029

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Werleys Corner Road (SR 4019) over Switzer Creek  
Lowhill Township  
Lehigh County

Project Description: This project involves the bridge rehabilitation or replacement of Werleys Corner Road (SR 4019) over Switzer Creek in Lowhill Township, Lehigh County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | BOF                   | \$332          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Preliminary Engineering         | 185                   | \$83           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Final Design                    | BOF                   | \$0            | \$200       | \$182       | \$0         | \$0                | \$0                |
| Final Design                    | 185                   | \$0            | \$50        | \$45        | \$0         | \$0                | \$0                |
| Utility                         | BOF                   | \$0            | \$0         | \$22        | \$0         | \$0                | \$0                |
| Utility                         | 185                   | \$0            | \$0         | \$5         | \$0         | \$0                | \$0                |
| Right of Way                    | BOF                   | \$0            | \$21        | \$0         | \$0         | \$0                | \$0                |
| Right of Way                    | 185                   | \$0            | \$5         | \$0         | \$0         | \$0                | \$0                |
| Construction                    | BOF                   | \$0            | \$0         | \$0         | \$800       | \$821              | \$0                |
| Construction                    | 185                   | \$0            | \$0         | \$0         | \$200       | \$205              | \$0                |
|                                 | <b>Federal:</b>       | \$332          | \$221       | \$204       | \$800       | \$821              | \$0                |
|                                 | <b>State:</b>         | \$83           | \$55        | \$50        | \$200       | \$205              | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$415          | \$276       | \$254       | \$1,000     | \$1,026            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$2,971</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 94680

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Slatington (BORO)

**Estimated Construction Bid Date:** 4/10/2025

**Actual Construction Bid Date:** 4/10/2025

**Location:** South Walnut Street over Trout Creek  
Borough of Slatington  
Lehigh County

**Title:** South Walnut Street Bridge

**State Route:** 7408

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves a replacement of the bridge that carries South Walnut Street over Trout Creek in the Borough of Slatington, Lehigh County.

| Project Costs(In Thousands) |                                 |              |             |             |             |                    |                    |
|-----------------------------|---------------------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                | BOF                             | \$240        | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                | LOC                             | \$15         | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                | 183                             | \$45         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Federal:</b>                 | \$240        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$45         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$15         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$300        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$300</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 94873

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Whitehall (TWP)

**Estimated Construction Bid Date:** 4/1/2030

**Actual Construction Bid Date:**

**Location:** Fifth Street (SR 1029) over SR 22  
Whitehall Township  
Lehigh County

**Title:** Fifth Street Bridge

**State Route:** 1029

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves replacement of the bridge that carried Fifth Street (State Route 1029) over State Route 22, which was previously removed as part of the SR 22-400 project in Whitehall Township, Lehigh County. This is a breakout from the US 22 Widening Project.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Final Design                | BRIP                            | \$400          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Final Design                | 581                             | \$100          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Utility                     | 581                             | \$0            | \$0         | \$546       | \$0         | \$0                | \$0                |
| Construction                | BRIP                            | \$0            | \$0         | \$0         | \$3,000     | \$4,766            | \$0                |
|                             | <b>Federal:</b>                 | \$400          | \$0         | \$0         | \$3000      | \$4766             | \$0                |
|                             | <b>State:</b>                   | \$100          | \$0         | \$546       | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$500          | \$0         | \$546       | \$3,000     | \$4,766            | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$8,812</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 95400

**Project Administrator:** PennDOT

**Title:** Environmental Impacts Resolution LI

**Improvement Type:** Environmental Mitigation

**State Route:** 0

**Municipality:** Macungie (BORO)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** X5 - Engr to assess effects of actn or alts to the actn

**Actual Construction Bid Date:**

**Location:** Various sites within Lehigh and Northampton Counties

**Project Description:** As an Environmental Impact Resolution line item for various permit compliances, this project works to meet the MS4 requirements of the Environmental Protection Agency (EPA) on approved highway and bridge projects from past and current Transportation Improvement Programs and to identify potential sites for environmental mitigation requirements in Lehigh and Northampton Counties.  
A major focus of compliance involves the monitoring, maintenance and repairs of constructed wetlands.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 581                   | \$185          | \$185       | \$200       | \$200       | \$950              | \$1,100            |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$185          | \$185       | \$200       | \$200       | \$950              | \$1100             |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$185          | \$185       | \$200       | \$200       | \$950              | \$1,100            |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$2,820</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 96384

**Project Administrator:** PennDOT

**Title:** US 22 Widening

**Improvement Type:** Widen

**State Route:** 22

**Municipality:** Whitehall (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** US 22 from 15th Street to Airport Road  
South Whitehall, Whitehall, and Hanover Townships and City of Bethlehem  
Lehigh County

**Project Description:** This project involves the highway widening of US Route 22 to six lanes (three in each direction) from 15th Street to Airport Road in South Whitehall, Whitehall and Hanover Townships, and City of Bethlehem Lehigh County.

| Project Costs(In Thousands)     |                       |                  |             |             |             |                    |                    |
|---------------------------------|-----------------------|------------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027             | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | NHPP                  | \$0              | \$0         | \$0         | \$0         | \$0                | \$40,000           |
| Construction                    | STP                   | \$0              | \$0         | \$0         | \$0         | \$0                | \$20,000           |
| Construction                    | STU                   | \$0              | \$0         | \$0         | \$0         | \$0                | \$20,000           |
| Construction                    | 581                   | \$0              | \$0         | \$0         | \$0         | \$0                | \$20,000           |
| Preliminary Engineering         | 581                   | \$0              | \$0         | \$0         | \$0         | \$2,388            | \$0                |
| Final Design                    | STU                   | \$0              | \$0         | \$0         | \$0         | \$10,000           | \$9,762            |
| Final Design                    | 581                   | \$0              | \$0         | \$0         | \$0         | \$2,500            | \$2,441            |
| Utility                         | NHPP                  | \$0              | \$0         | \$0         | \$0         | \$0                | \$2,088            |
| Utility                         | 581                   | \$0              | \$0         | \$0         | \$0         | \$0                | \$522              |
| Right of Way                    | STU                   | \$0              | \$0         | \$0         | \$0         | \$0                | \$16,910           |
| Right of Way                    | 581                   | \$0              | \$0         | \$0         | \$0         | \$0                | \$4,228            |
|                                 | <b>Federal:</b>       | \$0              | \$0         | \$0         | \$0         | \$10000            | \$108760           |
|                                 | <b>State:</b>         | \$0              | \$0         | \$0         | \$0         | \$4888             | \$27191            |
|                                 | <b>Local/Other:</b>   | \$0              | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>      | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0              | \$0         | \$0         | \$0         | \$14,888           | \$135,951          |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$150,839</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 96386

**Project Administrator:** PennDOT

**Title:** PA 309-4010 to 100

**Improvement Type:** Resurface

**State Route:** 309

**Municipality:** North Whitehall (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** PA 309 from SR 4010 (Sand Spring Road) to PA 100 Heidelberg and North Whitehall Townships Lehigh County

**Project Description:** This project involves the resurfacing of PA 309 from SR 4010 (Sand Spring Road) to PA 100 in Heidelberg and North Whitehall Townships, Lehigh County.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 581                   | \$0          | \$0         | \$0         | \$0         | \$0                | \$652              |
|                                 | <b>Federal:</b>       | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0          | \$0         | \$0         | \$0         | \$0                | \$652              |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0          | \$0         | \$0         | \$0         | \$0                | \$652              |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$652</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 96413

**Project Administrator:** PennDOT

**Title:** Lehigh Street Betterment

**Improvement Type:** Resurface

**State Route:** 2005

**Municipality:** Allentown (CITY)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 12/3/2026

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** SR 2005 (Lehigh St, State Ave & Chestnut St) from PA 29 (Cedar Crest Blvd) intersection in Emmaus Borough to PA 145 (Sixth St/Lehigh St) intersection in City of Allentown

**Project Description:** This project involves the resurfacing and signal upgrades of SR 2005 (Lehigh St, State Ave & Chestnut St) from PA 29 (Cedar Crest Blvd) intersection in Emmaus Borough to PA 145 (Sixth St/Lehigh St) intersection in City of Allentown.

| Project Costs(In Thousands)     |                       |                 |             |             |             |                    |                    |
|---------------------------------|-----------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | STU                   | \$4,000         | \$2,000     | \$3,888     | \$0         | \$0                | \$0                |
| Construction                    | 581                   | \$1,000         | \$500       | \$972       | \$0         | \$0                | \$0                |
| Utility                         | STP                   | \$41            | \$0         | \$0         | \$0         | \$0                | \$0                |
| Utility                         | 581                   | \$10            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$4041          | \$2000      | \$3888      | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$1010          | \$500       | \$972       | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$5,051         | \$2,500     | \$4,860     | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$12,411</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 96432

**Project Administrator:** PennDOT

**Title:** 309 & Tilghman I/C Recon

**Improvement Type:** Interchange Improvement

**State Route:** 309

**Municipality:** South Whitehall (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:** 7/25/2024

**Actual Construction Bid Date:** 8/8/2024

**Location:** PA 309 from the I-78 Interchange ramps/South Whitehall Township line to US 22 Interchange Ramps South Whitehall

**Project Description:** This project involves the reconfiguration of the PA 309/State Route (SR) 1002 (Tilghman Street) Interchange. This project will also include two bridge replacements at PA 309 over Tilghman Street and PA 309 over Broadway Street, rehabilitation of the SR 309 culvert over Little Cedar Creek, roadway drainage improvements, base repair, overlay, and two new signals at the end of the reconfigured ramps that will be coordinated with existing signals at Hausman Road/Cetronia Road and Tilghman Street/Parkway Road in South Whitehall Township, Lehigh County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | NHPP                  | \$0            | \$0         | \$0         | \$800       | \$0                | \$0                |
| Construction                    | 581                   | \$709          | \$0         | \$0         | \$200       | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$0         | \$800       | \$0                | \$0                |
|                                 | <b>State:</b>         | \$709          | \$0         | \$0         | \$200       | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$709          | \$0         | \$0         | \$1,000     | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$1,709</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 97227

**Project Administrator:** PennDOT

**Title:** 222 N. Widen-LVTS

**Improvement Type:** Widen

**State Route:** 222

**Municipality:** Upper Macungie (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** US 222 from the Berks/Lehigh County Line northward to US 222 Trexlertown Bypass in Upper Macungie

**Project Description:** SR 222 from Berks/Lehigh County line noth to US 222 Trexlertown Bypass Upper Macungie Township Wdien roadway

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Study                           | 581                   | \$0          | \$0         | \$0         | \$0         | \$0                | \$652              |
|                                 | <b>Federal:</b>       | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0          | \$0         | \$0         | \$0         | \$0                | \$652              |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0          | \$0         | \$0         | \$0         | \$0                | \$652              |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$652</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 97325

**Project Administrator:** PennDOT

**Title:** Construction Assistance

**Improvement Type:** Miscellaneous

**State Route:** 0

**Municipality:** Lower Macungie (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Various locations, Lehigh and Northampton Counties, within the Lehigh Valley Transportation Study

**Project Description:** This project provides funding for Construction consultant assistance for highway and bridge projects in Lehigh and Northampton Counties within the Lehigh Valley Transportation Study (LVTS) MPO region.

| Project Costs(In Thousands)     |                       |              |      |      |      |             |             |
|---------------------------------|-----------------------|--------------|------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | 581                   | \$50         | \$50 | \$50 | \$50 | \$200       | \$200       |
|                                 | <b>Federal:</b>       | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>State:</b>         | \$50         | \$50 | \$50 | \$50 | \$200       | \$200       |
|                                 | <b>Local/Other:</b>   | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$50         | \$50 | \$50 | \$50 | \$200       | \$200       |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$600</b> |      |      |      |             |             |

**PennDOT Project Id:** 97953

**Project Administrator:** PennDOT

**Title:** Construction Assistance

**Improvement Type:** Resurface

**State Route:** 0

**Municipality:** Lower Macungie (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Various locations in Lehigh and Northampton Counties within the Lehigh Valley Transportation Study

**Project Description:** This project provides funding for Consultant assistance for the inspection and/or oversight of approved Transportation Improvement Program construction projects that are eligible for federal funding. These include highway, bridge and transportation alternative projects in Lehigh and Northampton Counties within the Lehigh Valley Transportation Study (LVTS) MPO region.

| Project Costs(In Thousands)     |                       |              |      |      |      |             |             |
|---------------------------------|-----------------------|--------------|------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | STP                   | \$75         | \$75 | \$75 | \$75 | \$300       | \$300       |
|                                 | <b>Federal:</b>       | \$75         | \$75 | \$75 | \$75 | \$300       | \$300       |
|                                 | <b>State:</b>         | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$75         | \$75 | \$75 | \$75 | \$300       | \$300       |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$900</b> |      |      |      |             |             |

PennDOT Project Id: 99697

Project Administrator: PennDOT

Title: 7th St Multimodal Corridor

Improvement Type: Corridor Safety Improvement

State Route: 145

Municipality: Whitehall (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/2029

Actual Construction Bid Date:

Location: 6th Street between Sumner Ave and 7th Street  
7th Street between Sumner Ave and Mickley Rd  
City of Allentown and Whitehall Township  
Lehigh County

**Project Description:** This project involves improvements along 6th Street between Sumner Avenue and State Route 145 and the addition of an eastbound right turn lane on Mickley Road approaching State Route 145 in Whitehall Township and the City of Allentown, Lehigh County. The improvements along 6th Street include minor widening, the addition of a northbound right turn lane onto State Route 145 and the addition of sidewalk. The traffic signal at 6th Street/State Route 145/Mickley Road will be updated to accommodate the proposed turning lanes.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | 581                   | \$0            | \$0         | \$2,000     | \$622       | \$0                | \$0                |
| Final Design                    | STU                   | \$387          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Final Design                    | 581                   | \$97           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Utility                         | STU                   | \$0            | \$0         | \$85        | \$0         | \$0                | \$0                |
| Utility                         | 581                   | \$0            | \$0         | \$21        | \$0         | \$0                | \$0                |
| Right of Way                    | STU                   | \$371          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Right of Way                    | 581                   | \$93           | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$758          | \$0         | \$85        | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$190          | \$0         | \$2021      | \$622       | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$948          | \$0         | \$2,106     | \$622       | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$3,676</b> |             |             |             |                    |                    |

PennDOT Project Id: 102160

Project Administrator: PennDOT

Title: 309 Center Valley IC

Improvement Type: Interchange Improvement

State Route: 309

Municipality: Upper Saucon (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/16/2026

Actual Construction Bid Date:

Location: SR 309  
Center Valley Interchange  
Lehigh County

**Project Description:** This project involves geometric improvements to the SR 309 Center Valley Interchange to reduce congestion and to prepare for current and future planned development in Upper Saucon Township, Lehigh County. The existing signalized intersection will be converted into a full direction grade separated interchange to improve safety and traffic flow. This project area is identified in several of the PennDOT Risk Assessment Mapping including RCRS Bridge closures and top 5% of flood closure locations. The existing SR 0309 intersection with SR 2036 and SR 2044 is located within the Saucon Creek floodplain and is susceptible to destructive flooding causing roadway closures and storm damage. The project involves geometric improvements to the SR 309 Center Valley Interchange to reduce congestion and decrease flooding closures, providing a better and more reliable system for members of many communities in Lehigh Valley, throughout Pennsylvania, and even beyond the Commonwealth. The existing signalized intersection will be converted into a full direction grade separated interchange to improve safety and traffic flow. The proposed SR 0309 roadway and structure and new Ramp A structure will convey the 100-year event without overtopping and be designed to withstand scour.

| Project Costs(In Thousands)     |                       |                 |             |             |             |                    |                    |
|---------------------------------|-----------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | CAQ                   | \$6,000         | \$6,175     | \$5,300     | \$5,500     | \$8,813            | \$0                |
| Construction                    | NHPP                  | \$8,450         | \$5,750     | \$1,517     | \$400       | \$300              | \$0                |
| Construction                    | PRTCT                 | \$3,000         | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                    | STP                   | \$5,300         | \$6,000     | \$5,200     | \$0         | \$0                | \$0                |
| Construction                    | STU                   | \$0             | \$0         | \$0         | \$5,400     | \$500              | \$0                |
| Construction                    | 581                   | \$4,938         | \$4,481     | \$3,004     | \$2,825     | \$2,403            | \$0                |
|                                 | <b>Federal:</b>       | \$22750         | \$17925     | \$12017     | \$11300     | \$9613             | \$0                |
|                                 | <b>State:</b>         | \$4938          | \$4481      | \$3004      | \$2825      | \$2403             | \$0                |
|                                 | <b>Local/Other:</b>   | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$27,688        | \$22,406    | \$15,021    | \$14,125    | \$12,016           | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$91,256</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 102201

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:**

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Lehigh and Northampton Counties

**Title:** LVTS Highway & Bridge LI

**State Route:** 0

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Project Description:** This project is a Reserve Line Item that provides funding for cost overruns on approved highway and bridge projects from past and current Transportation Improvement Program within the Lehigh Valley Transportation Study (LVTS) MPO region.

| Project Costs(In Thousands)     |                       |                  |             |             |             |                    |                    |
|---------------------------------|-----------------------|------------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027             | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | BOF                   | \$356            | \$381       | \$738       | \$285       | \$11,434           | \$20,498           |
| Construction                    | BRIP                  | \$464            | \$530       | \$198       | \$133       | \$23,445           | \$28,415           |
| Construction                    | NHPP                  | \$247            | \$338       | \$246       | \$175       | \$10,812           | \$1,094            |
| Construction                    | STP                   | \$476            | \$348       | \$713       | \$99        | \$2,264            | \$4,563            |
| Construction                    | 185                   | \$183            | \$134       | \$103       | \$230       | \$3,538            | \$5,743            |
| Construction                    | 581                   | \$65             | \$189       | \$183       | \$264       | \$7,601            | \$21,168           |
|                                 | <b>Federal:</b>       | \$1543           | \$1597      | \$1895      | \$692       | \$47955            | \$54570            |
|                                 | <b>State:</b>         | \$248            | \$323       | \$286       | \$494       | \$11139            | \$26911            |
|                                 | <b>Local/Other:</b>   | \$0              | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>      | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$1,791          | \$1,920     | \$2,181     | \$1,186     | \$59,094           | \$81,481           |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$147,653</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 102312

**Project Administrator:** PennDOT

**Improvement Type:** Restoration

**Municipality:** South Whitehall (TWP)

**Estimated Construction Bid Date:** 4/23/2026

**Actual Construction Bid Date:**

**Location:** PA 309 from Walbert Avenue to Shankweiler Road  
North and South Whitehall Townships  
Lehigh County

**Title:** PA 309 Resurface

**State Route:** 309

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Project Description:** This project includes safety improvements of PA 309 from Walbert Avenue to Shankweiler Road in North and South Whitehall Townships, Lehigh County. This betterment work involves mill and overlay, concrete patching, shoulder widening, guiderail upgrades and movement markings. These improvements also include the addition of turning lanes, traf signal upgrades, upgraded drainage, structure repair work, a culvert extension, sidewalk and ADA upgrades, and bus stop upgrades. The project will also reconstruct (realign) SR 4003 (Orefield Road) and PA 309 intersection to accommodate truck turning movements and signal replacement.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | NHPP                  | \$0          | \$200       | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$0          | \$200       | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0          | \$200       | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$200</b> |             |             |             |                    |                    |

PennDOT Project Id: 102761

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

Title: LVTS Traffic Review Assistance

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: X5 - Engr to assess effects of actn or alts to the actn

Project Description: This project provides funding for consultant staffing technical review assistance to the traffic unit in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 581                   | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                                 | <b>Federal:</b>       | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$600</b> |             |             |             |                    |                    |

PennDOT Project Id: 102868

Project Administrator: PennDOT

Improvement Type: RR Warning Devices

Municipality:

Estimated Construction Bid Date: 4/1/2026

Actual Construction Bid Date:

Location: Ruppssville Road, Fogelsville  
 DOT # 591-386E  
 Norfolk Southern track  
 Upper Macungie Township, Lehigh County

Title: Ruppssville Road

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: S8 - Railroad/highway crossing warning devices

Project Description: This project involves an upgrade to the railroad safety equipment including the replacement of one mast arm and one cantilever to cover ongoing traffic where Ruppssville Road crosses the track of Norfolk Southern railway in Upper Macungie Township, Lehigh County.

DOT #591-386E

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | RRX                   | \$0          | \$503       | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$0          | \$503       | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0          | \$503       | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$503</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 102870

**Project Administrator:** PennDOT

**Title:** Penn Ave Albutis RRX

**Improvement Type:** RR Warning Devices

**State Route:** 0

**Municipality:** Albutis (BORO)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2028

**Air Quality Exempt Reason:** S8 - Railroad/highway crossing warning devices

**Actual Construction Bid Date:**

**Location:** Penn Ave  
 DOT # 592-384U  
 Norfolk Southern RR crossing  
 Albutis Borough, Lehigh County

**Project Description:** This project involves an upgrade to railroad safety equipment where Penn Avenue crosses Norfolk Southern railway in Albutis Borough, Lehigh County. Specifically, replacement of antiquated equipment with one mast arm and one cantilever to cover ongoing traffic will be done.

DOT #592-384U

| Project Costs(In Thousands)     |                       |              |      |      |       |             |             |
|---------------------------------|-----------------------|--------------|------|------|-------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028 | 2029 | 2030  | 2031 - 2034 | 2035 - 2038 |
| Construction                    | RRX                   | \$0          | \$0  | \$0  | \$282 | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$0          | \$0  | \$0  | \$282 | \$0         | \$0         |
|                                 | <b>State:</b>         | \$0          | \$0  | \$0  | \$0   | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0          | \$0  | \$0  | \$0   | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$0          | \$0  | \$0  | \$282 | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$282</b> |      |      |       |             |             |

**PennDOT Project Id:** 102979

**Project Administrator:** PennDOT

**Title:** Albert Street Allentown RRX

**Improvement Type:** RR Warning Devices

**State Route:** 0

**Municipality:** Allentown (CITY)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2026

**Air Quality Exempt Reason:** S8 - Railroad/highway crossing warning devices

**Actual Construction Bid Date:**

**Location:** Canal Rd  
 DOT # 361-656S  
 RR crossing where Canal Rd crosses the track with Norfolk Southern Railway  
 City of Allentown  
 Lehigh County

**Project Description:** Upgrade the railroad safety equipment where Canal Road crosses the track of Norfolk Southern railway in the City of Allentown, Lehigh County. Replace antiquated equipment with one mast arm and one cantilever to cover ongoing traffic.

| Project Costs(In Thousands)     |                       |              |       |      |      |             |             |
|---------------------------------|-----------------------|--------------|-------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028  | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | RRX                   | \$0          | \$625 | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$0          | \$625 | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>State:</b>         | \$0          | \$0   | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0          | \$0   | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$0          | \$625 | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$625</b> |       |      |      |             |             |

**PennDOT Project Id:** 109237

**Project Administrator:** PennDOT

**Improvement Type:** Replace/Rehab

**Municipality:** Upper Milford (TWP)

**Estimated Construction Bid Date:** 2/11/2027

**Actual Construction Bid Date:**

**Location:** SR 2025 (Powder Valley Rd) over Indian Creek  
Upper Milford Twp  
Lehigh County

**Title:** Powder Valley Road over Indian Creek

**State Route:** 2025

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves the replacement/rehabilitation of the SR 2025 (Powder Valley Road) bridge over Indian Creek in Upper Milford Township, Lehigh County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | BOF                   | \$600          | \$430       | \$0         | \$0         | \$0                | \$0                |
| Utility                         | BOF                   | \$12           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Utility                         | 185                   | \$3            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$612          | \$430       | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$3            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$615          | \$430       | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$1,045</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 110066

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Lynn (TWP)

**Estimated Construction Bid Date:** 7/2/2026

**Actual Construction Bid Date:**

**Location:** SR 143 & SR 2027  
Lehigh County  
SR 512, SR 1002, SR 2027 & SR 4014  
Northampton County

**Title:** Box Culvert Bundle-Round 2

**State Route:** 143

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves box culvert replacements at various locations in Lehigh and Northampton Counties to reduce outstanding priority bridge repair items. The locations are SR 143 and SR 2027 in Lehigh County and SR 1002, SR 1004 and SR 1040 in Northampton County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | 185                   | \$1,500        | \$1,286     | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$1500         | \$1286      | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$1,500        | \$1,286     | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$2,786</b> |             |             |             |                    |                    |

PennDOT Project Id: 110076

Project Administrator: PennDOT

Title: Jordan Creek Brg Replacement

Improvement Type: Replace/Rehab

State Route: 145

Municipality: Allentown (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 11/1/2029

Actual Construction Bid Date:

Location: SR 145 over Jordan Creek, City of Allentown, Lehigh County

Project Description: This project involves the rehabilitation/replacement and widening of the State Route (SR) 145/Jordan Creek bridge and the widening of SR 145 to three lanes in each direction from Fairmont Avenue to Jordan Parkway in Whitehall Township and the City of Allentown, Lehigh County.

| Project Costs(In Thousands) |                                 |                 |             |             |             |                    |                    |
|-----------------------------|---------------------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Final Design                | BRIP                            | \$700           | \$42        | \$0         | \$0         | \$0                | \$0                |
| Final Design                | 185                             | \$175           | \$10        | \$0         | \$0         | \$0                | \$0                |
| Utility                     | BRIP                            | \$0             | \$0         | \$219       | \$0         | \$0                | \$0                |
| Utility                     | 185                             | \$0             | \$0         | \$55        | \$0         | \$0                | \$0                |
| Right of Way                | BRIP                            | \$550           | \$68        | \$0         | \$0         | \$0                | \$0                |
| Right of Way                | 185                             | \$138           | \$17        | \$0         | \$0         | \$0                | \$0                |
| Construction                | BRIP                            | \$0             | \$0         | \$0         | \$4,300     | \$4,704            | \$0                |
| Construction                | 185                             | \$0             | \$0         | \$0         | \$1,075     | \$1,176            | \$0                |
|                             | <b>Federal:</b>                 | \$1250          | \$110       | \$219       | \$4300      | \$4704             | \$0                |
|                             | <b>State:</b>                   | \$313           | \$27        | \$55        | \$1075      | \$1176             | \$0                |
|                             | <b>Local/Other:</b>             | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$1,563         | \$137       | \$274       | \$5,375     | \$5,880            | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$13,229</b> |             |             |             |                    |                    |

PennDOT Project Id: 110173

Project Administrator: PennDOT

Title: SR 309 Coopersburg Adpt Signal Upgrade

Improvement Type: Existing Signal Improvement

State Route: 309

Municipality: Coopersburg (BORO)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/2037

Actual Construction Bid Date:

Location: SR 309, Coopersburg Borough, Lehigh County

Project Description: This project involves adaptive signal upgrades along SR 309 in Coopersburg Borough, Lehigh County.

| Project Costs(In Thousands) |                                 |              |             |             |             |                    |                    |
|-----------------------------|---------------------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering     | CAQ                             | \$0          | \$0         | \$0         | \$0         | \$0                | \$522              |
|                             | <b>Federal:</b>                 | \$0          | \$0         | \$0         | \$0         | \$0                | \$522              |
|                             | <b>State:</b>                   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$0          | \$0         | \$0         | \$0         | \$0                | \$522              |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$522</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 110174

**Project Administrator:** PennDOT

**Improvement Type:** Existing Signal Improvement

**Municipality:** South Whitehall (TWP)

**Title:** Mauch Chunk Rd Signal Upgrade

**State Route:** 1017

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:** 12/4/2025

**Actual Construction Bid Date:** 12/11/2025

**Location:** Mauch Chunk Road (SR 1017)  
South Whitehall Township  
Lehigh County

**Project Description:** Improvements of the existing traffic signal operation at two existing intersections along Mauch Chunk Road in South Whitehall Township, Lehigh County will improve the operation of those intersections and optimize traffic flow along a minor principal arterial. Optimization of traffic signals will yield capacity improvements on intersection approaches, assist queue management, and mitigate congestion in the project area. The congestion reduction will reduce idling times and intersection delay, limiting unnecessary acceleration and deceleration. The project area will also see improved operating speeds and lower vehicle emissions due to these improvements.

| Project Costs(In Thousands)     |                       |             |             |             |             |                    |                    |
|---------------------------------|-----------------------|-------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027        | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | CAQ                   | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$50</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 110183

**Project Administrator:** PennDOT

**Improvement Type:** Safety Improvement

**Municipality:** Upper Milford (TWP)

**Title:** SR 29 - Shimersville Hill Safety Imprv

**State Route:** 29

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:** 3/26/2026

**Actual Construction Bid Date:**

**Location:** SR 29 from Buckeye Road to Route 100  
Upper Milford Township Lehigh County

**Project Description:** This project involves corridor safety improvements on SR 29 (Shimersville Hill) from Buckeye Road to Route 100, including the removal and relocation of fixed objects, the widening of the roadway for left turn lanes, the installation of new signal equipment and signal interconnection between signals at Buckeye Road and Ramer Street, and systematic signing and pavement marking upgrades in Upper Milford Township Lehigh County.

| Project Costs(In Thousands)     |                       |             |             |             |             |                    |                    |
|---------------------------------|-----------------------|-------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027        | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | STP                   | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$50</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 110388

**Project Administrator:** PennDOT

**Improvement Type:** Transportation Study

**Municipality:** Whitehall (TWP)

**Title:** MacArthur Rd Multimodal Study

**State Route:** 145

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** X5 - Engr to assess effects of actn or alts to the actn

**Actual Construction Bid Date:**

**Location:** MacArthur Road (SR 145) from Tilghman Street to Mechanicsville Road, Whitehall Township, Lehigh County

**Project Description:** This is a planning study to identify multimodal corridor transportation and transit options along MacArthur Road from Tilghman Street to Mechanicsville Road in Whitehall Township, Lehigh County. The study will address bus rapid transit needs, vehicular congestion & flow, and pedestrian connectivity & safety.

| Project Costs(In Thousands)     |                       |              |      |      |      |             |             |
|---------------------------------|-----------------------|--------------|------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Study                           | NHPP                  | \$0          | \$0  | \$0  | \$0  | \$203       | \$0         |
| Study                           | 581                   | \$0          | \$0  | \$0  | \$0  | \$51        | \$0         |
|                                 | <b>Federal:</b>       | \$0          | \$0  | \$0  | \$0  | \$203       | \$0         |
|                                 | <b>State:</b>         | \$0          | \$0  | \$0  | \$0  | \$51        | \$0         |
|                                 | <b>Local/Other:</b>   | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$0          | \$0  | \$0  | \$0  | \$254       | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$254</b> |      |      |      |             |             |

**PennDOT Project Id:** 110396

**Project Administrator:** PennDOT

**Improvement Type:** Transportation Study

**Municipality:** Allentown (CITY)

**Title:** Summit Lawn to Amer Pkwy Connectivity Study

**State Route:** 145

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** X5 - Engr to assess effects of actn or alts to the actn

**Actual Construction Bid Date:**

**Location:** Summit Lawn exit of I-78 to the American Parkway, City of Allentown, Lehigh County

**Project Description:** This project is a multimodal corridor study addressing traffic flow, pedestrian accommodations/connectivity/safety, congestion, redevelopment potential, and transit improvement in the City of Allentown, Lehigh County. The project extends along South 3rd Street/Basin Street/South 4th Street/South Pike Ave. from the Summit Lawn/Interstate 78 Interchange to the American Parkway.

| Project Costs(In Thousands)     |                       |              |      |      |      |             |             |
|---------------------------------|-----------------------|--------------|------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Study                           | 581                   | \$0          | \$0  | \$0  | \$0  | \$369       | \$0         |
|                                 | <b>Federal:</b>       | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>State:</b>         | \$0          | \$0  | \$0  | \$0  | \$369       | \$0         |
|                                 | <b>Local/Other:</b>   | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$0          | \$0  | \$0  | \$0  | \$369       | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$369</b> |      |      |      |             |             |

**PennDOT Project Id:** 110398

**Project Administrator:** PennDOT

**Improvement Type:** Lighting

**Municipality:** Bethlehem (CITY)

**Estimated Construction Bid Date:** 4/1/2027

**Actual Construction Bid Date:**

**Location:** SR 378  
City of Bethlehem  
Lehigh County

**Title:** SR 378 Lighting

**State Route:** 378

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S18 - Lighting improvements

**Project Description:** This project involves the lighting of SR 378 from the Hill to Hill Bridge to SR 22, in the City of Bethlehem, Lehigh County.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Utility                     | 581                             | \$82           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                | 581                             | \$1,000        | \$1,060     | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Federal:</b>                 | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$1082         | \$1060      | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$1,082        | \$1,060     | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$2,142</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 114344

**Project Administrator:** PennDOT

**Improvement Type:** Traffic Control Center

**Municipality:** Upper Macungie (TWP)

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** I-78/SR 22/SR 309 including Lehigh & Northampton Counties, Upper Macungie, Lower Macungie, South Whitehall, Whitehall, Hanover, and Bethlehem Townships, and the City of Bethlehem

**Title:** LVTS TOC Operator

**State Route:** 22

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S7 - Traf contl devc & oper assist - nonsignalization

**Project Description:** This project funds an operator working in the Traffic Operations Center in District 5-0. The operator monitors cameras, message boards and radio systems along I-78, State Route 309, and US Route 22 in Lehigh and Northampton Counties.

| Project Costs(In Thousands) |                                 |              |             |             |             |                    |                    |
|-----------------------------|---------------------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                | NHPP                            | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                             | <b>Federal:</b>                 | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                             | <b>State:</b>                   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$600</b> |             |             |             |                    |                    |

PennDOT Project Id: 114345

Project Administrator: PennDOT

Title: LVTS Bridge Preservation & Repair 8

Improvement Type: Bridge Preservation Activities

State Route: 2018

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2027

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Various Bridges  
Lehigh and Northampton Counties  
Consultant design and construction of bridge repairs and preservation

Project Description: This project involves consultant design, construction of bridge repairs and preservation of various bridges in Lehigh and Northampton Counties to reduce outstanding priority bridge repair items.

| Project Costs(In Thousands)     |                       |                |         |         |      |             |             |
|---------------------------------|-----------------------|----------------|---------|---------|------|-------------|-------------|
| Phase                           | Fund                  | 2027           | 2028    | 2029    | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | 185                   | \$2,000        | \$2,000 | \$1,500 | \$0  | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$0            | \$0     | \$0     | \$0  | \$0         | \$0         |
|                                 | <b>State:</b>         | \$2000         | \$2000  | \$1500  | \$0  | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0            | \$0     | \$0     | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$2,000        | \$2,000 | \$1,500 | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$5,500</b> |         |         |      |             |             |

PennDOT Project Id: 117517

Project Administrator: PennDOT

Title: Municipal Bridge Line Item

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Whitehall (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Various Locations  
Lehigh and Northampton Counties

Project Description: Reserve Line Item for Municipal Bridges at Various Locations, in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |                       |                |       |       |       |             |             |
|---------------------------------|-----------------------|----------------|-------|-------|-------|-------------|-------------|
| Phase                           | Fund                  | 2027           | 2028  | 2029  | 2030  | 2031 - 2034 | 2035 - 2038 |
| Construction                    | LOC                   | \$0            | \$250 | \$250 | \$250 | \$750       | \$0         |
| Construction                    | 183                   | \$0            | \$0   | \$0   | \$0   | \$68        | \$0         |
|                                 | <b>Federal:</b>       | \$0            | \$0   | \$0   | \$0   | \$0         | \$0         |
|                                 | <b>State:</b>         | \$0            | \$0   | \$0   | \$0   | \$68        | \$0         |
|                                 | <b>Local/Other:</b>   | \$0            | \$250 | \$250 | \$250 | \$750       | \$0         |
|                                 | <b>Period Totals:</b> | \$0            | \$250 | \$250 | \$250 | \$818       | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$1,568</b> |       |       |       |             |             |

**PennDOT Project Id:** 117522

**Project Administrator:** PennDOT

**Title:** In House Geo Tech Assistance

**Improvement Type:** Miscellaneous

**State Route:** 4009

**Municipality:** Lowhill (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** X1 - Actvty not leading to constr. (plan & tech study)

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** In House Geo Tech Assistance with retaining walls, noise wall, slopes, sink holes and geohazards, etc..  
Various Locations  
Lehigh and Northampton Counties  
Includes retaining walls, noise wall, slopes, sink holes and geo hazards.

| Project Costs(In Thousands) |                                 |              |             |             |             |                    |                    |
|-----------------------------|---------------------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering     | 581                             | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                             | <b>Federal:</b>                 | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                             | <b>Local/Other:</b>             | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$50         | \$50        | \$50        | \$50        | \$200              | \$200              |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$600</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 117610

**Project Administrator:** PennDOT

**Title:** SR 22 / Fullerton Interchange

**Improvement Type:** Interchange Improvement

**State Route:** 22

**Municipality:** Whitehall (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2030

**Air Quality Exempt Reason:** R3 - Interchange reconfiguration projects

**Actual Construction Bid Date:**

**Location:** SR 22/Fullerton Interchange  
Whitehall Township  
Lehigh County

**Project Description:** This project involves interchange improvements at the SR 22/Fullerton Interchange in Whitehall Township, Lehigh County.

| Project Costs(In Thousands) |                                 |                 |             |             |             |                    |                    |
|-----------------------------|---------------------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Utility                     | NHPP                            | \$0             | \$0         | \$0         | \$675       | \$0                | \$0                |
| Utility                     | 581                             | \$0             | \$0         | \$0         | \$169       | \$0                | \$0                |
| Right of Way                | NHPP                            | \$0             | \$1,500     | \$1,895     | \$0         | \$0                | \$0                |
| Right of Way                | 581                             | \$0             | \$375       | \$474       | \$0         | \$0                | \$0                |
| Construction                | NHPP                            | \$0             | \$0         | \$0         | \$2,500     | \$10,000           | \$0                |
| Construction                | STU                             | \$0             | \$0         | \$0         | \$1,000     | \$15,313           | \$0                |
| Construction                | 581                             | \$0             | \$0         | \$0         | \$875       | \$6,328            | \$0                |
| Final Design                | NHPP                            | \$3,000         | \$1,120     | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Federal:</b>                 | \$3000          | \$2620      | \$1895      | \$4175      | \$25313            | \$0                |
|                             | <b>State:</b>                   | \$0             | \$375       | \$474       | \$1044      | \$6328             | \$0                |
|                             | <b>Local/Other:</b>             | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$3,000         | \$2,995     | \$2,369     | \$5,219     | \$31,641           | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$45,224</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 118070

**Project Administrator:** PennDOT

**Title:** Riverside Drive RAISE Grant

**Improvement Type:** New Roadway

**State Route:** 0

**Municipality:** Whitehall (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:** 8/12/2027

**Actual Construction Bid Date:**

**Location:** Hamilton Street, City of Allentown to Wood Street, Whitehall Township  
Lehigh County

**Project Description:** The project will convert approximately 2 miles of an abandoned railroad bed along the west side of the Lehigh River in Whitehall Township and the City of Allentown, Lehigh County, from Lehigh Avenue to Furnace Street to a complete two-lane street with an adjacent multi-use path. The multi-use path will continue north to connect to the existing Delaware and Lehigh (D&L) Trail just north of Race Street. The project will also convert another 450 feet of an abandoned railroad bed between Hamilton Street and Union Street within the City of Allentown to complete the southern terminus of Riverside Drive.

Proposed Riverside Drive will vary in width from 24 feet to 36 feet, providing one lane in each direction (north/south) and allowing for turn lanes where warranted. The proposed speed limit will be 25 MPH. The multi-use path will be 10 feet wide and located between Riverside Drive and the Lehigh River. The Right-of-Way will be variable in width, with most of the required Right-of-Way falling within the boundaries of the former RJ Corman Railroad parcels, which will be donated to the City of Allentown, Whitehall Township, and Lehigh County by a private entity. The new roadway will be owned by the City of Allentown and Whitehall Township within their respective municipal boundaries, while the multi-use path will be owned by Lehigh County within Whitehall Township and by the City of Allentown within its limits. The area type is urban.

The project includes \$19.34 million matching funds provided as a real property donation.

| Project Costs(In Thousands)     |       |                 |         |      |      |             |             |
|---------------------------------|-------|-----------------|---------|------|------|-------------|-------------|
| Phase                           | Fund  | 2027            | 2028    | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | CRP   | \$0             | \$174   | \$0  | \$0  | \$0         | \$0         |
| Construction                    | CRPU  | \$0             | \$1,626 | \$0  | \$0  | \$0         | \$0         |
| Construction                    | RAISE | \$16,841        | \$0     | \$0  | \$0  | \$0         | \$0         |
| <b>Federal:</b>                 |       | \$16841         | \$1800  | \$0  | \$0  | \$0         | \$0         |
| <b>State:</b>                   |       | \$0             | \$0     | \$0  | \$0  | \$0         | \$0         |
| <b>Local/Other:</b>             |       | \$0             | \$0     | \$0  | \$0  | \$0         | \$0         |
| <b>Period Totals:</b>           |       | \$16,841        | \$1,800 | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |       | <b>\$18,641</b> |         |      |      |             |             |

**PennDOT Project Id:** 118870

**Project Administrator:** PennDOT

**Title:** South Albert Street over Lehigh Canal Replacement

**Improvement Type:** Bridge Replacement

**State Route:** 7301

**Municipality:**

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2031

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** South Albert Street over Lehigh Canal  
City of Allentown  
Lehigh County

**Project Description:** This project involves the replacement/rehabilitation of the South Albert Street bridge over Lehigh Canal in the City of Allentown, Lehigh County

| Project Costs(In Thousands)     |      |                |       |       |      |             |             |
|---------------------------------|------|----------------|-------|-------|------|-------------|-------------|
| Phase                           | Fund | 2027           | 2028  | 2029  | 2030 | 2031 - 2034 | 2035 - 2038 |
| Preliminary Engineering         | BOF  | \$100          | \$209 | \$0   | \$0  | \$0         | \$0         |
| Final Design                    | BOF  | \$0            | \$0   | \$150 | \$69 | \$0         | \$0         |
| Utility                         | BOF  | \$0            | \$0   | \$0   | \$0  | \$29        | \$0         |
| Right of Way                    | BOF  | \$0            | \$0   | \$55  | \$0  | \$0         | \$0         |
| Construction                    | BOF  | \$0            | \$0   | \$0   | \$0  | \$1,507     | \$0         |
| <b>Federal:</b>                 |      | \$100          | \$209 | \$205 | \$69 | \$1536      | \$0         |
| <b>State:</b>                   |      | \$0            | \$0   | \$0   | \$0  | \$0         | \$0         |
| <b>Local/Other:</b>             |      | \$0            | \$0   | \$0   | \$0  | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$100          | \$209 | \$205 | \$69 | \$1,536     | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$2,119</b> |       |       |      |             |             |

**PennDOT Project Id:** 118880

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Lynn (TWP)

**Title:** Springhouse Rd o/ Ontelaunee Creek Bridge Replace

**State Route:** 7206

**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:** 4/1/2030

**Actual Construction Bid Date:**

**Location:** Springhouse Road over Ontelaunee Creek  
Lynn Township  
Lehigh County

**Project Description:** This project involves the replacement/rehabilitation of the Springhouse Road bridge over Ontelaunee Creek in Lynn Township, Lehigh County.

| Project Costs(In Thousands)     |      |                |       |       |       |             |             |
|---------------------------------|------|----------------|-------|-------|-------|-------------|-------------|
| Phase                           | Fund | 2027           | 2028  | 2029  | 2030  | 2031 - 2034 | 2035 - 2038 |
| Preliminary Engineering         | BOF  | \$0            | \$250 | \$68  | \$0   | \$0         | \$0         |
| Final Design                    | BOF  | \$0            | \$0   | \$219 | \$0   | \$0         | \$0         |
| Utility                         | BOF  | \$0            | \$0   | \$0   | \$39  | \$0         | \$0         |
| Right of Way                    | BOF  | \$0            | \$0   | \$27  | \$0   | \$0         | \$0         |
| Construction                    | BOF  | \$0            | \$0   | \$0   | \$732 | \$0         | \$0         |
| <b>Federal:</b>                 |      | \$0            | \$250 | \$314 | \$771 | \$0         | \$0         |
| <b>State:</b>                   |      | \$0            | \$0   | \$0   | \$0   | \$0         | \$0         |
| <b>Local/Other:</b>             |      | \$0            | \$0   | \$0   | \$0   | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$0            | \$250 | \$314 | \$771 | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$1,335</b> |       |       |       |             |             |

**PennDOT Project Id:** 119690

**Project Administrator:** PennDOT

**Improvement Type:** Widen

**Municipality:**

**Title:** SR 22 Widening - Lehigh River Bridge to Airport Rd

**State Route:** 22

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:** 4/1/2033

**Actual Construction Bid Date:**

**Location:** Lehigh River Bridge to Airport Road  
Hanover and Whitehall Townships, Lehigh County

**Project Description:** This project involves the widening of SR 22 from 4 lanes to 6 lanes Lehigh River Bridge to the westbound on ramp and eastbound off ramp at the Airport Road interchange in Hanover and Whitehall Townships, Lehigh County.

| Project Costs(In Thousands)     |      |                 |      |      |         |             |             |
|---------------------------------|------|-----------------|------|------|---------|-------------|-------------|
| Phase                           | Fund | 2027            | 2028 | 2029 | 2030    | 2031 - 2034 | 2035 - 2038 |
| Final Design                    | NHPP | \$0             | \$0  | \$0  | \$0     | \$2,040     | \$0         |
| Final Design                    | 581  | \$0             | \$0  | \$0  | \$0     | \$510       | \$0         |
| Utility                         | STP  | \$0             | \$0  | \$0  | \$0     | \$271       | \$0         |
| Utility                         | 581  | \$0             | \$0  | \$0  | \$0     | \$68        | \$0         |
| Right of Way                    | NHPP | \$0             | \$0  | \$0  | \$0     | \$1,391     | \$0         |
| Right of Way                    | 581  | \$0             | \$0  | \$0  | \$0     | \$348       | \$0         |
| Construction                    | NHPP | \$0             | \$0  | \$0  | \$0     | \$16,000    | \$0         |
| Construction                    | STP  | \$0             | \$0  | \$0  | \$0     | \$10,000    | \$0         |
| Construction                    | STU  | \$0             | \$0  | \$0  | \$0     | \$0         | \$1,550     |
| Construction                    | 581  | \$0             | \$0  | \$0  | \$0     | \$6,500     | \$387       |
| Preliminary Engineering         | 581  | \$0             | \$0  | \$0  | \$1,500 | \$751       | \$0         |
| <b>Federal:</b>                 |      | \$0             | \$0  | \$0  | \$0     | \$29702     | \$1550      |
| <b>State:</b>                   |      | \$0             | \$0  | \$0  | \$1500  | \$8177      | \$387       |
| <b>Local/Other:</b>             |      | \$0             | \$0  | \$0  | \$0     | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$0             | \$0  | \$0  | \$1,500 | \$37,879    | \$1,937     |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$41,316</b> |      |      |         |             |             |

**PennDOT Project Id:** 119933

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:**

**Estimated Construction Bid Date:** 7/29/2027

**Actual Construction Bid Date:**

**Location:** Fish Hatchery Road (SR 2010) over Little Lehigh Creek  
City of Allentown, Lehigh County

**Project Description:** This project involves the bridge rehabilitation via superstructure replacement of Fish Hatchery Road (SR 2010) over Little Lehigh Creek in the City of Allentown, Lehigh County

**Title:** Fish Hatchery Road over Little Lehigh Creek

**State Route:** 2010

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

| Project Costs(In Thousands)     |      |                |       |         |      |             |             |
|---------------------------------|------|----------------|-------|---------|------|-------------|-------------|
| Phase                           | Fund | 2027           | 2028  | 2029    | 2030 | 2031 - 2034 | 2035 - 2038 |
| Final Design                    | BOF  | \$174          | \$0   | \$0     | \$0  | \$0         | \$0         |
| Final Design                    | 185  | \$44           | \$0   | \$0     | \$0  | \$0         | \$0         |
| Utility                         | BOF  | \$41           | \$0   | \$0     | \$0  | \$0         | \$0         |
| Utility                         | 185  | \$10           | \$0   | \$0     | \$0  | \$0         | \$0         |
| Construction                    | BOF  | \$0            | \$600 | \$1,097 | \$0  | \$0         | \$0         |
| Construction                    | 185  | \$0            | \$150 | \$274   | \$0  | \$0         | \$0         |
| <b>Federal:</b>                 |      | \$215          | \$600 | \$1097  | \$0  | \$0         | \$0         |
| <b>State:</b>                   |      | \$54           | \$150 | \$274   | \$0  | \$0         | \$0         |
| <b>Local/Other:</b>             |      | \$0            | \$0   | \$0     | \$0  | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$269          | \$750 | \$1,371 | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$2,390</b> |       |         |      |             |             |

**PennDOT Project Id:** 119936

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Lower Milford (TWP)

**Estimated Construction Bid Date:** 4/22/2027

**Actual Construction Bid Date:**

**Location:** Limeport Pike (SR 2029) over Hosensack Creek  
Lower Milford Township, Lehigh County

**Project Description:** This project involves the replacement of the structure that carries Limeport Pike (SR 2029) over the Hosensack Creek in Lower Milford Township, Lehigh County.

**Title:** Limeport Pike over Hosensack Creek

**State Route:** 2029

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

| Project Costs(In Thousands)     |      |                |       |      |      |             |             |
|---------------------------------|------|----------------|-------|------|------|-------------|-------------|
| Phase                           | Fund | 2027           | 2028  | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Utility                         | BOF  | \$16           | \$0   | \$0  | \$0  | \$0         | \$0         |
| Utility                         | 185  | \$4            | \$0   | \$0  | \$0  | \$0         | \$0         |
| Construction                    | BOF  | \$850          | \$283 | \$0  | \$0  | \$0         | \$0         |
| Construction                    | 185  | \$213          | \$71  | \$0  | \$0  | \$0         | \$0         |
| <b>Federal:</b>                 |      | \$866          | \$283 | \$0  | \$0  | \$0         | \$0         |
| <b>State:</b>                   |      | \$217          | \$71  | \$0  | \$0  | \$0         | \$0         |
| <b>Local/Other:</b>             |      | \$0            | \$0   | \$0  | \$0  | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$1,083        | \$354 | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$1,437</b> |       |      |      |             |             |

**PennDOT Project Id:** 120953

**Project Administrator:** PennDOT

**Title:** LVTS Bridge Preservation & Repair 10

**Improvement Type:** Bridge Preservation Activities

**State Route:** 100

**Municipality:** Lowhill (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Various Municipalities  
Lehigh and Northampton Counties

**Project Description:** This project involves preventative maintenance of various structures in various municipalities in Lehigh and Northampton Counties.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering     | 581                             | \$0            | \$0         | \$600       | \$400       | \$0                | \$0                |
| Construction                | 581                             | \$0            | \$0         | \$0         | \$0         | \$5,000            | \$0                |
|                             | <b>Federal:</b>                 | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$0            | \$0         | \$600       | \$400       | \$5000             | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$0            | \$0         | \$600       | \$400       | \$5,000            | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$6,000</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 120955

**Project Administrator:** PennDOT

**Title:** LVTS Box Culvert Bundle 3

**Improvement Type:** Bridge Replacement

**State Route:** 873

**Municipality:** Washington (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2029

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This project involves box culvert replacements at various locations in Lehigh and Northampton Counties.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Final Design                | 185                             | \$0            | \$1,400     | \$191       | \$0         | \$0                | \$0                |
| Utility                     | 185                             | \$0            | \$0         | \$290       | \$0         | \$0                | \$0                |
| Right of Way                | 185                             | \$0            | \$0         | \$300       | \$0         | \$0                | \$0                |
| Construction                | 185                             | \$0            | \$0         | \$1,900     | \$2,198     | \$0                | \$0                |
|                             | <b>Federal:</b>                 | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$0            | \$1400      | \$2681      | \$2198      | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$0            | \$1,400     | \$2,681     | \$2,198     | \$0                | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$6,279</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123375

**Project Administrator:** PennDOT

**Improvement Type:** Lighting

**Municipality:** Allentown (CITY)

**Estimated Construction Bid Date:** 12/3/2026

**Actual Construction Bid Date:**

**Location:** Various Location  
City of Allentown  
Lehigh County

**Title:** Allentown LED Streetlight Conversion

**State Route:** 0

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S3 - Safer non-Federal-aid system roads

**Project Description:** This project involves upgrades to 210 pedestrian lighting infrastructure locations to high-efficiency LED technology across the City of Allentown, Lehigh County.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | CRP                   | \$219        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$219        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$219        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$219</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123418

**Project Administrator:** PennDOT

**Improvement Type:** Resurface

**Municipality:** Coplay (BORO)

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Various Locations  
Coplay Borough  
Lehigh County

**Title:** Coplay Multimodal Street Improvements

**State Route:** 0

**Air Quality Status:** AQ Conformity Does Not Apply

**Project Description:** This project involved roadway resurface of five sections of roadway in Coplay Borough, Lehigh County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | LOC                   | \$301          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                    | 411                   | \$1,000        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$1000         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$301          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$1,301        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$1,301</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123450

**Project Administrator:** PennDOT

**Title:** LVTS All Weather Pavement Markers 2027

**Improvement Type:** Safety Improvement

**State Route:** 22

**Municipality:** Whitehall (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2027

**Air Quality Exempt Reason:** S11 - Pavement marking demonstration

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This project involves the installation of All Weather Pavement Markings at Various Locations, in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |                       |                |      |       |      |             |             |
|---------------------------------|-----------------------|----------------|------|-------|------|-------------|-------------|
| Phase                           | Fund                  | 2027           | 2028 | 2029  | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | STP                   | \$400          | \$0  | \$400 | \$0  | \$800       | \$800       |
|                                 | <b>Federal:</b>       | \$400          | \$0  | \$400 | \$0  | \$800       | \$800       |
|                                 | <b>State:</b>         | \$0            | \$0  | \$0   | \$0  | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0            | \$0  | \$0   | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$400          | \$0  | \$400 | \$0  | \$800       | \$800       |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$2,400</b> |      |       |      |             |             |

**PennDOT Project Id:** 123451

**Project Administrator:** PennDOT

**Title:** BPN-4 Guide Rail Upgrades 2027/2028

**Improvement Type:** Guiderail Improvement

**State Route:** 2053

**Municipality:** Upper Saucon (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2027

**Air Quality Exempt Reason:** S9 - Guardrails, median barriers, crash cushions

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This is funding set aside to address BPN-4 Guide Rail Upgrades at Various Locations, in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |                       |              |      |      |      |             |             |
|---------------------------------|-----------------------|--------------|------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | 581                   | \$50         | \$50 | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>State:</b>         | \$50         | \$50 | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$50         | \$50 | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$100</b> |      |      |      |             |             |

**PennDOT Project Id:** 123452

**Project Administrator:** PennDOT

**Title:** LVTS High Friction Surface - 2027

**Improvement Type:** Safety Improvement

**State Route:** 863

**Municipality:** Weisenberg (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2027

**Air Quality Exempt Reason:** S6 - Safety improvement program

**Actual Construction Bid Date:**

**Location:** Various  
Lehigh and Northampton Counties

**Project Description:** This project involves installation of high friction surface at various location within Lehigh and Northampton Counties.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                | HSIP                            | \$440          | \$0         | \$440       | \$0         | \$880              | \$880              |
|                             | <b>Federal:</b>                 | \$440          | \$0         | \$440       | \$0         | \$880              | \$880              |
|                             | <b>State:</b>                   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$440          | \$0         | \$440       | \$0         | \$880              | \$880              |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$2,640</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123473

**Project Administrator:** PennDOT

**Title:** American Parkway Safety Improvements

**Improvement Type:** Safety Improvement

**State Route:** 1015

**Municipality:** Allentown (CITY)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2028

**Air Quality Exempt Reason:** S6 - Safety improvement program

**Actual Construction Bid Date:**

**Location:** American Parkway  
City of Allentown  
Lehigh County

**Project Description:** This project involves safety improvements along American Parkway in the City of Allentown, Lehigh County.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering     | HSIP                            | \$300          | \$215       | \$0         | \$0         | \$0                | \$0                |
| Utility                     | HSIP                            | \$0            | \$212       | \$0         | \$0         | \$0                | \$0                |
| Right of Way                | HSIP                            | \$0            | \$318       | \$0         | \$0         | \$0                | \$0                |
| Construction                | HSIP                            | \$0            | \$3,350     | \$628       | \$0         | \$0                | \$0                |
|                             | <b>Federal:</b>                 | \$300          | \$4095      | \$628       | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$300          | \$4,095     | \$628       | \$0         | \$0                | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$5,023</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123478

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Preservation Activities

**Municipality:** Upper Macungie (TWP)

**Estimated Construction Bid Date:** 4/1/2033

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This project involves bridge preservation of various bridges in Lehigh and Northampton Counties.

**Title:** LVTS Bridge Preservation & Repairs #11

**State Route:** 100

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 185                   | \$0            | \$0         | \$0         | \$0         | \$1,200            | \$0                |
| Construction                    | 185                   | \$0            | \$0         | \$0         | \$0         | \$6,000            | \$0                |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0            | \$0         | \$0         | \$0         | \$7200             | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0            | \$0         | \$0         | \$0         | \$7,200            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$7,200</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123481

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Preservation Activities

**Municipality:** Lowhill (TWP)

**Estimated Construction Bid Date:** 4/1/2031

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This project involves bridge overlays at various locations in Lehigh and Northampton Counties.

**Title:** LVTS Bridge Overlay Bundle #4

**State Route:** 4027

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 581                   | \$0            | \$0         | \$0         | \$550       | \$0                | \$0                |
| Construction                    | 185                   | \$0            | \$0         | \$0         | \$0         | \$3,500            | \$0                |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0            | \$0         | \$0         | \$550       | \$3500             | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0            | \$0         | \$0         | \$550       | \$3,500            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$4,050</b> |             |             |             |                    |                    |

PennDOT Project Id: 123483

Project Administrator: PennDOT

Title: LVTS Bridge Overlay Bundle #5

Improvement Type: Bridge Preservation Activities

State Route: 1019

Municipality: South Whitehall (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2034

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Various Locations  
Lehigh and Northampton Counties

Project Description: This project involves bridge overlay at various locations in Lehigh and Northampton Counties.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering     | 581                             | \$0            | \$0         | \$0         | \$0         | \$600              | \$0                |
| Construction                | 581                             | \$0            | \$0         | \$0         | \$0         | \$2,500            | \$1,250            |
|                             | <b>Federal:</b>                 | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$0            | \$0         | \$0         | \$0         | \$3100             | \$1250             |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$0            | \$0         | \$0         | \$0         | \$3,100            | \$1,250            |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$4,350</b> |             |             |             |                    |                    |

PennDOT Project Id: 123484

Project Administrator: PennDOT

Title: Box Culvert Bundle #4

Improvement Type: Bridge Replacement

State Route: 143

Municipality: Lynn (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2030

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Various Locations  
Lehigh and Northampton Counties

Project Description: This project involves box culvert replacements at various locations in Lehigh and Northampton Counties.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                | STP                             | \$0            | \$0         | \$0         | \$2,350     | \$2,152            | \$0                |
| Construction                | 581                             | \$0            | \$0         | \$0         | \$588       | \$538              | \$0                |
|                             | <b>Federal:</b>                 | \$0            | \$0         | \$0         | \$2350      | \$2152             | \$0                |
|                             | <b>State:</b>                   | \$0            | \$0         | \$0         | \$588       | \$538              | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$0            | \$0         | \$0         | \$2,938     | \$2,690            | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$5,628</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123487

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Lower Macungie (TWP)

**Title:** Box Culvert Bundle #6

**State Route:** 2021

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2037

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This project involves box culvert replacements in various locations in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |      |                 |             |             |             |                    |                    |
|---------------------------------|------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 185  | \$0             | \$0         | \$0         | \$0         | \$2,388            | \$0                |
| Final Design                    | 185  | \$0             | \$0         | \$0         | \$0         | \$1,500            | \$1,034            |
| Utility                         | 185  | \$0             | \$0         | \$0         | \$0         | \$0                | \$346              |
| Right of Way                    | 185  | \$0             | \$0         | \$0         | \$0         | \$0                | \$359              |
| Construction                    | 185  | \$0             | \$0         | \$0         | \$0         | \$0                | \$5,872            |
| <b>Federal:</b>                 |      | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>State:</b>                   |      | \$0             | \$0         | \$0         | \$0         | \$3888             | \$7611             |
| <b>Local/Other:</b>             |      | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$0             | \$0         | \$0         | \$0         | \$3,888            | \$7,611            |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$11,499</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123493

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Preservation Activities

**Municipality:**

**Title:** LVTS Municipal Bridge Bundle

**State Route:** 7301

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2030

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This project involves bridge preservation of municipal owned bridges at various locations in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 183  | \$0            | \$1,000     | \$804       | \$0         | \$0                | \$0                |
| Utility                         | 183  | \$0            | \$0         | \$0         | \$141       | \$0                | \$0                |
| Right of Way                    | 183  | \$0            | \$0         | \$196       | \$77        | \$0                | \$0                |
| Construction                    | 183  | \$0            | \$0         | \$0         | \$783       | \$2,932            | \$0                |
| <b>Federal:</b>                 |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>State:</b>                   |      | \$0            | \$1000      | \$1000      | \$1001      | \$2932             | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$0            | \$1,000     | \$1,000     | \$1,001     | \$2,932            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$5,933</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123497

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Lower Macungie (TWP)

**Estimated Construction Bid Date:** 4/1/2031

**Actual Construction Bid Date:**

**Location:** Hill Top Road over Little Lehigh Creek  
Lower Macungie Township  
Lehigh County

**Title:** Hill Top Road over Little Lehigh Creek

**State Route:** 3004

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involved the rehabilitation or replacement of the bridge carrying Hill Top Road over Little Lehigh Creek in Lower Macungie Township, Lehigh County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | BOF  | \$200          | \$171       | \$0         | \$0         | \$0                | \$0                |
| Preliminary Engineering         | 185  | \$50           | \$43        | \$0         | \$0         | \$0                | \$0                |
| Final Design                    | BOF  | \$0            | \$0         | \$250       | \$110       | \$0                | \$0                |
| Final Design                    | 185  | \$0            | \$0         | \$63        | \$28        | \$0                | \$0                |
| Utility                         | BOF  | \$0            | \$0         | \$0         | \$0         | \$23               | \$0                |
| Utility                         | 185  | \$0            | \$0         | \$0         | \$0         | \$6                | \$0                |
| Right of Way                    | BOF  | \$0            | \$0         | \$10        | \$11        | \$0                | \$0                |
| Right of Way                    | 185  | \$0            | \$0         | \$3         | \$3         | \$0                | \$0                |
| Construction                    | BOF  | \$0            | \$0         | \$0         | \$0         | \$1,623            | \$0                |
| Construction                    | 581  | \$0            | \$0         | \$0         | \$0         | \$406              | \$0                |
| <b>Federal:</b>                 |      | \$200          | \$171       | \$260       | \$121       | \$1646             | \$0                |
| <b>State:</b>                   |      | \$50           | \$43        | \$66        | \$31        | \$412              | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$250          | \$214       | \$326       | \$152       | \$2,058            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$3,000</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123499

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Lower Macungie (TWP)

**Estimated Construction Bid Date:** 4/1/2033

**Actual Construction Bid Date:**

**Location:** Brookside Road over Little Lehigh Creek  
Lower Macungie Township  
Lehigh County

**Title:** Brookside Road over Little Lehigh Creek

**State Route:** 2017

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involved the rehabilitation or replacement of the bridge carrying Brookside Road over Little Lehigh Creek in Lower Macungie Township, Lehigh County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 581  | \$0            | \$0         | \$0         | \$250       | \$200              | \$0                |
| Final Design                    | 581  | \$0            | \$0         | \$0         | \$0         | \$348              | \$0                |
| Utility                         | 581  | \$0            | \$0         | \$0         | \$0         | \$58               | \$0                |
| Right of Way                    | 581  | \$0            | \$0         | \$0         | \$0         | \$29               | \$0                |
| Construction                    | STU  | \$0            | \$0         | \$0         | \$0         | \$1,968            | \$0                |
| Construction                    | 581  | \$0            | \$0         | \$0         | \$0         | \$492              | \$0                |
| <b>Federal:</b>                 |      | \$0            | \$0         | \$0         | \$0         | \$1968             | \$0                |
| <b>State:</b>                   |      | \$0            | \$0         | \$0         | \$250       | \$1127             | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$0            | \$0         | \$0         | \$250       | \$3,095            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$3,345</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123500

**Project Administrator:** PennDOT

**Title:** 8th Avenue over NS Railroad

**Improvement Type:** Bridge Rehabilitation

**State Route:** 1011

**Municipality:** Bethlehem (CITY)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2036

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** 8th Avenue over Norfolk Southern Railroad  
City of Bethlehem  
Lehigh and Northampton Counties

**Project Description:** This project involves the rehabilitation or replacement of the bridge carrying 8th Avenue over Norfolk Southern Railroad in the City of Bethlehem, Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | BRIP | \$0            | \$0         | \$0         | \$0         | \$443              | \$0                |
| Preliminary Engineering         | 581  | \$0            | \$0         | \$0         | \$0         | \$111              | \$0                |
| Final Design                    | BRIP | \$0            | \$0         | \$0         | \$0         | \$0                | \$365              |
| Final Design                    | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$91               |
| Utility                         | BRIP | \$0            | \$0         | \$0         | \$0         | \$0                | \$78               |
| Utility                         | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$20               |
| Right of Way                    | BRIP | \$0            | \$0         | \$0         | \$0         | \$0                | \$78               |
| Right of Way                    | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$20               |
| Construction                    | BRIP | \$0            | \$0         | \$0         | \$0         | \$0                | \$2,088            |
| Construction                    | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$522              |
| <b>Federal:</b>                 |      | \$0            | \$0         | \$0         | \$0         | \$443              | \$2609             |
| <b>State:</b>                   |      | \$0            | \$0         | \$0         | \$0         | \$111              | \$653              |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
| <b>Period Totals:</b>           |      | \$0            | \$0         | \$0         | \$0         | \$554              | \$3,262            |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$3,816</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123501

**Project Administrator:** PennDOT

**Title:** Holbens Valley Road over Switzer Creek

**Improvement Type:** Bridge Rehabilitation

**State Route:** 4040

**Municipality:** Lynn (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2036

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Holbens Valley Road over Switzer Creek  
Lynn Township  
Lehigh County

**Project Description:** This project involves the rehabilitation or replacement of the bridge carrying Holbens Valley Road over Switzer Creek in Lynn Township, Lehigh County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | BOF  | \$0            | \$0         | \$0         | \$0         | \$394              | \$0                |
| Preliminary Engineering         | 581  | \$0            | \$0         | \$0         | \$0         | \$98               | \$0                |
| Final Design                    | BOF  | \$0            | \$0         | \$0         | \$0         | \$0                | \$313              |
| Final Design                    | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$78               |
| Utility                         | BOF  | \$0            | \$0         | \$0         | \$0         | \$0                | \$52               |
| Utility                         | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$13               |
| Right of Way                    | BOF  | \$0            | \$0         | \$0         | \$0         | \$0                | \$26               |
| Right of Way                    | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$7                |
| Construction                    | BOF  | \$0            | \$0         | \$0         | \$0         | \$0                | \$1,566            |
| Construction                    | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$391              |
| <b>Federal:</b>                 |      | \$0            | \$0         | \$0         | \$0         | \$394              | \$1957             |
| <b>State:</b>                   |      | \$0            | \$0         | \$0         | \$0         | \$98               | \$489              |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
| <b>Period Totals:</b>           |      | \$0            | \$0         | \$0         | \$0         | \$492              | \$2,446            |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$2,938</b> |             |             |             |                    |                    |

PennDOT Project Id: 123502

Project Administrator: PennDOT

Title: Hamilton Blvd over Breinig Run

Improvement Type: Bridge Rehabilitation

State Route: 222

Municipality: Upper Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2038

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Hamilton Blvd over Breinig Run  
Upper Macungie Township  
Lehigh County

Project Description: This project involved the rehabilitation or replacement of the bridge carrying Hamilton Boulevard over Breinig Run in Upper Macungie Township, Lehigh County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | STP  | \$0            | \$0         | \$0         | \$0         | \$0                | \$470              |
| Preliminary Engineering         | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$117              |
| Final Design                    | NHPP | \$0            | \$0         | \$0         | \$0         | \$0                | \$365              |
| Final Design                    | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$91               |
| Utility                         | NHPP | \$0            | \$0         | \$0         | \$0         | \$0                | \$78               |
| Utility                         | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$20               |
| Right of Way                    | NHPP | \$0            | \$0         | \$0         | \$0         | \$0                | \$78               |
| Right of Way                    | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$20               |
| Construction                    | NHPP | \$0            | \$0         | \$0         | \$0         | \$0                | \$2,088            |
| Construction                    | 581  | \$0            | \$0         | \$0         | \$0         | \$0                | \$522              |
| <b>Federal:</b>                 |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$3079             |
| <b>State:</b>                   |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$770              |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$3,849            |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$3,849</b> |             |             |             |                    |                    |

**Northampton**

PennDOT Project Id: 12106

Project Administrator: PENNDOT

Title: Church Road over Trib to Little Bushkill Creek

Improvement Type: Bridge Replacement

State Route: 1016

Municipality: Plainfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/10/2027

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Church Road (SR 1016) over Trib to Little Bushkill Creek  
Plainfield Township, Northampton County

Project Description: This project involves the replacement of the structure that carries Church Road (SR 1016) over the Tributary to the Little Bushkill Creek in Plainfield Township, Northampton County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Final Design                    | BOF  | \$139          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Final Design                    | 185  | \$35           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                    | BOF  | \$1,200        | \$860       | \$0         | \$0         | \$0                | \$0                |
| Construction                    | 185  | \$300          | \$215       | \$0         | \$0         | \$0                | \$0                |
| Utility                         | BOF  | \$41           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Utility                         | 185  | \$10           | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Federal:</b>                 |      | \$1380         | \$860       | \$0         | \$0         | \$0                | \$0                |
| <b>State:</b>                   |      | \$345          | \$215       | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$1,725        | \$1,075     | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$2,800</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 85931

**Project Administrator:** PennDOT

**Title:** S. Main Street o/Martins Creek, Bangor

**Improvement Type:** Bridge Rehabilitation

**State Route:** 1015

**Municipality:** Bangor (BORO)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2030

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** SR 1015 over Martins Creek  
Bangor Borough  
Northampton County

**Project Description:** This project involved the bridge rehabilitation or replacement of SR 1015 over Martins Creek in Bangor Borough, Northampton County.

| Project Costs(In Thousands)     |                       |                |      |       |       |             |             |
|---------------------------------|-----------------------|----------------|------|-------|-------|-------------|-------------|
| Phase                           | Fund                  | 2027           | 2028 | 2029  | 2030  | 2031 - 2034 | 2035 - 2038 |
| Preliminary Engineering         | STP                   | \$290          | \$44 | \$0   | \$0   | \$0         | \$0         |
| Preliminary Engineering         | 581                   | \$73           | \$11 | \$0   | \$0   | \$0         | \$0         |
| Final Design                    | STP                   | \$0            | \$0  | \$175 | \$262 | \$0         | \$0         |
| Final Design                    | 185                   | \$0            | \$0  | \$44  | \$66  | \$0         | \$0         |
| Utility                         | STP                   | \$0            | \$0  | \$0   | \$0   | \$32        | \$0         |
| Utility                         | 581                   | \$0            | \$0  | \$0   | \$0   | \$8         | \$0         |
| Right of Way                    | STP                   | \$0            | \$0  | \$87  | \$0   | \$0         | \$0         |
| Right of Way                    | 185                   | \$0            | \$0  | \$22  | \$0   | \$0         | \$0         |
| Construction                    | STP                   | \$0            | \$0  | \$0   | \$0   | \$2,388     | \$0         |
| Construction                    | 185                   | \$0            | \$0  | \$0   | \$0   | \$597       | \$0         |
|                                 | <b>Federal:</b>       | \$290          | \$44 | \$262 | \$262 | \$2420      | \$0         |
|                                 | <b>State:</b>         | \$73           | \$11 | \$66  | \$66  | \$605       | \$0         |
|                                 | <b>Local/Other:</b>   | \$0            | \$0  | \$0   | \$0   | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$363          | \$55 | \$328 | \$328 | \$3,025     | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$4,099</b> |      |       |       |             |             |

**PennDOT Project Id:** 85945

**Project Administrator:** PennDOT

**Title:** SR 512 o/ Brush Meadow Creek

**Improvement Type:** Bridge Replacement

**State Route:** 512

**Municipality:** Bangor (BORO)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 1/8/2026

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 1/8/2026

**Location:** SR 512 (Washington Street) over Brush Meadow Creek  
Bangor Borough  
Northampton County

**Project Description:** Bridge replacement of SR 512 (Washington Street) over Brush Meadow Creek in Bangor Borough, Northampton County.

| Project Costs(In Thousands)     |                       |              |      |      |      |             |             |
|---------------------------------|-----------------------|--------------|------|------|------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | STU                   | \$100        | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$100        | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>State:</b>         | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0          | \$0  | \$0  | \$0  | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | \$100        | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$100</b> |      |      |      |             |             |

**PennDOT Project Id:** 85946

**Project Administrator:** PennDOT

**Improvement Type:** Replace/Rehab

**Municipality:** East Allen (TWP)

**Estimated Construction Bid Date:** 6/29/2028

**Actual Construction Bid Date:**

**Location:** SR 512 (Beth-Bath Pike) over a tributary of Monocacy Creek  
East Allen Township  
Northampton County

**Title:** Beth-Bath Pike over Monocacy Creek

**State Route:** 512

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves rehabilitation/replacement of the SR 512 (Beth-Bath Pike) bridge over a tributary of Monocacy Creek in East Allen Township, Northampton County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Final Design                    | STP                   | \$453          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Final Design                    | 185                   | \$113          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Utility                         | STP                   | \$0            | \$0         | \$219       | \$0         | \$0                | \$0                |
| Utility                         | 185                   | \$0            | \$0         | \$55        | \$0         | \$0                | \$0                |
| Right of Way                    | 185                   | \$400          | \$424       | \$0         | \$0         | \$0                | \$0                |
| Construction                    | BRIP                  | \$0            | \$0         | \$1,750     | \$1,000     | \$747              | \$0                |
| Construction                    | 581                   | \$0            | \$0         | \$438       | \$250       | \$187              | \$0                |
|                                 | <b>Federal:</b>       | \$453          | \$0         | \$1969      | \$1000      | \$747              | \$0                |
|                                 | <b>State:</b>         | \$513          | \$424       | \$493       | \$250       | \$187              | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$966          | \$424       | \$2,462     | \$1,250     | \$934              | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$6,036</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 86853

**Project Administrator:** PennDOT

**Improvement Type:** Relocation/Realignment

**Municipality:** Bath (BORO)

**Estimated Construction Bid Date:** 7/11/2024

**Actual Construction Bid Date:** 7/25/2024

**Location:** Main St between Bridge St and Chestnut St  
Bath Borough  
Northampton County

**Title:** Route 248 Realignment

**State Route:** 248

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** R4 - Changes in vertical and horizontal alignment

**Project Description:** Route 248 currently enters the Borough of Bath from the east via Northampton Street, turns left onto Chestnut Street and exits the Borough to the west via Main Street. As with many older boroughs in Pennsylvania, turning radii are tight and difficult for vehicles, particularly large ones, to navigate. The proposed realignment would straighten SR 248 and reduce the number of turning movements in the Borough, reduce traffic on Main Street between Bridge Street and Chestnut Street, and direct traffic away from the Downtown Historic Area. The length of Northampton Street up to its intersection with Main Street will be designated as Route 248.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | NHPP                  | \$200        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$200        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$200        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$200</b> |             |             |             |                    |                    |

PennDOT Project Id: 89614

Project Administrator: PennDOT

Title: Hecktown Road Bridge over US 22

Improvement Type: Bridge Replacement

State Route: 2027

Municipality: Bethlehem (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/21/2025

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date: 8/21/2025

Location: SR 2027 (Hecktown Road) over Route 22  
Bethlehem Township  
Northampton County

Project Description: This project involves replacement of the State Route 2027 (Hecktown Road) bridge over US Route 22 in Bethlehem Township, Northampton County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | STU                   | \$1,346        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$1346         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$1,346        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$1,346</b> |             |             |             |                    |                    |

PennDOT Project Id: 91931

Project Administrator: PennDOT

Title: SR 2025 over Little Bushkill Creek

Improvement Type: Bridge Rehabilitation

State Route: 2025

Municipality: Stockertown (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2031

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2025 over Little Bushkill Creek  
Stockertown Borough  
Northampton County

Project Description: This project involves the bridge rehabilitation or replacement of SR 2025 over Little Bushkill Creek in Stockertown Borough, Northampton County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | BRIP                  | \$0            | \$0         | \$300       | \$93        | \$0                | \$0                |
| Preliminary Engineering         | 185                   | \$0            | \$0         | \$75        | \$23        | \$0                | \$0                |
| Final Design                    | STP                   | \$0            | \$0         | \$0         | \$0         | \$371              | \$0                |
| Final Design                    | 581                   | \$0            | \$0         | \$0         | \$0         | \$93               | \$0                |
| Utility                         | STP                   | \$0            | \$0         | \$0         | \$0         | \$24               | \$0                |
| Utility                         | 581                   | \$0            | \$0         | \$0         | \$0         | \$6                | \$0                |
| Right of Way                    | STP                   | \$0            | \$0         | \$0         | \$0         | \$23               | \$0                |
| Right of Way                    | 581                   | \$0            | \$0         | \$0         | \$0         | \$6                | \$0                |
| Construction                    | STP                   | \$0            | \$0         | \$0         | \$0         | \$1,672            | \$0                |
| Construction                    | 581                   | \$0            | \$0         | \$0         | \$0         | \$418              | \$0                |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$300       | \$93        | \$2090             | \$0                |
|                                 | <b>State:</b>         | \$0            | \$0         | \$75        | \$23        | \$523              | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0            | \$0         | \$375       | \$116       | \$2,613            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$3,104</b> |             |             |             |                    |                    |

PennDOT Project Id: 92007

Project Administrator: PennDOT

Title: SR 512 over Martins Creek

Improvement Type: Bridge Rehabilitation

State Route: 512

Municipality: Bangor (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2030

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 512 over Martins Creek  
Bangor Borough  
Northampton County

Project Description: This project involves the bridge rehabilitation or replacement of SR 512 over Martins Creek in Bangor Borough, Northampton County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Final Design                    | STP  | \$0            | \$225       | \$199       | \$0         | \$0                | \$0                |
| Final Design                    | 185  | \$0            | \$56        | \$50        | \$0         | \$0                | \$0                |
| Utility                         | STP  | \$0            | \$0         | \$0         | \$32        | \$0                | \$0                |
| Utility                         | 581  | \$0            | \$0         | \$0         | \$8         | \$0                | \$0                |
| Right of Way                    | STP  | \$0            | \$85        | \$0         | \$0         | \$0                | \$0                |
| Right of Way                    | 185  | \$0            | \$21        | \$0         | \$0         | \$0                | \$0                |
| Construction                    | STP  | \$0            | \$0         | \$0         | \$1,250     | \$1,001            | \$0                |
| Construction                    | 581  | \$0            | \$0         | \$0         | \$313       | \$250              | \$0                |
| <b>Federal:</b>                 |      | \$0            | \$310       | \$199       | \$1282      | \$1001             | \$0                |
| <b>State:</b>                   |      | \$0            | \$77        | \$50        | \$321       | \$250              | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$0            | \$387       | \$249       | \$1,603     | \$1,251            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$3,490</b> |             |             |             |                    |                    |

PennDOT Project Id: 93631

Project Administrator: PennDOT

Title: Easton Rd over Saucon Crk E. Branch

Improvement Type: Bridge Rehabilitation

State Route: 2006

Municipality: Lower Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/13/2027

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2006 over the East Branch Creek  
Lower Saucon Township  
Northampton County

Project Description: Bridge Rehabilitation or replacement of SR 2006 over East Branch Creek of Lower Saucon Township Northampton County

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | BRIP | \$850          | \$386       | \$0         | \$0         | \$0                | \$0                |
| Construction                    | 185  | \$213          | \$97        | \$0         | \$0         | \$0                | \$0                |
| Utility                         | BRIP | \$12           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Utility                         | 185  | \$3            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Federal:</b>                 |      | \$862          | \$386       | \$0         | \$0         | \$0                | \$0                |
| <b>State:</b>                   |      | \$216          | \$97        | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$1,078        | \$483       | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$1,561</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 96423

**Project Administrator:** PennDOT

**Title:** Pave PA 33\_I-78 to US 22

**Improvement Type:** Resurface

**State Route:** 33

**Municipality:** Lower Saucon (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2027

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** PA 33 from I-78 to US 22  
Bethlehem and Lower Saucon Townships  
Northampton County

**Project Description:** Pavement rehabilitation/resurface of PA 33 from I-78 to US 22 in Bethlehem and Lower Saucon Townships, Northampton County.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | 581                   | \$8,000        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$8000         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$8,000        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$8,000</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 101564

**Project Administrator:** PennDOT

**Title:** 25th Street Resurface

**Improvement Type:** Resurface

**State Route:** 2012

**Municipality:** Lower Saucon (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2029

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** Resurfacing State Route 2012 (Island Park Road) from State Route 2014 (Shimersville Road) to PA 248 in City of Bethlehem, Glendon and Wilson Boroughs, and Lower Saucon, Palmer, and Williams Townships

**Project Description:** Resurfacing State Route 2012 (Island Park Road) from State Route 2014 (Shimersville Road) to PA 248 in City of Bethlehem, Glendon and Wilson Boroughs, and Lower Saucon Palmer, and Williams Townships

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | 581                   | \$0            | \$0         | \$500       | \$811       | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0            | \$0         | \$500       | \$811       | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0            | \$0         | \$500       | \$811       | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$1,311</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 102864

**Project Administrator:** PennDOT

**Improvement Type:** RR Warning Devices

**Municipality:** Bethlehem (TWP)

**Estimated Construction Bid Date:** 4/1/2027

**Actual Construction Bid Date:**

**Location:** SR 3015 - Brodhead Road DOT # 851-926S  
 Township Line Rd DOT # 851-870A  
 Christian Springs Rd DOT # 851-873V  
 Schoenersville Rd DOT # 851-862H  
 Norfolk Southern RR crossings  
 Bethlehem Twp, Northampton County

**Project Description:** Upgrade the railroad safety equipment where SR 3015, Township Line Road, Christian Springs Road, and Schoenersville Road cross the track of Norfolk Southern railway in the Bethlehem Township, Northampton County.  
 Replace antiquated equipment with one mast arm and one cantilever to cover traffic.

DOT #851-926S  
 DOT # 851-870A  
 DOT # 851-873V  
 DOT # 851-862H

**Title:** Bethlehem Corr. Safety

**State Route:** 3015

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S8 - Railroad/highway crossing warning devices

| Project Costs(In Thousands)     |                       |                |      |       |       |             |             |
|---------------------------------|-----------------------|----------------|------|-------|-------|-------------|-------------|
| Phase                           | Fund                  | 2027           | 2028 | 2029  | 2030  | 2031 - 2034 | 2035 - 2038 |
| Construction                    | RRX                   | \$0            | \$0  | \$660 | \$500 | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$0            | \$0  | \$660 | \$500 | \$0         | \$0         |
|                                 | <b>State:</b>         | \$0            | \$0  | \$0   | \$0   | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0            | \$0  | \$0   | \$0   | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | 2027           | 2028 | 2029  | 2030  | 2031 - 2034 | 2035 - 2038 |
|                                 |                       | \$0            | \$0  | \$660 | \$500 | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$1,160</b> |      |       |       |             |             |

**PennDOT Project Id:** 102869

**Project Administrator:** PennDOT

**Improvement Type:** RR Warning Devices

**Municipality:**

**Estimated Construction Bid Date:** 6/29/2028

**Actual Construction Bid Date:**

**Location:** SR 512 (Beth Bath Pike) north of Locust Road (T-479)  
 DOT # 851-936X - NS RR Crossing  
 East Allen Township  
 Northampton County

mpms 85946

**Project Description:** Upgrade the RR safety equipment where SR 512 (Beth Bath Pike) crosses the track of Norfolk Southern railway in East Allen Township, Northampton County.

**Title:** SR 512 (Beth Bath Pike) NS RRX

**State Route:** 512

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S8 - Railroad/highway crossing warning devices

| Project Costs(In Thousands)     |                       |              |      |       |       |             |             |
|---------------------------------|-----------------------|--------------|------|-------|-------|-------------|-------------|
| Phase                           | Fund                  | 2027         | 2028 | 2029  | 2030  | 2031 - 2034 | 2035 - 2038 |
| Construction                    | RRX                   | \$0          | \$0  | \$300 | \$200 | \$0         | \$0         |
|                                 | <b>Federal:</b>       | \$0          | \$0  | \$300 | \$200 | \$0         | \$0         |
|                                 | <b>State:</b>         | \$0          | \$0  | \$0   | \$0   | \$0         | \$0         |
|                                 | <b>Local/Other:</b>   | \$0          | \$0  | \$0   | \$0   | \$0         | \$0         |
|                                 | <b>Period Totals:</b> | 2027         | 2028 | 2029  | 2030  | 2031 - 2034 | 2035 - 2038 |
|                                 |                       | \$0          | \$0  | \$300 | \$200 | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$500</b> |      |       |       |             |             |

**PennDOT Project Id:** 105959

**Project Administrator:** PennDOT

**Title:** 25th Street Hill Improvement

**Improvement Type:** Corridor Safety Improvement

**State Route:** 2012

**Municipality:** Palmer (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2035

**Air Quality Exempt Reason:** S5 - Increasing sight distance

**Actual Construction Bid Date:**

**Location:** SR 2012 from the intersection of Freemansburg Ave to the divided highway at the Lehigh River Bridge near Glendon Palmer Township and West Easton Borough Northampton County

**Project Description:** This project involves safety improvements on approximately 3,000 feet of SR 2012 (S. 25th Street) from the intersection of Freemansburg Ave to the divided highway at the Lehigh River Bridge near Glendon in Palmer Township and West Easton Borough, Northampton County. Work includes drainage improvements, widening of shoulders, flattening of curves, re-grading and daylighting of the roadway, adding super-elevation to the curves, intersection improvements, signage and guiderail improvements, and embankment removal. Part of this roadway is included on the 2015 high crash corridor list.

| Project Costs(In Thousands)     |      |                |      |      |      |             |             |
|---------------------------------|------|----------------|------|------|------|-------------|-------------|
| Phase                           | Fund | 2027           | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Preliminary Engineering         | STP  | \$0            | \$0  | \$0  | \$0  | \$478       | \$0         |
| Preliminary Engineering         | 581  | \$0            | \$0  | \$0  | \$0  | \$119       | \$0         |
| Construction                    | STP  | \$0            | \$0  | \$0  | \$0  | \$0         | \$1,566     |
| Construction                    | 581  | \$0            | \$0  | \$0  | \$0  | \$0         | \$391       |
| Final Design                    | STP  | \$0            | \$0  | \$0  | \$0  | \$344       | \$0         |
| Final Design                    | 581  | \$0            | \$0  | \$0  | \$0  | \$86        | \$0         |
| Utility                         | STP  | \$0            | \$0  | \$0  | \$0  | \$0         | \$52        |
| Utility                         | 581  | \$0            | \$0  | \$0  | \$0  | \$0         | \$13        |
| Right of Way                    | STP  | \$0            | \$0  | \$0  | \$0  | \$152       | \$0         |
| Right of Way                    | 581  | \$0            | \$0  | \$0  | \$0  | \$38        | \$0         |
| <b>Federal:</b>                 |      | \$0            | \$0  | \$0  | \$0  | \$974       | \$1618      |
| <b>State:</b>                   |      | \$0            | \$0  | \$0  | \$0  | \$243       | \$404       |
| <b>Local/Other:</b>             |      | \$0            | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$0            | \$0  | \$0  | \$0  | \$1,217     | \$2,022     |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$3,239</b> |      |      |      |             |             |

**PennDOT Project Id:** 110062

**Project Administrator:** PennDOT

**Title:** Box Culvert Bundle-Round 1

**Improvement Type:** Bridge Replacement

**State Route:** 4007

**Municipality:** Moore (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 8/22/2024

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:** 8/22/2024

**Location:** SR 512, SR 1040, SR 4014, SR 4007 and 4019 Lehigh and Northampton Counties

**Project Description:** This project involves box culvert replacements at various locations in Lehigh and Northampton Counties to reduce outstanding priority bridge repair items.

| Project Costs(In Thousands)     |      |             |      |      |      |             |             |
|---------------------------------|------|-------------|------|------|------|-------------|-------------|
| Phase                           | Fund | 2027        | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | 185  | \$10        | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>Federal:</b>                 |      | \$0         | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>State:</b>                   |      | \$10        | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>Local/Other:</b>             |      | \$0         | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$10        | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$10</b> |      |      |      |             |             |

**PennDOT Project Id:** 110179

**Project Administrator:** PennDOT

**Improvement Type:** Miscellaneous

**Municipality:** Easton (CITY)

**Estimated Construction Bid Date:** 9/16/2027

**Actual Construction Bid Date:**

**Location:** SR 611  
City of Easton  
Northampton County

**Title:** 611 Retaining Wall Rehab - Easton

**State Route:** 611

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S2 - Hazard elimination program

**Project Description:** This project involves retaining wall rehabilitation along SR 611 (North Delaware Drive) in the City of Easton, Northampton County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Final Design                    | LOC  | \$100          | \$55        | \$0         | \$0         | \$0                | \$0                |
| Final Design                    | STU  | \$400          | \$218       | \$0         | \$0         | \$0                | \$0                |
| Utility                         | LOC  | \$0            | \$0         | \$22        | \$0         | \$0                | \$0                |
| Utility                         | STU  | \$0            | \$0         | \$87        | \$0         | \$0                | \$0                |
| Right of Way                    | LOC  | \$13           | \$8         | \$0         | \$0         | \$0                | \$0                |
| Right of Way                    | STU  | \$50           | \$32        | \$0         | \$0         | \$0                | \$0                |
| Construction                    | STU  | \$0            | \$0         | \$1,500     | \$1,250     | \$1,621            | \$0                |
| <b>Federal:</b>                 |      | \$450          | \$250       | \$1587      | \$1250      | \$1621             | \$0                |
| <b>State:</b>                   |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>             |      | \$113          | \$63        | \$22        | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$563          | \$313       | \$1,609     | \$1,250     | \$1,621            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$5,356</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 112231

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Preservation Activities

**Municipality:**

**Estimated Construction Bid Date:** 12/12/2024

**Actual Construction Bid Date:** 12/12/2024

**Location:** Various Bridges  
Lehigh and Northampton Counties  
Consultant design and construction of bridge repairs and preservation

**Title:** LVTS Bridge Preservation #7

**State Route:** 2012

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves consultant design, construction of bridge repairs and preservation of various bridges in Lehigh and Northampton Counties to reduce outstanding priority bridge repair items.

| Project Costs(In Thousands)     |      |             |             |             |             |                    |                    |
|---------------------------------|------|-------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027        | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | 185  | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Federal:</b>                 |      | \$0         | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>State:</b>                   |      | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>             |      | \$0         | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$50</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 116936

**Project Administrator:** PennDOT

**Improvement Type:** Corridor Safety Improvement

**Municipality:** Lower Nazareth (TWP)

**Title:** SR 191 Lower Nazareth Intersection Improvements

**State Route:** 191

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:** 1/14/2027

**Actual Construction Bid Date:**

**Location:** SR 191 (Nazareth Pike) from the intersection of Hanoverville Rd/Hecktown Rd to SR 946 (Daniels Road)  
Lower Nazareth Township  
Northampton County

**Project Description:** This project involves the four-leg signalized intersection of SR 191 (Nazareth Pike) and SR 3020 (Newburg Road) and the separate stop-controlled Y-intersection of SR 946 (Daniels Road) at SR 191 approximately 500' to the north in Lower Nazareth Township, Northampton County. Improvements on the existing traffic signal will reduce congestion and improve air quality via retiming signals and upgrading signal equipment. Left turn lanes at Newburg Road and SR 191 and the realignment of SR 946 will help to improve operations through both intersections and reduce the potential for rear-end crashes and angle crashes. The addition of the left-turn lanes offers capacity and operational improvements, and the realignment of SR 946 improves overall function and safety.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Utility                     | HSIP                            | \$232          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                | HSIP                            | \$3,000        | \$830       | \$0         | \$0         | \$0                | \$0                |
| Construction                | STP                             | \$0            | \$291       | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Federal:</b>                 | \$3232         | \$1121      | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$3,232        | \$1,121     | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$4,353</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 117152

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Preservation Activities

**Municipality:** Bethlehem (CITY)

**Title:** LVTS Bridge Preservation & Repair 9

**State Route:** 3005

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2029

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Various locations  
Lehigh and Northampton Counties

**Project Description:** The project consists of the design and construction of bridge repairs and preservation on various bridges in Lehigh and Northampton Counties. The goal is to reduce the outstanding "0" and "1" priority bridge repair items. Design of the project will be by consultant.

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering     | 185                             | \$650          | \$350       | \$0         | \$0         | \$0                | \$0                |
| Construction                | 185                             | \$0            | \$0         | \$900       | \$2,500     | \$1,600            | \$0                |
|                             | <b>Federal:</b>                 | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$650          | \$350       | \$900       | \$2500      | \$1600             | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$650          | \$350       | \$900       | \$2,500     | \$1,600            | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$6,000</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 117402

**Project Administrator:** PennDOT

**Title:** Jacksonville Road Bridge

**Improvement Type:** Bridge Replacement

**State Route:** 7204

**Municipality:** East Allen (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 4/1/2031

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Jacksonville Road (T-503)  
East Allen Township  
Northampton County

**Project Description:** This project involves the bridge rehabilitation/replacement of Jacksonville Road (T-503) in East Allen Township, Northampton County.

| Project Costs(In Thousands)     |      |                |       |       |       |             |             |
|---------------------------------|------|----------------|-------|-------|-------|-------------|-------------|
| Phase                           | Fund | 2027           | 2028  | 2029  | 2030  | 2031 - 2034 | 2035 - 2038 |
| Preliminary Engineering         | BOF  | \$350          | \$371 | \$0   | \$0   | \$0         | \$0         |
| Construction                    | BOF  | \$0            | \$0   | \$0   | \$0   | \$3,710     | \$0         |
| Final Design                    | BOF  | \$0            | \$0   | \$350 | \$196 | \$0         | \$0         |
| Utility                         | BOF  | \$0            | \$0   | \$0   | \$0   | \$58        | \$0         |
| Right of Way                    | BOF  | \$0            | \$0   | \$0   | \$113 | \$0         | \$0         |
| <b>Federal:</b>                 |      | \$350          | \$371 | \$350 | \$309 | \$3768      | \$0         |
| <b>State:</b>                   |      | \$0            | \$0   | \$0   | \$0   | \$0         | \$0         |
| <b>Local/Other:</b>             |      | \$0            | \$0   | \$0   | \$0   | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$350          | \$371 | \$350 | \$309 | \$3,768     | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$5,148</b> |       |       |       |             |             |

**PennDOT Project Id:** 117509

**Project Administrator:** PennDOT

**Title:** Freemansburg Ave (SR 2018) Safety Improvements

**Improvement Type:** Relocation/Realignment

**State Route:** 2018

**Municipality:** Bethlehem (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:** 7/16/2026

**Actual Construction Bid Date:**

**Location:** Freemansburg Avenue (SR 2018) and Farmersville Road  
Bethlehem Township  
Northampton County

**Project Description:** This project involves intersection safety improvements of Freemansburg Avenue (SR 2018) and offset Farmersville Road in Bethlehem Township, Northampton County. Improvements will include realignment of the northern leg of the intersection to align with the southern leg, a signalization, and turning lanes.

| Project Costs(In Thousands)     |      |                |       |      |      |             |             |
|---------------------------------|------|----------------|-------|------|------|-------------|-------------|
| Phase                           | Fund | 2027           | 2028  | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Construction                    | HSIP | \$1,457        | \$399 | \$0  | \$0  | \$0         | \$0         |
| <b>Federal:</b>                 |      | \$1457         | \$399 | \$0  | \$0  | \$0         | \$0         |
| <b>State:</b>                   |      | \$0            | \$0   | \$0  | \$0  | \$0         | \$0         |
| <b>Local/Other:</b>             |      | \$0            | \$0   | \$0  | \$0  | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$1,457        | \$399 | \$0  | \$0  | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$1,856</b> |       |      |      |             |             |

PennDOT Project Id: 117515

Project Administrator: PennDOT

Title: County Bridge Reserve Line Item

Improvement Type: Bridge Rehabilitation

State Route: 0

Municipality: Easton (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Various Locations  
Lehigh and Northampton Counties

Project Description: Line item for County Bridge Rehabilitation/Replacement/Preservation in Various Locations, Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | BOF                   | \$0            | \$0         | \$20        | \$1,738     | \$2,000            | \$0                |
|                                 | <b>Federal:</b>       | \$0            | \$0         | \$20        | \$1738      | \$2000             | \$0                |
|                                 | <b>State:</b>         | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0            | \$0         | \$20        | \$1,738     | \$2,000            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$3,758</b> |             |             |             |                    |                    |

PennDOT Project Id: 117606

Project Administrator: PennDOT

Title: SR 22/SR 191 Interchange Improvements

Improvement Type: Interchange Improvement

State Route: 22

Municipality: Bethlehem (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/2030

Actual Construction Bid Date:

Location: SR 22 / SR 191 Interchange  
Bethlehem Township  
Northampton County

Project Description: This project involves interchange improvements at the SR 22 / SR 191 Interchange in Bethlehem Township, Northampton County.

| Project Costs(In Thousands)     |                       |                 |             |             |             |                    |                    |
|---------------------------------|-----------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | STU                   | \$400           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Preliminary Engineering         | 581                   | \$100           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Final Design                    | STU                   | \$0             | \$1,100     | \$1,100     | \$1,195     | \$0                | \$0                |
| Final Design                    | 581                   | \$0             | \$275       | \$275       | \$299       | \$0                | \$0                |
| Utility                         | NHPP                  | \$0             | \$0         | \$0         | \$450       | \$0                | \$0                |
| Utility                         | 581                   | \$0             | \$0         | \$0         | \$113       | \$0                | \$0                |
| Right of Way                    | NHPP                  | \$0             | \$800       | \$800       | \$946       | \$0                | \$0                |
| Right of Way                    | 581                   | \$0             | \$200       | \$200       | \$237       | \$0                | \$0                |
| Construction                    | NHPP                  | \$0             | \$0         | \$0         | \$4,000     | \$11,000           | \$0                |
| Construction                    | STP                   | \$0             | \$0         | \$0         | \$3,000     | \$6,000            | \$0                |
| Construction                    | STU                   | \$0             | \$0         | \$0         | \$1,000     | \$15,518           | \$0                |
| Construction                    | 581                   | \$0             | \$0         | \$0         | \$2,000     | \$8,130            | \$0                |
|                                 | <b>Federal:</b>       | \$400           | \$1900      | \$1900      | \$10591     | \$32518            | \$0                |
|                                 | <b>State:</b>         | \$100           | \$475       | \$475       | \$2649      | \$8130             | \$0                |
|                                 | <b>Local/Other:</b>   | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$500           | \$2,375     | \$2,375     | \$13,240    | \$40,648           | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$59,138</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 119940

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Lower Saucon (TWP)

**Title:** Lower Saucon Road over E. Branch of Saucon Creek

**State Route:** 2001

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:** 1/14/2027

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Actual Construction Bid Date:**

**Location:** Lower Saucon Road (SR 2001) over E. Branch of Saucon Creek  
Lower Saucon Township, Northampton County

**Project Description:** This project involves the replacement or rehabilitation of the structure that carries Lower Saucon Road (SR 2001) over East Branch of Saucon Creek in Lower Saucon Township, Northampton County.

| Project Costs(In Thousands)     |      |                |              |             |             |                    |                    |
|---------------------------------|------|----------------|--------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028         | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Utility                         | BOF  | \$41           | \$0          | \$0         | \$0         | \$0                | \$0                |
| Utility                         | 185  | \$10           | \$0          | \$0         | \$0         | \$0                | \$0                |
| Construction                    | 185  | \$1,500        | \$560        | \$0         | \$0         | \$0                | \$0                |
| <b>Federal:</b>                 |      | \$41           | \$0          | \$0         | \$0         | \$0                | \$0                |
| <b>State:</b>                   |      | \$1510         | \$560        | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0          | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b>  | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$1,551</b> | <b>\$560</b> | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>         | <b>\$0</b>         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$2,111</b> |              |             |             |                    |                    |

**PennDOT Project Id:** 120952

**Project Administrator:** PennDOT

**Improvement Type:** Intersection Improvement

**Municipality:** East Allen (TWP)

**Title:** SR 248/Airport Road Intersection Improvements

**State Route:** 248

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:** 3/23/2028

**Actual Construction Bid Date:**

**Location:** SR 248/Airport Road Intersection  
East Allen Township  
Northampton County

**Project Description:** This project will alleviate daily recurring congestion on SR 248 westbound and on SR 3023 northbound where the two roadways intersect by considering traffic signalization and other upgrades such as left turning lanes in East Allen Township, Northampton County. Traffic on SR 3023 northbound is unable to pull out onto SR 248 due to insufficient gaps traffic causing both congestion and safety concerns.

| Project Costs(In Thousands)     |      |                |                |                |             |                    |                    |
|---------------------------------|------|----------------|----------------|----------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028           | 2029           | 2030        | 2031 - 2034        | 2035 - 2038        |
| Final Design                    | CAQ  | \$175          | \$113          | \$0            | \$0         | \$0                | \$0                |
| Final Design                    | 581  | \$44           | \$28           | \$0            | \$0         | \$0                | \$0                |
| Utility                         | CAQ  | \$0            | \$42           | \$0            | \$0         | \$0                | \$0                |
| Utility                         | 581  | \$0            | \$11           | \$0            | \$0         | \$0                | \$0                |
| Right of Way                    | CAQ  | \$250          | \$162          | \$0            | \$0         | \$0                | \$0                |
| Right of Way                    | 581  | \$63           | \$41           | \$0            | \$0         | \$0                | \$0                |
| Construction                    | CAQ  | \$0            | \$0            | \$1,183        | \$0         | \$0                | \$0                |
| Construction                    | NHPP | \$0            | \$2,000        | \$0            | \$0         | \$0                | \$0                |
| <b>Federal:</b>                 |      | \$425          | \$2317         | \$1183         | \$0         | \$0                | \$0                |
| <b>State:</b>                   |      | \$107          | \$80           | \$0            | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0            | \$0            | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b>    | <b>2029</b>    | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$532</b>   | <b>\$2,397</b> | <b>\$1,183</b> | <b>\$0</b>  | <b>\$0</b>         | <b>\$0</b>         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$4,112</b> |                |                |             |                    |                    |

**PennDOT Project Id:** 120966

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Preservation Activities

**Municipality:** Palmer (TWP)

**Estimated Construction Bid Date:** 4/1/2029

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This project involves bridge overlays of various structures in various locations in Lehigh and Northampton Counties.

**Title:** Bridge Overlay Bundle #3

**State Route:** 33

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering     | 581                             | \$130          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                | BRIP                            | \$0            | \$0         | \$3,060     | \$0         | \$0                | \$0                |
| Construction                | 185                             | \$0            | \$0         | \$765       | \$0         | \$0                | \$0                |
|                             | <b>Federal:</b>                 | \$0            | \$0         | \$3060      | \$0         | \$0                | \$0                |
|                             | <b>State:</b>                   | \$130          | \$0         | \$765       | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$130          | \$0         | \$3,825     | \$0         | \$0                | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$3,955</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 120975

**Project Administrator:** PennDOT

**Improvement Type:** Safety Improvement

**Municipality:** Easton (CITY)

**Estimated Construction Bid Date:** 4/1/2029

**Actual Construction Bid Date:**

**Location:** St. John Street  
City of Easton  
Northampton County

**Project Description:** This project involves roadway and pedestrian improvements along St. John Street in the City of Easton, Northampton County

**Title:** St. John Street Improvements

**State Route:** 2005

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

| Project Costs(In Thousands) |                                 |                |             |             |             |                    |                    |
|-----------------------------|---------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                       | Fund                            | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Final Design                | STU                             | \$258          | \$0         | \$0         | \$0         | \$0                | \$0                |
| Utility                     | STU                             | \$0            | \$0         | \$82        | \$0         | \$0                | \$0                |
| Construction                | STU                             | \$0            | \$0         | \$1,200     | \$1,860     | \$0                | \$0                |
|                             | <b>Federal:</b>                 | \$258          | \$0         | \$1282      | \$1860      | \$0                | \$0                |
|                             | <b>State:</b>                   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             | <b>Local/Other:</b>             | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                             |                                 | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                             | <b>Period Totals:</b>           | \$258          | \$0         | \$1,282     | \$1,860     | \$0                | \$0                |
|                             | <b>Total FFY 2027-2038 Cost</b> | <b>\$3,400</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 120976

**Project Administrator:** PennDOT

**Improvement Type:** Corridor Safety Improvement

**Municipality:** Bethlehem (CITY)

**Title:** Linden Street Two-Way Conversion

**State Route:** 0

**Air Quality Status:** Significant: Included in regional conformity analysis

**Estimated Construction Bid Date:** 6/4/2026

**Actual Construction Bid Date:**

**Location:** Linden Street  
City of Bethlehem  
Northampton County

**Project Description:** This project involves the conversion of Linden Street to improve circulation and congestion by converting Linden Street from a one way southbound street to a two way street in the City of Bethlehem, Northampton County. Linden Street is currently a one way southbound street from Fairview Street to East Church Street. There is no parallel one way northbound street.

| Project Costs(In Thousands)     |                       |             |             |             |             |                    |                    |
|---------------------------------|-----------------------|-------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027        | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | CAQ                   | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$50        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$50</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 122908

**Project Administrator:** PennDOT

**Improvement Type:** Pedestrian Facilities

**Municipality:** Easton (CITY)

**Title:** Pearl Street Safety Improvements

**State Route:** 248

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Estimated Construction Bid Date:**

**Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

**Actual Construction Bid Date:**

**Location:** Intersection of SR 248 and Bushkill Street  
City of Easton  
Northampton County

**Project Description:** This project involves the conversion of intersection into a traditional T intersection. This will include changes to curbing and shape of the intersection, as well as sidewalk improvements approaching the intersection and ADA improvements to the adjacent Bushkill Street intersection.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | LOC                   | \$30         | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                    | 411                   | \$83         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$83         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$30         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$113        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$113</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123037

**Project Administrator:** PennDOT

**Improvement Type:** Pedestrian Facilities

**Municipality:** Easton (CITY)

**Title:** Traffic Calming & Pedestrian Accommodation

**State Route:** Improve  
248

**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Northampton Street (State Route 248) from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street  
City of Easton  
Northampton County

**Project Description:** This project involves the installation of traffic calming and pedestrian improvement measures along Northampton Street (State Route 248) from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street in the City of Easton, Northampton County.

| Project Costs(In Thousands)     |                       |              |             |             |             |                    |                    |
|---------------------------------|-----------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027         | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | CRP                   | \$0          | \$200       | \$0         | \$0         | \$0                | \$0                |
| Construction                    | CRPU                  | \$300        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$300        | \$200       | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>  | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$300        | \$200       | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$500</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123053

**Project Administrator:** PennDOT

**Improvement Type:** Pedestrian Facilities

**Municipality:** Bethlehem (CITY)

**Title:** Broad Street Multimodal Project

**State Route:** 0

**Air Quality Status:** AQ Conformity Does Not Apply

**Estimated Construction Bid Date:**

**Actual Construction Bid Date:**

**Location:** Broad Street from Hanover Avenue to Stefko Boulevard  
City of Bethlehem  
Lehigh and Northampton Counties

**Project Description:** This project involves the addition of medians, bumpouts, crosswalks, and pedestrian refuge aisles along Broad Street from Hanover Avenue to Stefko Boulevard in the City of Bethlehem, Lehigh and Northampton Counties, as recommended in the Broad Street Active Transportation Plan 2021.

| Project Costs(In Thousands)     |                       |                |             |             |             |                    |                    |
|---------------------------------|-----------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Construction                    | CRP                   | \$74           | \$0         | \$0         | \$0         | \$0                | \$0                |
| Construction                    | CRPU                  | \$1,326        | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Federal:</b>       | \$1400         | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>Local/Other:</b>   | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$1,400        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$1,400</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123470

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Roseto (BORO)

**Estimated Construction Bid Date:** 4/1/2030

**Actual Construction Bid Date:**

**Location:** Columbus Street over Roseto Creek  
Northampton County Bridge #200  
Roseto Borough  
Northampton County

**Title:** Columbus Street Bridge over Roseto Creek

**State Route:** 7413

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves the bridge rehabilitation/replacement of Columbus Street over Roseto Creek in Roseto Borough, Northampton County.

| Project Costs(In Thousands)     |      |                |       |       |         |             |             |
|---------------------------------|------|----------------|-------|-------|---------|-------------|-------------|
| Phase                           | Fund | 2027           | 2028  | 2029  | 2030    | 2031 - 2034 | 2035 - 2038 |
| Preliminary Engineering         | BOF  | \$0            | \$250 | \$174 | \$0     | \$0         | \$0         |
| Final Design                    | BOF  | \$0            | \$0   | \$382 | \$0     | \$0         | \$0         |
| Utility                         | BOF  | \$0            | \$0   | \$0   | \$84    | \$0         | \$0         |
| Right of Way                    | BOF  | \$0            | \$0   | \$109 | \$0     | \$0         | \$0         |
| Construction                    | BOF  | \$0            | \$0   | \$0   | \$1,407 | \$0         | \$0         |
| <b>Federal:</b>                 |      | \$0            | \$250 | \$665 | \$1491  | \$0         | \$0         |
| <b>State:</b>                   |      | \$0            | \$0   | \$0   | \$0     | \$0         | \$0         |
| <b>Local/Other:</b>             |      | \$0            | \$0   | \$0   | \$0     | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$0            | \$250 | \$665 | \$1,491 | \$0         | \$0         |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$2,406</b> |       |       |         |             |             |

**PennDOT Project Id:** 123480

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Preservation Activities

**Municipality:** Lehigh (TWP)

**Estimated Construction Bid Date:** 4/1/2035

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Title:** LVTS Bridge Preservation & Repairs #12

**State Route:** 145

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves bridge preservation at various locations in Lehigh and Northampton Counties.

| Project Costs(In Thousands)     |      |                |      |      |      |             |             |
|---------------------------------|------|----------------|------|------|------|-------------|-------------|
| Phase                           | Fund | 2027           | 2028 | 2029 | 2030 | 2031 - 2034 | 2035 - 2038 |
| Preliminary Engineering         | 185  | \$0            | \$0  | \$0  | \$0  | \$1,300     | \$0         |
| Construction                    | 185  | \$0            | \$0  | \$0  | \$0  | \$0         | \$6,500     |
| <b>Federal:</b>                 |      | \$0            | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>State:</b>                   |      | \$0            | \$0  | \$0  | \$0  | \$1300      | \$6500      |
| <b>Local/Other:</b>             |      | \$0            | \$0  | \$0  | \$0  | \$0         | \$0         |
| <b>Period Totals:</b>           |      | \$0            | \$0  | \$0  | \$0  | \$1,300     | \$6,500     |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$7,800</b> |      |      |      |             |             |

**PennDOT Project Id:** 123486

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Lehigh (TWP)

**Estimated Construction Bid Date:** 4/1/2034

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This project involves box culvert replacements at various locations in Lehigh and Northampton Counties.

**Title:** Box Culvert Bundle #5

**State Route:** 946

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

| Project Costs(In Thousands)     |                       |                 |             |             |             |                    |                    |
|---------------------------------|-----------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 581                   | \$0             | \$0         | \$0         | \$750       | \$1,501            | \$0                |
| Final Design                    | 581                   | \$0             | \$0         | \$0         | \$0         | \$2,388            | \$0                |
| Utility                         | 581                   | \$0             | \$0         | \$0         | \$0         | \$326              | \$0                |
| Right of Way                    | 581                   | \$0             | \$0         | \$0         | \$0         | \$338              | \$0                |
| Construction                    | 581                   | \$0             | \$0         | \$0         | \$0         | \$2,500            | \$3,201            |
|                                 | <b>Federal:</b>       | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0             | \$0         | \$0         | \$750       | \$7053             | \$3201             |
|                                 | <b>Local/Other:</b>   | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0             | \$0         | \$0         | \$750       | \$7,053            | \$3,201            |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$11,004</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123489

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Replacement

**Municipality:** Upper Nazareth (TWP)

**Estimated Construction Bid Date:** 4/1/2038

**Actual Construction Bid Date:**

**Location:** Various Locations  
Lehigh and Northampton Counties

**Project Description:** This project involves box culvert replacements at various locations in Lehigh and Northampton Counties.

**Title:** Box Culvert Bundle #7

**State Route:** 191

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

| Project Costs(In Thousands)     |                       |                 |             |             |             |                    |                    |
|---------------------------------|-----------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund                  | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 185                   | \$0             | \$0         | \$0         | \$0         | \$2,388            | \$0                |
| Utility                         | 185                   | \$0             | \$0         | \$0         | \$0         | \$0                | \$346              |
| Final Design                    | 185                   | \$0             | \$0         | \$0         | \$0         | \$1,500            | \$1,034            |
| Right of Way                    | 185                   | \$0             | \$0         | \$0         | \$0         | \$0                | \$359              |
| Construction                    | 185                   | \$0             | \$0         | \$0         | \$0         | \$0                | \$5,872            |
|                                 | <b>Federal:</b>       | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>State:</b>         | \$0             | \$0         | \$0         | \$0         | \$3888             | \$7611             |
|                                 | <b>Local/Other:</b>   | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 |                       | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | <b>Period Totals:</b> | \$0             | \$0         | \$0         | \$0         | \$3,888            | \$7,611            |
| <b>Total FFY 2027-2038 Cost</b> |                       | <b>\$11,499</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123495

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Plainfield (TWP)

**Estimated Construction Bid Date:** 4/1/2031

**Actual Construction Bid Date:**

**Location:** Delabore Road over Waltz Creek  
Plainfield Township  
Northampton County

**Title:** Delabole Road over Waltz Creek

**State Route:** 1016

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves the bridge rehabilitation or replacement of Delabore Road over Waltz Creek in Plainfield Township, Northampton County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | BOF  | \$200          | \$88        | \$0         | \$0         | \$0                | \$0                |
| Preliminary Engineering         | 185  | \$50           | \$22        | \$0         | \$0         | \$0                | \$0                |
| Final Design                    | BOF  | \$0            | \$0         | \$250       | \$20        | \$0                | \$0                |
| Final Design                    | 185  | \$0            | \$0         | \$63        | \$5         | \$0                | \$0                |
| Utility                         | BOF  | \$0            | \$0         | \$0         | \$0         | \$23               | \$0                |
| Utility                         | 185  | \$0            | \$0         | \$0         | \$0         | \$6                | \$0                |
| Right of Way                    | BOF  | \$0            | \$0         | \$10        | \$11        | \$0                | \$0                |
| Right of Way                    | 185  | \$0            | \$0         | \$3         | \$3         | \$0                | \$0                |
| Construction                    | BOF  | \$0            | \$0         | \$0         | \$0         | \$835              | \$0                |
| Construction                    | 581  | \$0            | \$0         | \$0         | \$0         | \$209              | \$0                |
| <b>Federal:</b>                 |      | \$200          | \$88        | \$260       | \$31        | \$858              | \$0                |
| <b>State:</b>                   |      | \$50           | \$22        | \$66        | \$8         | \$215              | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$250          | \$110       | \$326       | \$39        | \$1,073            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$1,798</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123498

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Palmer (TWP)

**Estimated Construction Bid Date:** 4/1/2033

**Actual Construction Bid Date:**

**Location:** Tatamy Road over Shoeneck Creek  
Palmer Township  
Northampton County

**Title:** Tatamy Road over Schoeneck Creek

**State Route:** 2017

**Air Quality Status:** AQ Conformity Does Not Apply

**Project Description:** This project involves the rehabilitation or replacement of the bridge carrying Tatamy Road over Shoeneck Creek in Palmer Township, Northampton County.

| Project Costs(In Thousands)     |      |                |             |             |             |                    |                    |
|---------------------------------|------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027           | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | 581  | \$0            | \$0         | \$0         | \$250       | \$200              | \$0                |
| Final Design                    | 581  | \$0            | \$0         | \$0         | \$0         | \$348              | \$0                |
| Utility                         | 581  | \$0            | \$0         | \$0         | \$0         | \$58               | \$0                |
| Right of Way                    | 581  | \$0            | \$0         | \$0         | \$0         | \$58               | \$0                |
| Construction                    | STU  | \$0            | \$0         | \$0         | \$0         | \$1,476            | \$0                |
| Construction                    | 581  | \$0            | \$0         | \$0         | \$0         | \$369              | \$0                |
| <b>Federal:</b>                 |      | \$0            | \$0         | \$0         | \$0         | \$1476             | \$0                |
| <b>State:</b>                   |      | \$0            | \$0         | \$0         | \$250       | \$1033             | \$0                |
| <b>Local/Other:</b>             |      | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$0            | \$0         | \$0         | \$250       | \$2,509            | \$0                |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$2,759</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 123503

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Rehabilitation

**Municipality:** Easton (CITY)

**Estimated Construction Bid Date:** 4/1/2036

**Actual Construction Bid Date:**

**Location:** SR 22 - Cemetery Curve Bridge  
City of Easton  
Northampton County

**Title:** SR 22 - Cemetery Curve Bridge

**State Route:** 22

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

**Project Description:** This project involves the rehabilitation or replacement of the State Route 22 - Cemetery Curve Bridge in the City of Easton, Northampton County.

| Project Costs(In Thousands)     |      |                 |             |             |             |                    |                    |
|---------------------------------|------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Phase                           | Fund | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Preliminary Engineering         | STU  | \$0             | \$0         | \$0         | \$0         | \$1,433            | \$0                |
| Preliminary Engineering         | 185  | \$0             | \$0         | \$0         | \$0         | \$358              | \$0                |
| Final Design                    | STU  | \$0             | \$0         | \$0         | \$0         | \$750              | \$770              |
| Final Design                    | 185  | \$0             | \$0         | \$0         | \$0         | \$188              | \$193              |
| Utility                         | STU  | \$0             | \$0         | \$0         | \$0         | \$0                | \$277              |
| Utility                         | 185  | \$0             | \$0         | \$0         | \$0         | \$0                | \$69               |
| Right of Way                    | STU  | \$0             | \$0         | \$0         | \$0         | \$0                | \$287              |
| Right of Way                    | 185  | \$0             | \$0         | \$0         | \$0         | \$0                | \$72               |
| Construction                    | NHPP | \$0             | \$0         | \$0         | \$0         | \$0                | \$5,938            |
| Construction                    | STU  | \$0             | \$0         | \$0         | \$0         | \$0                | \$4,500            |
| Construction                    | 185  | \$0             | \$0         | \$0         | \$0         | \$0                | \$2,610            |
| <b>Federal:</b>                 |      | \$0             | \$0         | \$0         | \$0         | \$2183             | \$11772            |
| <b>State:</b>                   |      | \$0             | \$0         | \$0         | \$0         | \$546              | \$2944             |
| <b>Local/Other:</b>             |      | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           |      | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 |      | \$0             | \$0         | \$0         | \$0         | \$2,729            | \$14,716           |
| <b>Total FFY 2027-2038 Cost</b> |      | <b>\$17,445</b> |             |             |             |                    |                    |

## Fund Category Appendix

| Fund Category<br>Code | Fund Category Description                          | Fund Category<br>Code | Fund Category Description                          |
|-----------------------|--|-----------------------|--|
| ACT13                 | Local at risk bridges - Marcellus Legacy Fund      | OTH                   | Other Local Government Agencies                    |
| ACT3                  | Act 3 Public Transportation Grant                  | OTH-F                 | Other Federal Govt Agencies                        |
| ACT4A                 | Act 4A Supplemental Operating Grant                | OTH-S                 | Other Pa State Government Agencies                 |
| ACT83                 | Transit Bond                                       | PIB                   | State Infrastructure Bank - 100% state             |
| ADCMS                 | Advanced Digital Construction Management Systems   | PL                    | Planning   |
| ADMUO                 | Administration Use Only - Do Not Use               | PRIV                  | Private Party                                      |
| AID                   | 2023 AID Demonstration Award                       | PRO                   | Protect Program                                    |
| AIP                   | FAA Airport Improvement Program                    | PRTCT                 | Promoting Resilient Operations for Transformative  |
| APD                   | Appalachia Development                             | PRTDG                 | 2022 Protect Discretionary Grant                   |
| APL                   | Appalachia Local Access                            | PTAF                  | Act 26 PA Transportation Assist Fund               |
| ATIIP                 | Active Transportation Infrastructure Investment    | RAISE                 | Rebuild American Infra. Sustainability Equity      |
| BDP                   | Bridge Discretionary Program                       | RCP                   | Reconnecting Communities                           |
| BGENT                 | FAA Block Grant Entitlement                        | REC                   | Recreational Trails                                |
| BIP                   | Bridge Investment Program                          | RES                   | Funds Restoration                                  |
| BND                   | Bridge Bonding                                     | RFAP                  | Rail Freight Assistance Program                    |
| BOF                   | Bridge Off System                                  | RRX                   | Highway Safety                                     |
| BRIP                  | Bridge Investment Program                          | RURAL                 | Rural Surface Transportation Grant Program         |
| BUILD                 | BUILD Discretionary Grants                         | SBY                   | Scenic Byways                                      |
| CAQ                   | Congestion Mitigation/Air Quality                  | SECT9                 | FTA Federal Formula - Section 9                    |
| CARES                 | Coronavirus Aid, Relief, and Economic Security     | SIB                   | State Infrastructure Bank                          |
| CB                    | Capital Budget Nonhighway                          | SMART                 | Strengthen Mobility And Revolutionizing Trans.     |
| CFI                   | Charging - Fueling Infrastructure Program          | SPOPR                 | Supplemental Operating Assistance                  |
| COVID                 | COVID Relief                                       | SPR                   | State Planning/Research                            |
| CPF                   | Community Project Funding                          | SRTSF                 | Federal Safe Routes to Schools                     |
| CRP                   | Carbon Reduction Program                           | SR2S                  | State Safe Route to School                         |
| CRPU                  | Carbon Reduction Program Urban                     | SSE                   | Supportive Services Enterprise                     |
| DAR                   | Defense Access Roads                               | SS4A                  | Safe Streets for All                               |
| DBE                   | Disadvantages Business Enterprise                  | STE                   | Surface Transportation Enhancement                 |
| D4R                   | Discretionary Interstate Maintenance               | STN                   | STP - Nonurbanized                                 |
| EB                    | Equity Bonus                                       | STP                   | Surface Transportation Prog-Flexible               |
| ECONR                 | Economic Recovery                                  | STR                   | Surface Transportation Rural                       |
| FAABG                 | FAA Block Grant                                    | STU                   | Surface Transportation Urban                       |
| FAAD                  | FAA Discretionary                                  | SXF                   | Special Federal Funds (Demo)                       |
| FAI                   | Interstate Construction                            | TAP                   | Transportation Alternatives (TAP) Flexible         |
| FB                    | Ferry Boat/Ferry Terminal Facilities               | TAU                   | Tap > 200,000 Population                           |
| FFL                   | Federal Flood                                      | TCS                   | Transpo & Community System Pres.                   |
| FHA                   | Public Lands Highways                              | TIGER                 | Trans Investment Generating Economic Recovery      |
| FLAP                  | Federal Lands Access Program                       | TIGGR                 | Transit Investment for Greenhouse Gas and Energy R |
| FLH                   | Forest Highways                                    | TPK                   | Tumpike  |
| FRA                   | Federal Railroad Administration                    | TTE                   | Transit Transportation Enhancements                |
| FRB                   | Ferry Boat   | WCPP                  | Wildlife Crossings Pilot Program                   |
| FTAD                  | FTA Discretionary Funds                            | 073                   | Green Light-Go                                     |
| GEN                   | PA General Fund                                    | 137                   | Municipal Bridge Improvements and Bundling         |
| HCB                   | Historic Covered Bridge                            | 138                   | Rural Commercial Routes                            |
| HPR                   | Highway Planning/Research                          | 140                   | Intelligent Transportation System                  |
| HRRR                  | High Risk Rural Roads                              | 144                   | 302-87-3 Transportation Assistance                 |
| HSIP                  | Highway Safety Improvement Program                 | 160                   | Community Transport.-Equip Grant                   |
| HVRU                  | Vulnerable Road User Safety                        | 163                   | Community Transport.- Equip Grant                  |
| H4L                   | Highway for Life - 10% Limiting Amount             | 164                   | PTAF   |
| INFRA                 | INFRA Discretionary Award                          | 175                   | FTA- Capital Improvements                          |
| ITS                   | Intelligent Transportation System                  | 179                   | Local Bridge Construction (Act 26 Counties)        |
| IVB                   | Innovative Bridge                                  | 183                   | Local Bridge Construction                          |
| LBIP                  | Large Bridge Investment Program                    | 184                   | Restoration - Hwy Transfer                         |
| LOC                   | Local Government Funds                             | 185                   | State Bridge Construction                          |
| LRFA                  | Local Rail Freight Assistance                      | 20005b                | TOD Planning Pilot Program                         |
| MBP3                  | Major Bridge P3 Initiative                         | 208                   | FTA- Discretionary Capital                         |
| MEGA                  | National Infrastructure Project Assistance program | 244                   | ARLE Projects                                      |
| MSFF                  | Marcellus Shale Fee Fund                           | 278                   | Safety Admin                                       |
| NEVI                  | National Electric Vehicle Infrastructure F/S       | 338                   | PT - 1513 Mass Transit Operating                   |
| NFP                   | National HWY Freight Program                       | 339                   | PT - 1514 Asst Imprvmnt / Capitl Budg              |
| NHPP                  | National Highway Performance Program               | 340                   | PT - 1517 Capital Improvement                      |
| OJT                   | On the Job Training Supportive Services            | 341                   | PT - 1516 Progrms of Statewide Signif              |

|   |  |
|---|--|
| Lehigh and Northampton Transportation Authority |  |
|---|--|

PennDOT Project Id: 95008

Title: Purchase Van/Minibuses

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M10 - Purch new buses & cars for replcmnt or mnr expan.

**Narrative:** FFY2023: Van/Minibuses to be replaced include sixteen (16) gasoline vehicles with a year of manufacture of 2018 with gasoline vehicles. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2024: Van/Minibuses to be replaced include fifteen (15) gasoline vehicles with a year of manufacture of 2018 with gasoline vehicles. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2025: Van/Minibuses to be replaced. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2026: Van/Minibuses to be replaced. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

All vehicle replacements include the cost of the bus, security cameras and all necessary equipment.

Projects occurring under this MPMS number will assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

| Project Costs(In Thousands)    |                |                |                |                |                    |                    |
|--------------------------------|----------------|----------------|----------------|----------------|--------------------|--------------------|
| Fund                           | 2025           | 2026           | 2027           | 2028           | 2029 - 2032        | 2033 - 2036        |
| 5310                           | \$927          | \$927          | \$927          | \$927          | \$0                | \$0                |
| LOC                            | \$875          | \$929          | \$967          | \$1,004        | \$0                | \$0                |
| <b>Federal:</b>                | \$927          | \$927          | \$927          | \$927          | \$0                | \$0                |
| <b>State:</b>                  | \$0            | \$0            | \$0            | \$0            | \$0                | \$0                |
| <b>Local/Other:</b>            | \$875          | \$929          | \$967          | \$1004         | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>    | <b>2026</b>    | <b>2027</b>    | <b>2028</b>    | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
| <b>Total FY 2025-2036 Cost</b> | <b>\$1,802</b> | <b>\$1,856</b> | <b>\$1,894</b> | <b>\$1,931</b> | <b>\$0</b>         | <b>\$0</b>         |
| <b>Total FY 2025-2036 Cost</b> | <b>\$7,483</b> |                |                |                |                    |                    |

PennDOT Project Id: 95010

Title: PM Maintenance (Federal)

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M3 - Rehabilitation of transit vehicles

**Narrative:** Funding will be used toward fleet and facility Preventive Maintenance activities on LANTA's fixed route transit vehicle fleet and administrative/operating/maintenance facilities.

| Project Costs(In Thousands)    |                 |                |                |                |                    |                    |
|--------------------------------|-----------------|----------------|----------------|----------------|--------------------|--------------------|
| Fund                           | 2025            | 2026           | 2027           | 2028           | 2029 - 2032        | 2033 - 2036        |
| 5307                           | \$6,160         | \$6,160        | \$6,160        | \$6,160        | \$0                | \$0                |
| LOC                            | \$1,540         | \$1,540        | \$1,540        | \$1,540        | \$0                | \$0                |
| <b>Federal:</b>                | \$6160          | \$6160         | \$6160         | \$6160         | \$0                | \$0                |
| <b>State:</b>                  | \$0             | \$0            | \$0            | \$0            | \$0                | \$0                |
| <b>Local/Other:</b>            | \$1540          | \$1540         | \$1540         | \$1540         | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>     | <b>2026</b>    | <b>2027</b>    | <b>2028</b>    | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
| <b>Total FY 2025-2036 Cost</b> | <b>\$7,700</b>  | <b>\$7,700</b> | <b>\$7,700</b> | <b>\$7,700</b> | <b>\$0</b>         | <b>\$0</b>         |
| <b>Total FY 2025-2036 Cost</b> | <b>\$30,800</b> |                |                |                |                    |                    |

PennDOT Project Id: 95015

Title: ADA Para Trans Serv Cap

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

**Narrative:** This funding covers a portion of the operating expenses for the Americans with Disabilities (ADA) paratransit service. LANTA is able to capitalize this portion of the funds for providing this service. The remainder of the funding for the ADA paratransit service comes from State operating assistance and passenger farebox revenue and is not capitalized.

| Project Costs(In Thousands)    |                |             |             |             |                    |                    |
|--------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025           | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| 5307                           | \$1,028        | \$1,028     | \$1,028     | \$1,028     | \$0                | \$0                |
| LOC                            | \$257          | \$257       | \$257       | \$257       | \$0                | \$0                |
| <b>Federal:</b>                | \$1028         | \$1028      | \$1028      | \$1028      | \$0                | \$0                |
| <b>State:</b>                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$257          | \$257       | \$257       | \$257       | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>    | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$1,285        | \$1,285     | \$1,285     | \$1,285     | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$5,140</b> |             |             |             |                    |                    |

PennDOT Project Id: 95019

Title: Heavy-Duty Bus Purchase

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M10 - Purch new buses & cars for rplcmnt or mnr expan.

Replacement of nineteen (19) diesel-based buses with Compressed Natural Gas (CNG) buses from FFY 2023 through FFY 2026.

Narrative:

FFY2023: No specific vehicles will be replaced. Funds are being programmed in the TIP to pay for a future purchase.  
 FFY2024: Vehicles to be replaced include nine (9) Hybrid Diesel-Electric buses with a year of manufacture of 2012 with new Hybrid Diesel-Electric buses. This will replace all vehicles in LANTA's fleet with a year of manufacture of 2012.  
 FFY2025: No specific vehicles will be replaced. Funds are being programmed in the TIP to pay for a future purchase.  
 FFY2026: Vehicles to be replaced include one (1) Hybrid Diesel-Electric bus with a year of manufacture of 2012 and nine (9) Hybrid Diesel-Electric buses with a year of manufacture of 2014 with new buses.

All vehicle replacements include the cost of the bus, security cameras and all necessary equipment.  
 Projects occurring under this MPMS number will assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

| Project Costs(In Thousands)    |                 |             |             |             |                    |                    |
|--------------------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025            | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| OTH-F                          | \$960           | \$480       | \$480       | \$480       | \$0                | \$0                |
| 5307                           | \$752           | \$752       | \$845       | \$845       | \$0                | \$0                |
| 5339                           | \$741           | \$741       | \$741       | \$741       | \$0                | \$0                |
| LOC                            | \$613           | \$493       | \$517       | \$517       | \$0                | \$0                |
| <b>Federal:</b>                | \$2453          | \$1973      | \$2066      | \$2066      | \$0                | \$0                |
| <b>State:</b>                  | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$613           | \$493       | \$517       | \$517       | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>     | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$3,066         | \$2,466     | \$2,583     | \$2,583     | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$10,698</b> |             |             |             |                    |                    |

PennDOT Project Id: 95178

Title: ITS and Security Project

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M6 - Const. or renov. of power, signal, & comm systems

This project includes the replacement and upgrading of communication and monitoring technology, computer hardware, software, servers, & printers, and other computer technology for the administration and operation of LANtaBus and LANtaVan systems. The project budget satisfies the FTA requirement that LANta must spend at least 1% of its Section 5307 formula funds on security improvements.

| Project Costs(In Thousands)    |                |             |             |             |                    |                    |
|--------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025           | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| 5307                           | \$567          | \$585       | \$602       | \$620       | \$0                | \$0                |
| LOC                            | \$567          | \$585       | \$602       | \$620       | \$0                | \$0                |
| <b>Federal:</b>                | \$567          | \$585       | \$602       | \$620       | \$0                | \$0                |
| <b>State:</b>                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$567          | \$585       | \$602       | \$620       | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>    | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$1,134        | \$1,170     | \$1,204     | \$1,240     | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$4,748</b> |             |             |             |                    |                    |

PennDOT Project Id: 95180

Title: Service Vehicles Replace

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M2 - Purchase of support vehicles

**Narrative:** LANTA maintains a fleet of service vehicles for use in the conduct of daily duties. This line item includes funding for the replacement of eight (8) non-revenue service vehicles.

Projects occurring under this MPMS number will assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

| Project Costs(In Thousands)    |              |             |             |             |                    |                    |
|--------------------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025         | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| 5307                           | \$32         | \$32        | \$32        | \$32        | \$0                | \$0                |
| LOC                            | \$8          | \$8         | \$8         | \$8         | \$0                | \$0                |
| <b>Federal:</b>                | \$32         | \$32        | \$32        | \$32        | \$0                | \$0                |
| <b>State:</b>                  | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$8          | \$8         | \$8         | \$8         | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>  | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$40         | \$40        | \$40        | \$40        | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$160</b> |             |             |             |                    |                    |

PennDOT Project Id: 95183

**Title:** Sign, Shelters and Enhanc

**Air Quality Status:**Exempt from Regional Conformity Analysis

**County:** Lehigh

**Air Quality Exempt Reason:** M8 - Recon. or renov. transit bldgs & structures

**Narrative:** Funding will be used to improve passenger amenities at heavily used bus stops and transit centers through the purchase, installation and maintenance of accurate and informative bus stop signs, passenger shelters, waiting areas and benches.

| Project Costs(In Thousands)    |              |             |             |             |                    |                    |
|--------------------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025         | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| 5307                           | \$40         | \$40        | \$40        | \$40        | \$0                | \$0                |
| LOC                            | \$10         | \$10        | \$10        | \$10        | \$0                | \$0                |
| <b>Federal:</b>                | \$40         | \$40        | \$40        | \$40        | \$0                | \$0                |
| <b>State:</b>                  | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$10         | \$10        | \$10        | \$10        | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>  | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$50         | \$50        | \$50        | \$50        | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$200</b> |             |             |             |                    |                    |

PennDOT Project Id: 97977

**Title:** LANTA Engine VOH Program

**Air Quality Status:**AQ Conformity Does Not Apply

**County:** Lehigh

**Narrative:** Beginning with model year 2017, LANTA began purchasing Compressed Natural Gas (CNG) powered buses equipped with the Cummins ISL-G engine and Allison B4000 transmission. As these buses reach the mid-point of their useful life, many of the vehicle components are worn out or at the end of their service life and need to be replaced. To maintain a state of good repair and a better than benchmark mean distance between failure (MDBF), an ongoing vehicle overhaul program will begin in calendar year 2023 and continue with subsequent model years as they reach their mid-life point of 6 years.

| Project Costs(In Thousands)    |                |             |             |             |                    |                    |
|--------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025           | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| 5307                           | \$480          | \$615       | \$567       | \$840       | \$0                | \$0                |
| LOC                            | \$120          | \$154       | \$142       | \$210       | \$0                | \$0                |
| <b>Federal:</b>                | \$480          | \$615       | \$567       | \$840       | \$0                | \$0                |
| <b>State:</b>                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$120          | \$154       | \$142       | \$210       | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>    | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$600          | \$769       | \$709       | \$1,050     | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$3,128</b> |             |             |             |                    |                    |

PennDOT Project Id: 106530

**Title:** LANTA Enhanced BRT Projec

**Air Quality Status:**Significant: Included in regional conformity analysis

**County:** Lehigh

**Narrative:** Funding is being programmed for LANTA's Enhanced Bus / Bus Rapid Transit (BRT) project. Funding will be used for planning, design, engineering and construction of road treatment elements and other capital improvements of Phase I and II, as recommended in the Lehigh Valley Enhanced Bus / Bus Rapid Transit Study. There will also be bus fleet expansion for the Enhanced Bus / BRT project. Improvements will include street furniture (benches, shelters and other passenger amenities), bus stop signage, transit signal priority devices & signal optimization, off-board fare collection systems, and other roadway betterments.

LANTA's current fixed route bus fleet stands at eighty-three (83) vehicles. In terms of bus fleet expansion for the LANTA Enhanced Bus / BRT Project, the number of new vehicles that will be needed is unknown at this time.

| Project Costs(In Thousands)    |                |             |             |             |                    |                    |
|--------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025           | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| OTH-F                          | \$1,000        | \$0         | \$0         | \$0         | \$0                | \$0                |
| 5307                           | \$400          | \$400       | \$400       | \$400       | \$0                | \$0                |
| LOC                            | \$350          | \$100       | \$100       | \$100       | \$0                | \$0                |
| <b>Federal:</b>                | \$1400         | \$400       | \$400       | \$400       | \$0                | \$0                |
| <b>State:</b>                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$350          | \$100       | \$100       | \$100       | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>    | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$1,750        | \$500       | \$500       | \$500       | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$3,250</b> |             |             |             |                    |                    |

PennDOT Project Id: 106703

Title: LANta Operating Assist.

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

This project provides funding for LANta's Operating Assistance to the Allentown-Bethlehem-Easton Urbanized Area through FFY 2026.

Narrative:

| Project Costs(In Thousands)    |                  |             |             |             |                    |                    |
|--------------------------------|------------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025             | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| 5307                           | \$84             | \$108       | \$99        | \$147       | \$0                | \$0                |
| 338                            | \$24,484         | \$24,484    | \$24,484    | \$24,484    | \$0                | \$0                |
| LOC                            | \$1,399          | \$1,469     | \$1,543     | \$1,620     | \$0                | \$0                |
| <b>Federal:</b>                | \$84             | \$108       | \$99        | \$147       | \$0                | \$0                |
| <b>State:</b>                  | \$24484          | \$24484     | \$24484     | \$24484     | \$0                | \$0                |
| <b>Local/Other:</b>            | \$1399           | \$1469      | \$1543      | \$1620      | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>      | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$25,967         | \$26,061    | \$26,126    | \$26,251    | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$104,405</b> |             |             |             |                    |                    |

PennDOT Project Id: 106704

Title: Share Ride Operate Assist

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: A1 - Cont. ride-shrng & van-pool prom. at cur lvls

This project provides funding for LANta's shared ride activities in the Allentown-Bethlehem-Easton Urbanized Area through FFY 2026.

Narrative:

| Project Costs(In Thousands)    |                 |             |             |             |                    |                    |
|--------------------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025            | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| OTH-S                          | \$4,134         | \$4,134     | \$4,134     | \$4,134     | \$0                | \$0                |
| <b>Federal:</b>                | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>State:</b>                  | \$4134          | \$4134      | \$4134      | \$4134      | \$0                | \$0                |
| <b>Local/Other:</b>            | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>     | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$4,134         | \$4,134     | \$4,134     | \$4,134     | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$16,536</b> |             |             |             |                    |                    |

PennDOT Project Id: 110171

Title: Associated Cap. Maint

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M4 - Purch off., shop, & op. eq. for exist. facility

This project provides funding for the replacement and refurbishing of LANta capital maintenance items, which includes the purchase of capitalized spare parts for LANta's fleet of heavy duty buses, as well as their tire lease for the heavy duty buses through FFY 2026. The renewal of LANta's tire lease agreement will occur within the four years of the TIP.

| Project Costs(In Thousands)    |              |             |             |             |                    |                    |
|--------------------------------|--------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025         | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| 5339                           | \$120        | \$120       | \$120       | \$120       | \$0                | \$0                |
| LOC                            | \$30         | \$30        | \$30        | \$30        | \$0                | \$0                |
| <b>Federal:</b>                | \$120        | \$120       | \$120       | \$120       | \$0                | \$0                |
| <b>State:</b>                  | \$0          | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$30         | \$30        | \$30        | \$30        | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>  | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$150        | \$150       | \$150       | \$150       | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$600</b> |             |             |             |                    |                    |

PennDOT Project Id: 110172

Title: LANta Facility Improve

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: This project provides funding through FFY 2026 for engineering, design, renovation and construction activities at LANta- owned and leased facilities, including the Allentown Administrative Offices, Allentown Maintenance and Garage structures, the Easton Administrative Offices, Easton Maintenance and Garage structures, the LANTA Allentown Transportation Center (ATC), LANTA Bethlehem Transportation Center (BTC), LANTA Easton Intermodal Transportation Center (EITC), and the LANTA Lehigh Valley Mall transfer facility. Miscellaneous facility improvements and upgrades to shop and office equipment will be part of the renovation activities.

Project occurring under this MPMS number will assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

| Project Costs(In Thousands)    |                |             |             |             |                    |                    |
|--------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025           | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| 5307                           | \$400          | \$400       | \$200       | \$120       | \$0                | \$0                |
| LOC                            | \$100          | \$100       | \$50        | \$30        | \$0                | \$0                |
| <b>Federal:</b>                | \$400          | \$400       | \$200       | \$120       | \$0                | \$0                |
| <b>State:</b>                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$100          | \$100       | \$50        | \$30        | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>    | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$500          | \$500       | \$250       | \$150       | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$1,400</b> |             |             |             |                    |                    |

PennDOT Project Id: 120873

Title: LANTA Capital Reserve

Air Quality Status: AQ Conformity Does Not Apply

County: Lehigh

LANTA FFY 2023 Capital Reserve Line Item

Narrative:

| Project Costs(In Thousands)    |                |             |             |             |                    |                    |
|--------------------------------|----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                           | 2025           | 2026        | 2027        | 2028        | 2029 - 2032        | 2033 - 2036        |
| 5307                           | \$341          | \$165       | \$309       | \$51        | \$0                | \$0                |
| LOC                            | \$85           | \$41        | \$77        | \$13        | \$0                | \$0                |
| <b>Federal:</b>                | \$341          | \$165       | \$309       | \$51        | \$0                | \$0                |
| <b>State:</b>                  | \$0            | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>            | \$85           | \$41        | \$77        | \$13        | \$0                | \$0                |
| <b>Period Totals</b>           | <b>2025</b>    | <b>2026</b> | <b>2027</b> | <b>2028</b> | <b>2029 - 2032</b> | <b>2033 - 2036</b> |
|                                | \$426          | \$206       | \$386       | \$64        | \$0                | \$0                |
| <b>Total FY 2025-2036 Cost</b> | <b>\$1,082</b> |             |             |             |                    |                    |

### Fund Category Appendix

| Fund Category Code | Fund Category Description                          | Fund Category Code | Fund Category Description                          |
|--------------------|--|--------------------|--|
| ACT13              | Local at risk bridges - Marcellus Legacy Fund      | PIB                | State Infrastructure Bank - 100% state             |
| ACT3               | Act 3 Public Transportation Grant                  | PL                 | Planning   |
| ACT4A              | Act 4A Supplemental Operating Grant                | PRIV               | Private Party                                      |
| ACT83              | Transit Bond                                       | PRO                | Protect Program                                    |
| ADCMS              | Advanced Digital Construction Management Systems   | PRTCT              | Promoting Resilient Operations for Transformative  |
| ADMUO              | Administration Use Only - Do Not Use               | PTAF               | Act 26 PA Transportation Assist Fund               |
| AIP                | FAA Airport Improvement Program                    | RAISE              | Rebuild American Infra. Sustainability Equity      |
| APD                | Appalachia Development                             | RCP                | Reconnecting Communities                           |
| APL                | Appalachia Local Access                            | REC                | Recreational Trails                                |
| BDP                | Bridge Discretionary Program                       | RES                | Funds Restoration                                  |
| BGENT              | FAA Block Grant Entitlement                        | RFAP               | Rail Freight Assistance Program                    |
| BIP                | Bridge Investment Program                          | RRX                | Highway Safety                                     |
| BND                | Bridge Bonding                                     | RURAL              | Rural Surface Transportation Grant Program         |
| BOF                | Bridge Off System                                  | SBY                | Scenic Byways                                      |
| BRIP               | Bridge Investment Program                          | SECT9              | FTA Federal Formula - Section 9                    |
| BUILD              | BUILD Discretionary Grants                         | SIB                | State Infrastructure Bank                          |
| CAQ                | Congestion Mitigation/Air Quality                  | SPOPR              | Supplemental Operating Assistance                  |
| CARES              | Coronavirus Aid, Relief, and Economic Security     | SPR                | State Planning/Research                            |
| CB                 | Capital Budget Nonhighway                          | SRTSF              | Federal Safe Routes to Schools                     |
| CFI                | Charging - Fueling Infrastructure Program          | SR2S               | State Safe Route to School                         |
| COVID              | COVID Relief                                       | SSE                | Supportive Services Enterprise                     |
| CPF                | Community Project Funding                          | SS4A               | Safe Streets for All                               |
| CRP                | Carbon Reduction Program                           | STE                | Surface Transportation Enhancement                 |
| CRPU               | Carbon Reduction Program Urban                     | STN                | STP - Nonurbanized                                 |
| DAR                | Defense Access Roads                               | STP                | Surface Transportation Prog-Flexible               |
| DBE                | Disadvantages Business Enterprise                  | STR                | Surface Transportation Rural                       |
| D4R                | Discretionary Interstate Maintenance               | STU                | Surface Transportation Urban                       |
| EB                 | Equity Bonus                                       | SXF                | Special Federal Funds (Demo)                       |
| ECONR              | Economic Recovery                                  | TAP                | Transportation Alternatives (TAP) Flexible         |
| FAABG              | FAA Block Grant                                    | TAU                | Tap > 200,000 Population                           |
| FAAD               | FAA Discretionary                                  | TCS                | Transpo & Community System Pres.                   |
| FAI                | Interstate Construction                            | TIGER              | Trans Investment Generating Economic Recovery      |
| FB                 | Ferry Boat/Ferry Terminal Facilities               | TIGGR              | Transit Investment for Greenhouse Gas and Energy R |
| FFL                | Federal Flood                                      | TPK                | Turnpike   |
| FHA                | Public Lands Highways                              | TTE                | Transit Transportation Enhancements                |
| FLAP               | Federal Lands Access Program                       | 073                | Green Light-Go                                     |
| FLH                | Forest Highways                                    | 137                | Municipal Bridge Improvements and Bundling         |
| FRA                | Federal Railroad Administration                    | 138                | Rural Commercial Routes                            |
| FRB                | Ferry Boat   | 140                | Intelligent Transportation System                  |
| FTAD               | FTA Discretionary Funds                            | 144                | 302-87-3 Transportation Assistance                 |
| GEN                | PA General Fund                                    | 160                | Community Transport.-Equip Grant                   |
| HCB                | Historic Covered Bridge                            | 163                | Community Transport.- Equip Grant                  |
| HPR                | Highway Planning/Research                          | 164                | PTAF   |
| HRRR               | High Risk Rural Roads                              | 175                | FTA- Capital Improvements                          |
| HSIP               | Highway Safety Improvement Program                 | 179                | Local Bridge Construction (Act 26 Counties)        |
| HVRU               | Vulnerable Road User Safety                        | 183                | Local Bridge Construction                          |
| H4L                | Highway for Life - 10% Limiting Amount             | 184                | Restoration - Hwy Transfer                         |
| INFRA              | INFRA Discretionary Award                          | 185                | State Bridge Construction                          |
| ITS                | Intelligent Transportation System                  | 20005b             | TOD Planning Pilot Program                         |
| IVB                | Innovative Bridge                                  | 208                | FTA- Discretionary Capital                         |
| LOC                | Local Government Funds                             | 244                | ARLE Projects                                      |
| LRFA               | Local Rail Freight Assistance                      | 278                | Safety Admin                                       |
| MBP3               | Major Bridge P3 Initiative                         | 338                | PT - 1513 Mass Transit Operating                   |
| MEGA               | National Infrastructure Project Assistance program | 339                | PT - 1514 Asst Imprvmt / Capitl Budg               |
| MSFF               | Marcellus Shale Fee Fund                           | 340                | PT - 1517 Capital Improvement                      |
| NEVI               | National Electric Vehicle Infrastructure F/S       | 341                | PT - 1516 Progrms of Statewide Signif              |
| NFP                | National HWY Freight Program                       | 342                | Transit Administration and Oversight               |
| NHPP               | National Highway Performance Program               | 361                | FTA- Capital Improvements                          |
| OJT                | On the Job Training Supportive Services            | 383                | DGS Delegated Facilities projects                  |
| OTH                | Other Local Government Agencies                    | 403                | Act 89 - Aviation Grants                           |
| OTH-F              | Other Federal Govt Agencies                        | 404                | Act 89 - Rail Freight Grants                       |
| OTH-S              | Other Pa State Government Agencies                 | 405                | Act 89 - Passenger Rail Grants                     |

**Lehigh**

**PennDOT Project Id:** 92780

**Project Administrator:** PennDOT

**Title:** I-78 Recon-Berks County Line to SR 100

**Improvement Type:** Reconstruct

**State Route:** 78

**Municipality:** Weisenberg (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 6/9/2033

**Location:** Interstate 78  
Berks County Line to SR 100 Interchange  
Includes SR 100 and SR 863 Interchanges  
Lehigh County

**Project Description:** This project consists of the full reconstruction of Interstate 78 from the Berks County Line to SR 100 Interchange with ramps reconfiguration, including drainage system improvements, guide rail updates, safety barriers, signing, pavement marking, delineators and truck climbing lanes, in Weisenberg and Upper Macungie Townships.

| Project Costs(In Thousands)     |                  |             |             |             |                    |                    |
|---------------------------------|------------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                            | 2027             | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| <b>Federal:</b>                 | \$0              | \$0         | \$0         | \$0         | \$0                | \$120000           |
| <b>State:</b>                   | \$2780           | \$13270     | \$17248     | \$12566     | \$0                | \$0                |
| <b>Local/Other:</b>             | \$0              | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>2027</b>      | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
| <b>Period Totals:</b>           | \$2,780          | \$13,270    | \$17,248    | \$12,566    | \$0                | \$120,000          |
| <b>Total FFY 2027-2038 Cost</b> | <b>\$165,864</b> |             |             |             |                    |                    |

**PennDOT Project Id:** 110072

**Project Administrator:** PennDOT

**Title:** I-78 Adams Road Interchange

**Improvement Type:** Interchange Improvement

**State Route:** 78

**Municipality:** Upper Macungie (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 11/1/2029

**Location:** I-78 with Adams Road and Kecks Road  
Upper Macungie Township  
Lehigh County

**Project Description:** This project involves the construction of the proposed interchange which relocates/replaces the existing Adams Road bridge over I-78 to the east and incorporates an interchange with the relocated roadway in Upper Macungie Township, Lehigh County. In addition, this project includes the replacement of the Kecks Road bridge to accommodate future widening of I-78 along with widening of I-78 to six lanes within the proposed footprint of the interchange.

| Project Costs(In Thousands)     |                  |             |             |             |                    |                    |
|---------------------------------|------------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                            | 2027             | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| <b>Federal:</b>                 | \$0              | \$4240      | \$4000      | \$20783     | \$88942            | \$20000            |
| <b>State:</b>                   | \$0              | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Local/Other:</b>             | \$0              | \$0         | \$0         | \$0         | \$0                | \$0                |
|                                 | <b>2027</b>      | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
| <b>Period Totals:</b>           | \$0              | \$4,240     | \$4,000     | \$20,783    | \$88,942           | \$20,000           |
| <b>Total FFY 2027-2038 Cost</b> | <b>\$137,965</b> |             |             |             |                    |                    |

**Northampton**

**PennDOT Project Id:** 75835

**Project Administrator:** PennDOT

**Title:** I-78 - 33 Interchange to Morgan Hill

**Improvement Type:** Restoration

**State Route:** 78

**Municipality:** Glendon (BORO)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** I-78  
SR 33 interchange to Morgan Hill Exit  
Northampton County

**Project Description:** This project involves the bituminous overlay of NB & SB mainline and shoulders of (I-78) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, and bridge preservation activities, along with other miscellaneous construction items.

The 33 Interchange (SR 8018) and Morgan Hill Ramps (SR 8016) involve the milling and resurfacing with superpave asphalt mixture design, bituminous milling and patching, li painting along with other miscellaneous construction items.

The project is located in Northampton County; Williams and Lower Saucon Townships including SR 8016 and SR 8018 for a construction distance of approximately 10.71 miles (56,549 FT).

| Project Costs(In Thousands)     |                 |             |             |             |                    |                    |
|---------------------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                            | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Federal:                        | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| State:                          | \$200           | \$300       | \$0         | \$0         | \$0                | \$28687            |
| Local/Other:                    | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | \$200           | \$300       | \$0         | \$0         | \$0                | \$28,687           |
| <b>Total FFY 2027-2038 Cost</b> | <b>\$29,187</b> |             |             |             |                    |                    |

PennDOT Project Id: 109318

Project Administrator: PennDOT

Title: I-78 WB - Easton Rd to SR 33

Improvement Type: Concrete Rehabilitation

State Route: 78

Municipality: Lower Saucon (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/27/2026

Location: SR 2006 (Easton Rd) overpass to SR 33 Interchange  
Lower Saucon Township  
Northampton County

Project Description: Highway preservation / restoration on concrete slabs / construct a third/truck climbing lane  
SR 2006 (Easton Rd) overpass to SR 33 Interchange  
Lower Saucon Township, Northampton County

| Project Costs(In Thousands)     |                 |             |             |             |                    |                    |
|---------------------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                            | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Federal:                        | \$16809         | \$0         | \$0         | \$0         | \$0                | \$0                |
| State:                          | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| Local/Other:                    | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | \$16,809        | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> | <b>\$16,809</b> |             |             |             |                    |                    |

PennDOT Project Id: 116518

Project Administrator: PennDOT

Title: i-78 LVTS Bridge Breakout 2

Improvement Type: Bridge Preservation Activities

State Route: 78

Municipality: Lower Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2029

Location: Various locations along I-78 in Lower Saucon and Williams Township and Glendon Borough, Northampton County

Project Description: This project is the replacement/rehabilitation of various bridges carrying I-78 in Lower Saucon and Williams Township and Glendon Borough, Northampton County.

| Project Costs(In Thousands)     |                 |             |             |             |                    |                    |
|---------------------------------|-----------------|-------------|-------------|-------------|--------------------|--------------------|
| Fund                            | 2027            | 2028        | 2029        | 2030        | 2031 - 2034        | 2035 - 2038        |
| Federal:                        | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| State:                          | \$900           | \$900       | \$8695      | \$5587      | \$0                | \$0                |
| Local/Other:                    | \$0             | \$0         | \$0         | \$0         | \$0                | \$0                |
| <b>Period Totals:</b>           | <b>2027</b>     | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031 - 2034</b> | <b>2035 - 2038</b> |
|                                 | \$900           | \$900       | \$8,695     | \$5,587     | \$0                | \$0                |
| <b>Total FFY 2027-2038 Cost</b> | <b>\$16,082</b> |             |             |             |                    |                    |

**Financial Constraint Tables**

*Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.*

| Fund Type              | FFY 2027            |                     | FFY 2028            |                     | FFY 2029            |                     | FFY 2030            |                     | Comments   |
|------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|--|
|                        | Financial Guidance  | Programmed          | Financial Guidance  | Programmed          | Financial Guidance  | Programmed          | Financial Guidance  | Programmed          |  |
| NHPP                   | \$14,811,000        | \$14,811,000        | \$13,383,000        | \$13,383,000        | \$13,383,000        | \$13,383,000        | \$13,383,000        | \$13,383,000        |  |
| STP                    | \$7,210,000         | \$7,210,000         | \$7,193,000         | \$7,193,000         | \$7,193,000         | \$7,193,000         | \$7,193,000         | \$7,193,000         |  |
| State Highway (581)    | \$13,762,000        | \$13,762,000        | \$13,593,000        | \$13,593,000        | \$14,813,000        | \$14,813,000        | \$15,852,000        | \$15,852,000        |  |
| State Bridge (185/183) | \$8,171,000         | \$8,171,000         | \$7,961,000         | \$7,961,000         | \$7,754,000         | \$7,754,000         | \$7,779,000         | \$7,779,000         |  |
| BOF                    | \$5,614,000         | \$5,614,000         | \$5,614,000         | \$5,614,000         | \$5,614,000         | \$5,614,000         | \$5,614,000         | \$5,614,000         |  |
| HSIP                   | \$5,461,000         | \$5,461,000         | \$5,461,000         | \$5,461,000         | \$5,461,000         | \$5,461,000         | \$5,461,000         | \$5,461,000         |  |
| CMAQ                   | \$7,014,000         | \$7,014,000         | \$7,014,000         | \$7,014,000         | \$7,014,000         | \$7,014,000         | \$7,014,000         | \$7,014,000         |  |
| TAU/TAP                | \$1,295,000         | \$1,295,000         | \$1,295,000         | \$1,295,000         | \$1,295,000         | \$1,295,000         | \$1,295,000         | \$1,295,000         |  |
| STU                    | \$13,868,000        | \$13,868,000        | \$13,868,000        | \$13,868,000        | \$13,868,000        | \$13,868,000        | \$13,868,000        | \$13,868,000        |  |
| BRIP                   | \$8,526,000         | \$8,526,000         | \$8,526,000         | \$8,526,000         | \$8,526,000         | \$8,526,000         | \$8,526,000         | \$8,526,000         |  |
| RRX                    | \$0                 | \$0                 | \$0                 | \$1,127,272         | \$0                 | \$500,000           | \$0                 | \$282,000           | RRX money is programmed in FY 28, 29, and 30 but not in Financial Guidance |
| CRP                    | \$572,000           | \$572,000           | \$572,000           | \$572,000           | \$572,000           | \$572,000           | \$572,000           | \$572,000           |  |
| CRPU                   | \$1,626,000         | \$1,626,000         | \$1,626,000         | \$1,626,000         | \$1,626,000         | \$1,626,000         | \$1,626,000         | \$1,626,000         |  |
| <b>Total</b>           | <b>\$87,930,000</b> | <b>\$87,930,000</b> | <b>\$86,106,000</b> | <b>\$87,233,272</b> | <b>\$87,119,000</b> | <b>\$87,619,000</b> | <b>\$88,183,000</b> | <b>\$88,465,000</b> |  |

*Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:*

| Additional Funding Type | FFY 2027           | FFY 2028         | FFY 2029         | FFY 2030         | Comments  |
|-------------------------|--------------------|------------------|------------------|------------------|---|
| LOCAL MATCH             |                    | \$250,000        | \$250,000        | \$250,000        | Local Funding for MPMS 117517 Municipal Bridge Line Item. Construction Phase                            |
| LOCAL MATCH             | \$301,186          |                  |                  |                  | Local Funding for MPMS 123418 Coplay Multimodal Street Improvements. Construction Phase                 |
| LOCAL MATCH             | \$112,500          | \$62,600         | \$21,854         |                  | Local Funding for MPMS 110179 SR 611 Retaining Wall Rehab - Easton. Final Design, Right-of-Way, Utility |
| s581                    | \$8,000,000        |                  |                  |                  | Spike 581 Funds for MPMS 96423 Pave PA 33 I-78 to US 22   |
|                         |                    |                  |                  |                  |   |
|                         |                    |                  |                  |                  |   |
|                         |                    |                  |                  |                  |   |
|                         |                    |                  |                  |                  |   |
| <b>Total</b>            | <b>\$8,413,686</b> | <b>\$312,600</b> | <b>\$271,854</b> | <b>\$250,000</b> |   |

LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY  
TRANSPORTATION IMPROVEMENT PROGRAM 2027-2030  
TRANSIT ELEMENT

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March 18, 2026 (Figures in Thousands)

| Project Name   | FFY 2027 |               | FFY 20268 |               | FFY 2029 |               | FFY 2030 |               | Total 2027-30 |                |
|--|----------|---------------|-----------|---------------|----------|---------------|----------|---------------|---------------|----------------|
|  | No.      | Cost          | No.       | Cost          | No.      | Cost          | No.      | Cost          | No.           | Cost           |
| <b>1. Transit Bus Fleet</b>  |          |               |           |               |          |               |          |               |               |                |
| a. Standard Bus for Fleet Replacement                                  | 5        | 2,507         | 5         | 2,735         | 5        | 2,713         | 4        | 2,611         | 19            | 10,566         |
| <b>2. ADA Paratransit</b>  |          |               |           |               |          |               |          |               |               |                |
| a. Vans/MiniBuses for Fleet Replacement                                | 15       | 2,341         | 15        | 2,412         | 15       | 2,484         | 15       | 2,558         | 60            | 9,795          |
| b. ADA Para Transit Service Capitalization                             |          | 1,200         |           | 1,200         |          | 1,200         |          | 1,200         |               | 4,800          |
| <b>3. Service Vehicles Replacement</b>                                 | 1        | 40            | 1         | 40            | 1        | 40            | 1        | 40            | 4             | 160            |
| <b>4. Capital Asset Maintenance</b>                                    |          |               |           |               |          |               |          |               |               |                |
| a. Preventative Maintenance  |          | 8,182         |           | 8,182         |          | 8,182         |          | 8,182         |               | 32,728         |
| b. Associated Capital Maintenance / Capital Leases                     |          | 115           |           | 115           |          | 115           |          | 115           |               | 460            |
| c. Facility Renovation/Expansion and Equipment                         |          |               |           |               |          |               |          |               |               |                |
| i. General Facility/Equipment/Misc Projects                            |          | 0             |           | 0             |          | 0             |          | 0             |               | 0              |
| d. Engine Vehicle Overhaul Program (VOH)                               |          | 975           |           | 726           |          | 726           |          | 805           |               | 3,232          |
| <b>5. Passenger Facilities and Amenities</b>                           |          |               |           |               |          |               |          |               |               |                |
| a. Shelters / Signs  |          | 0             |           | 0             |          | 0             |          | 0             |               | 0              |
| <b>6. Technology</b>   |          |               |           |               |          |               |          |               |               |                |
| a. Miscellaneous   |          | 1,153         |           | 1,188         |          | 1,224         |          | 1,260         |               | 4,825          |
| <b>7. LV Enhanced Bus/BRT Program</b>                                  |          |               |           |               |          |               |          |               |               |                |
| a. CNG Bus for Fleet Expansion - Phase II                              |          | 0             |           | 0             |          | 0             |          | 0             |               | 0              |
| b. Recommended Transit Priority Roadway Improvements - Phases I and II |          |               |           |               |          |               |          |               |               |                |
| i. Planning and Engineering  |          | 279           |           | 198           |          | 0             |          | 1,250         |               | 1,727          |
| ii. Construction   |          |               |           |               |          |               |          |               |               | 0              |
| c. Other Program Related Capital Projects - Phases I and II            |          | 0             |           | 0             |          | 0             |          | 0             |               | 0              |
| <b>8. LANTA Operating Assistance</b>                                   |          | 27,750        |           | 27,827        |          | 27,908        |          | 27,993        |               | 111,478        |
| <b>9. LANTA Shared Ride Operating Assistance</b>                       |          | 3,346         |           | 3,346         |          | 3,346         |          | 3,346         |               | 13,384         |
| <b>Total Program - 2027-2030</b>                                       |          | <b>47,888</b> |           | <b>47,969</b> |          | <b>47,938</b> |          | <b>49,360</b> |               | <b>193,155</b> |
|  |          |               |           |               |          |               |          |               |               |                |
|  |          |               |           |               |          |               |          |               |               |                |
| <b>Funding Projection</b>  |          |               |           |               |          |               |          |               |               |                |
|  |          |               |           |               |          |               |          |               |               |                |
| <b>I. Federal - FTA &amp; Other</b>                                    |          |               |           |               |          |               |          |               |               |                |
| a. Formula - Sect. 5307 & Sect. 5340                                   |          | 9,600         |           | 9,600         |          | 9,600         |          | 9,600         |               | 38,400         |
| b. Formula - Seniors & Individuals with Disabilities (5310)            |          | 837           |           | 837           |          | 837           |          | 837           |               | 3,348          |
| c. Formula Section 5339 Capital  |          | 888           |           | 888           |          | 888           |          | 888           |               | 3,552          |
| d. Other - CMAQ Flex   |          | 480           |           | 480           |          | 480           |          | 1,480         |               | 2,920          |
| e. Other - CRP   |          | 279           |           | 198           |          | 0             |          | 0             |               | 477            |
| <b>II. State &amp; Local Operating Assistance</b>                      |          |               |           |               |          |               |          |               |               |                |
| a. PM / ADA / ACMI / VOH Match   |          | 2,663         |           | 2,632         |          | 2,650         |          | 2,684         |               | 10,629         |
| b. PennDOT Operating Assistance  |          | 26,208        |           | 26,208        |          | 26,208        |          | 26,208        |               | 104,832        |
| c. Local Operating Assistance  |          | 1,542         |           | 1,618         |          | 1,699         |          | 1,784         |               | 6,643          |
| d. PennDOT Shared Ride Operating Assistance                            |          | 3,346         |           | 3,346         |          | 3,346         |          | 3,346         |               | 13,384         |
| <b>III. State - PennDOT</b>  |          |               |           |               |          |               |          |               |               |                |
| a. Discretionary - Act 89  |          | 2,028         |           | 2,143         |          | 2,211         |          | 2,507         |               | 8,889          |
| <b>IV. Local</b>   |          |               |           |               |          |               |          |               |               |                |
| a. Counties  |          | 17            |           | 19            |          | 19            |          | 26            |               | 81             |
|  |          |               |           |               |          |               |          |               |               | 0              |
| <b>TOTAL FUNDING</b>   |          | <b>47,888</b> |           | <b>47,969</b> |          | <b>47,938</b> |          | <b>49,360</b> |               | <b>193,155</b> |
| <b>DIFFERENCE</b>  |          | <b>0</b>      |           | <b>0</b>      |          | <b>0</b>      |          | <b>0</b>      |               | <b>0</b>       |

# Air Quality Conformity Analysis Report

Lehigh Valley MPO 2027-2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP)

## National Ambient Air Quality Standards (NAAQS) Addressed:

- 2008 8-Hour Ozone (Nonattainment)
- 2006 24-Hour PM<sub>2.5</sub> (Maintenance)

## Prepared by:

The Lehigh Valley Planning Commission and  
Pennsylvania Department of Transportation  
for the  
Lehigh Valley Transportation Study

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**Report Date: April 2026**

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## Summary of Attachments

- Attachment A:** Project List
- Attachment B:** Detailed Emission Results
- Attachment C:** Sample MOVES Input Files

## Overview

This report provides an analysis of the air quality implications of the Lehigh Valley Transportation Study (LVTS) MPO 2027-2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP). The analysis demonstrates transportation conformity under the 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS) and the 2006 24-hour PM<sub>2.5</sub> NAAQS. The air quality conformity analysis reflects an assessment of the regionally significant non-exempt transportation projects included in both the TIP and LRTP.

This document replaces the previously approved conformity demonstration of the TIP and LRTP and ensures that the findings meet all current criteria established by the U.S. Environmental Protection Agency (EPA) for the applicable NAAQS. A conformity determination has been completed to provide a regional forecast of emissions based on planned air quality significant projects in the updated TIP and the latest available planning assumptions. All air quality significant projects for the LRTP remain the same as previous conformity determinations. The TIP and LRTP projects are listed in **Attachment A**.

## Background on Transportation Conformity

Transportation conformity is a way to ensure that federal funding and approval are awarded to transportation activities that are consistent with air quality goals. Under the Clean Air Act (CAA), transportation and air quality modeling procedures must be coordinated to ensure that the TIP and the LRTP are consistent with the area's applicable State Implementation Plan (SIP). The SIP is a federally approved and enforceable plan by which each area identifies how it will attain and/or maintain the health-related primary and welfare-related secondary NAAQS.

In order to receive transportation funding and approvals from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), state and local transportation agencies must demonstrate that the plans, programs, or projects meet the transportation conformity requirements of the CAA as set forth in the transportation conformity rule. Under the transportation conformity rule, transportation plans are expected to conform to the applicable SIP in nonattainment or maintenance areas. The integration of transportation and air quality planning is intended to ensure that transportation plans, programs, and projects will not:

- Cause or contribute to any new violation of any applicable NAAQS.
- Increase the frequency or severity of any existing violation of any applicable NAAQS.
- Delay timely attainment of any applicable NAAQS, any required interim emissions reductions, or other NAAQS milestones.

The transportation conformity determination includes an assessment of future highway emissions for defined analysis years, including the end year of the LRTP. Emissions are estimated using the latest available planning assumptions and available analytical tools, including EPA's latest approved on-highway mobile sources emissions model, the Motor Vehicle Emission Simulator (MOVES). The conformity determination provides a tabulation of the analysis results for

applicable precursor pollutants, showing that the required conformity test was met for each analysis year.

## Report Contents

This document includes a summary of the methodology and data assumptions used for the conformity analysis. As shown in **Exhibit 1**, attachments containing additional detail have been provided with the document. In addition, modeling input and output files have been reviewed by the Environmental Protection Agency (EPA) Region III and the Pennsylvania Department of Environmental Protection (DEP).

### EXHIBIT 1: SUMMARY OF ATTACHMENTS

| Attachment | Title                          | Description  |
|------------|--------------------------------|--|
| <b>A</b>   | Project List                   | Provides a list of regionally significant highway projects for the TIP and LRTP. |
| <b>B</b>   | Detailed Emission Results      | Provides a detailed summary of emissions by roadway type.                        |
| <b>C</b>   | MOVES Sample Run Specification | Provides example MOVES5 data importer (XML) and run specification (MRS) files.   |

## National Ambient Air Quality Standard Designations

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

The Lehigh Valley MPO area (includes Lehigh and Northampton counties) is currently designated as a marginal nonattainment area under the 2008 8-hour ozone NAAQS and a maintenance area under the 2006 24-hour PM<sub>2.5</sub> NAAQS. The region is attaining the current 2012 annual PM<sub>2.5</sub> NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

## Fine Particulate Matter

Fine particulate matter (PM<sub>2.5</sub>) can be emitted directly into the atmosphere (sources include exhaust and dust from brake and tire wear) or formed in the atmosphere by combinations of precursor pollutants (secondary formation). Sulfates and nitrates are two types of pollutants that contribute to secondary formation. Sulfate emissions are a result of power plant and industry emissions, while nitrate emissions result from automobiles, power plants, and other combustion sources. Scientific studies have shown a significant correlation between exposure to fine particulates and severe health issues such as heart disease, lung disease, and premature death.

The pollutants that could be analyzed in the conformity analysis are: [1] direct PM<sub>2.5</sub> emissions (tail pipe emissions, brake and tire wear), [2] re-entrained road dust, and [3] precursors nitrogen oxides (NOX), volatile organic compounds (VOC), sulfur oxides (SOX) and ammonia (NH<sub>3</sub>). The EPA has ruled that until the EPA or DEP find that other precursor pollutants are significant contributors, and a SIP revision is approved stating such findings, direct PM<sub>2.5</sub> emissions and NOX are the only pollutants that must be analyzed for transportation conformity (40 CFR 93.119(f)(8)–(10)).

### **1997 Annual PM<sub>2.5</sub> and 2006 24-hour PM<sub>2.5</sub> Standards**

The EPA published the 1997 annual PM<sub>2.5</sub> NAAQS on July 18, 1997, (62 FR 38652), with an effective date of September 16, 1997. An area is in nonattainment of this standard if the 3-year average of the annual mean PM<sub>2.5</sub> concentrations (for designated monitoring sites within an area) exceeds 15.0 micrograms per cubic meter (µg/m<sup>3</sup>). Lehigh and Northampton counties were designated as a nonattainment area under the 1997 annual PM<sub>2.5</sub> NAAQS, effective April 5, 2005 (70 FR 944).

The EPA published the 2006 24-hour PM<sub>2.5</sub> NAAQS on October 17, 2006, (71 FR 61144), with an effective date of December 18, 2006. The rulemaking strengthened the 1997 24-hour standard of 65 µg/m<sup>3</sup> (62 FR 38652) to 35 µg/m<sup>3</sup> and retained the 1997 annual PM<sub>2.5</sub> NAAQS of 15 µg/m<sup>3</sup>. An area is in nonattainment of the 2006 24-hour PM<sub>2.5</sub> NAAQS if the 98th percentile of the annual 24-hour concentrations, averaged over three years, is greater than 35 µg/m<sup>3</sup>. Lehigh and Northampton counties were designated as attainment under the 2006 24-hour PM<sub>2.5</sub> NAAQS, effective December 14, 2009 (74 FR 58688).

A redesignation request and maintenance plan applicable to the 1997 annual PM<sub>2.5</sub> NAAQS was approved by EPA effective December 22, 2014 (79 FR 76251). The maintenance plan includes 2017 and 2025 PM<sub>2.5</sub> and NOX mobile vehicle emission budgets (MVEBs) for transportation conformity purposes.

EPA took final action on the “Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements” rule on August 24, 2016 (81 FR 58010 effective on October 24, 2016). In that rulemaking, EPA finalized the option that revokes the 1997 primary annual PM<sub>2.5</sub> NAAQS in areas that have always been designated as attainment and in maintenance of that NAAQS. After revocation, areas no longer have to expend resources on CAA air quality planning and conformity determination requirements associated with the 1997 annual PM<sub>2.5</sub> NAAQS.

### **2012 Annual PM<sub>2.5</sub> Standard**

The EPA published the 2012 annual PM<sub>2.5</sub> NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual PM<sub>2.5</sub> NAAQS by strengthening the standard from 15 µg/m<sup>3</sup> to 12 µg/m<sup>3</sup>. An area is in nonattainment of this standard if the 3-year average of the annual mean PM<sub>2.5</sub> concentrations for designated monitoring sites in an area is greater than 12.0 µg/m<sup>3</sup>. On December 18, 2014, EPA issued final designations for the standard that were revised on April 7, 2015 (80 FR 18535). Lehigh and Northampton counties are designated in attainment of the standard.

### **2024 Annual PM<sub>2.5</sub> Standard**

On February 7, 2024, EPA strengthened the annual PM<sub>2.5</sub> standard at 9.0 µg/m<sup>3</sup> to provide increased public health protection, consistent with the available health science. The nonattainment areas have not been designated yet for this new standard.

## **Ozone**

Ozone is formed by chemical reactions occurring under specific atmospheric conditions. Precursor pollutants that contribute to the formation of ozone include VOC and NO<sub>x</sub>, both of which are components of vehicle exhaust. VOCs may also be produced through the evaporation of vehicle fuel, as well as by displacement of vapors in the gas tank during refueling. By controlling VOC and NO<sub>x</sub> emissions, ozone formation can be mitigated.

### **2008 8-hour Ozone NAAQS**

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008, (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. The Lehigh Valley MPO area was designated as a nonattainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088). The nonattainment area also includes Carbon County, which demonstrates conformity separately. Effective June 3, 2016, EPA determined that the Lehigh Valley MPO area has attained the 2008 ozone NAAQS by the applicable attainment date. This determination of attainment does not constitute a redesignation to attainment. Redesignations require states to meet a number of additional statutory criteria, including the EPA approval of a state plan demonstrating maintenance of the air quality standard for 10 years after redesignation.

## **2015 8-hour Ozone NAAQS**

In 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). On October 16, 2018 (83 FR 52163), EPA established designations to include Lehigh and Northampton Counties as attainment for the 2015 8-hour ozone NAAQS. However, a conformity determination is required as long as 2008 8-hour ozone standard is not revoked by EPA.

## **Interagency Consultation**

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state). A meeting was conducted on January 29, 2026, to review all planning assumptions and to discuss the template and content for transportation conformity analyses.

## **Analysis Methodology and Data**

This transportation conformity analysis was conducted using EPA's MOVES model, which is the official model for estimating emissions from highway vehicles for SIP emission inventories and transportation conformity (75 FR 9411). MOVES5 was released in November 2024 and has been used for this conformity determination; it is one of the latest approved model versions for SIP and transportation conformity purposes (89 FR 99862). MOVES5 has been integrated with local traffic, vehicle fleet, environmental, fuel, and control strategy data to estimate emissions.

Planning assumptions are updated following EPA and FHWA joint guidance (EPA420-B-08-901) that clarifies the implementation of the latest planning assumption requirements in 40 CFR 93.110. This analysis utilizes the best available latest traffic, vehicle fleet and environmental data to estimate regional highway emissions.

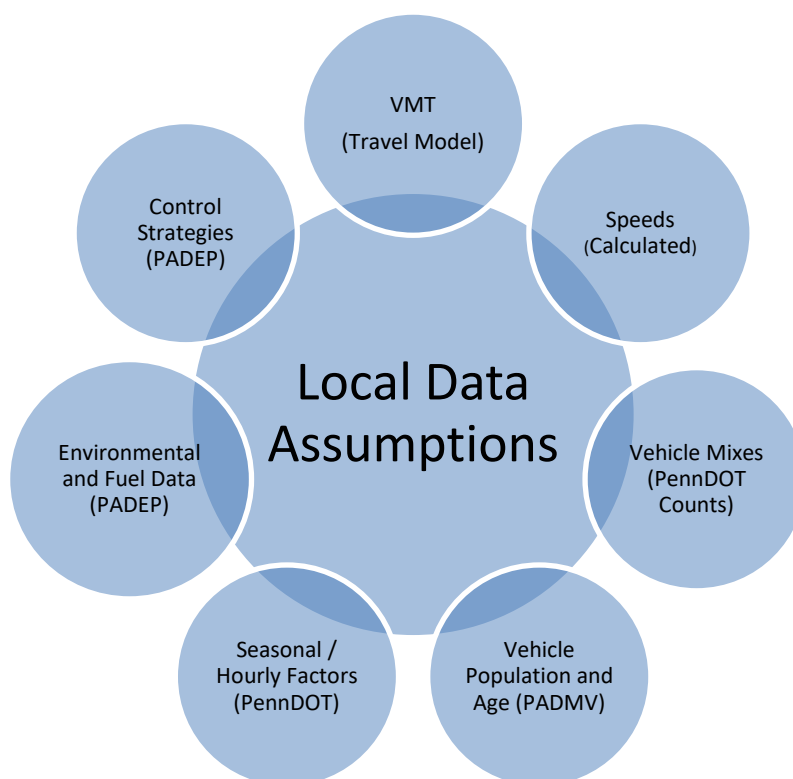
PennDOT updates many of its key planning assumptions on a triennial basis to support EPA's National Emissions Inventory (NEI) and FHWA's latest planning assumption requirements for transportation conformity. For this conformity analysis, the data draws from the latest MPO regional travel demand model and PennDOT's latest 2023 triennial data update. The PennDOT triennial data update also is used to inform the planning assumptions for the future analysis years used for transportation conformity.

The analysis methodology and data inputs for this analysis were developed through interagency consultation and used available EPA guidance documents that included:

- MOVES5 Policy Guidance: Use of MOVES for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes, US EPA Office of Transportation and Air Quality, EPA-420-B-24-038, November 2024.
- MOVES5 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity, US EPA Office of Transportation and Air Quality, EPA-420-B-24-043, November 2024.

A mix of local and national default (internal to MOVES) data are used in the analysis. As illustrated in **Exhibit 2**, local data has been used for data items that have a significant impact on emissions, including: vehicle miles of travel (VMT), vehicle population, congested speeds, and vehicle type mix, as well as environmental and fuel assumptions. Local data inputs to the analysis process reflect the latest available planning assumptions using information obtained from PennDOT, DEP and other local/national sources.

### EXHIBIT 2: LOCAL DATA INPUTS USED FOR CONFORMITY RUNS



The methodology used for this analysis is consistent with the methodology used to develop SIP inventories. This includes the use of custom post-processing software (PPSUITE) to calculate hourly speeds and prepare key traffic input files to the MOVES emission model.

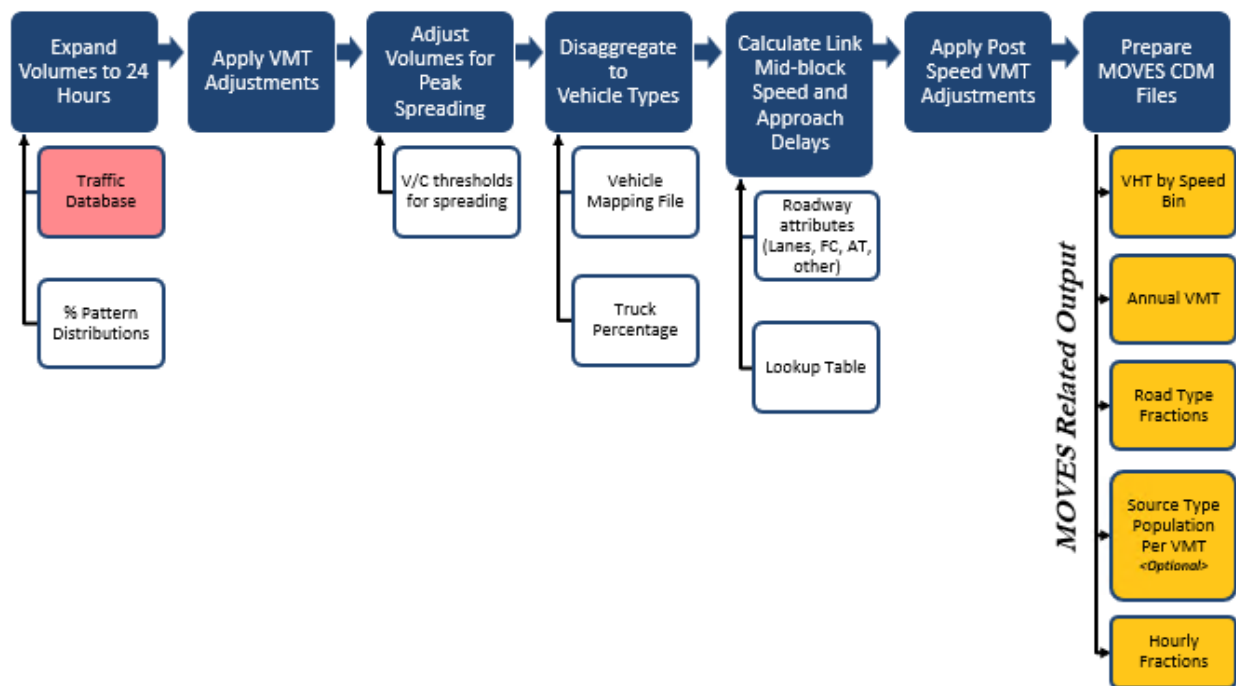
PPSUITE consists of a set of programs that perform the following functions:

- Analyzes highway operating conditions.
- Calculates highway speeds.
- Compiles VMT and vehicle type mix data.
- Prepares MOVES runs and processes MOVES outputs.

PPSUITE is a widely used and accepted tool for estimating speeds and processing emissions rates. The PPSUITE tool has been used for developing on-highway mobile source inventories in SIP revisions, control strategy analyses, and conformity analyses in other states. The software was developed to utilize accepted transportation engineering methodologies. The PPSUITE process is integral to producing traffic-related input files to the MOVES emission model. **Exhibit 3** summarizes the key functions of PPSUITE within the emission calculation process. Other MOVES input files are prepared externally to the PPSUITE software, including vehicle population, vehicle age, environmental and fuel input files.

The CENTRAL software is also used in this analysis. CENTRAL is a menu-driven software platform that executes the PPSUITE and MOVES processes in batch mode. The CENTRAL software allows users to execute runs for a variety of input options and integrates custom SQL steps into the process. CENTRAL provides important quality control and assurance steps, including file naming and storage automation.

**EXHIBIT 3: EMISSION CALCULATION PROCESS**



## Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, I/M program parameters and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel and emission control program data for every county; EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. These data items are discussed in the following sections.

### Travel Demand Model

The roadway data input to emissions calculations for this conformity analysis is based on information from the region's travel demand forecasting model. The travel demand model estimates roadway volumes based on input demographic forecasts and expected changes to the transportation roadway network.

The regional travel demand model follows the basic "four-step" travel demand forecasting process and utilizes the Cube Voyager (TP+) software platform. The model consists of 510 Traffic Analysis Zones (TAZs), approximately 9,000 links, and approximately 5,200 nodes. The network contains attributes such as distance, number of lanes, area type, facility type, free flow speed, capacity of the lane, and location of traffic signals.

The model was updated in December 2023. This update included preparation of a new socioeconomic dataset developed using the Census 2020 data, updates to the external share model and through trip table, updates to trip generation rates, and revisions to model parameters and coefficients to reflect 2022 traffic patterns and conditions. Using the projected traffic volume data from the model, conditions were evaluated for all applicable future analysis years. All significant air quality projects from the TIP and LRTP were coded into the travel demand model.

Transit data was also generated as part of the travel demand model. Existing fixed transit routes and their associated attributes (i.e., stops, headways, fares, speeds) are included within a transit subroutine. Transit ridership was validated using reported ridership available from the transit agency. Ridership estimates generated by this subroutine are fed back into the model stream as part of the overall network processing.

Traffic forecasts were projected based on the socioeconomic and land use data projections developed and adopted by the Lehigh Valley Planning Commission. This data includes total population, households, and employment. **Exhibit 4** summarizes the socioeconomic data for the base year and horizon years of the LRTP. Socioeconomic data for other analysis years were forecasted using interpolation.

#### EXHIBIT 4: SOCIOECONOMIC GROWTH ASSUMPTIONS TO THE TRAVEL MODEL

| County        | Year | Population | Household | Total Employment |
|---------------|------|------------|-----------|------------------|
| Lehigh Valley | 2023 | 694,596    | 274,076   | 397,106          |
|               | 2030 | 719,110    | 283,778   | 413,155          |
|               | 2040 | 753,086    | 297,292   | 434,952          |
|               | 2050 | 786,755    | 310,527   | 457,453          |

The travel model network and assigned traffic volumes are processed by PPSUITE to prepare the traffic inputs needed to run the MOVES emission model. The following information is extracted from the model for emission calculations:

- Lanes
- Roadway capacity
- Distance
- Daily traffic volume
- Type of area abutting the roadway (e.g., urban, suburban, rural, etc.)
- Type of roadway facility (e.g., interstate, arterial, collector, local, etc.)

#### Other Supporting Traffic Data

Other traffic data is used to adjust and disaggregate traffic volumes. Key sources used in these processes include the following:

- *Highway Performance Monitoring System (HPMS VMT)*: According to EPA guidance, baseline inventory VMT computed from the regional travel model must be adjusted to be consistent with HPMS VMT totals. The VMT contained in the HPMS reports are considered to represent average annual daily traffic (AADT), an average of all days in the year, including weekends and holidays. Adjustment factors are calculated and used to adjust locally modeled roadway data VMT to be consistent with the reported HPMS totals and are applied to all county and facility group combinations within the region. These adjustments are important to account for local roadway VMT not represented within the regional travel demand model.
- *Seasonal Factors*: The traffic volumes estimated from the regional travel demand model are adjusted to summer or average monthly conditions (as needed for annual processing), using seasonal adjustment factors prepared by PennDOT's BPR in their annual traffic data report published on the [BPR website](#). The seasonal factors are also used to develop MOVES daily and monthly VMT fraction files, allowing MOVES to determine the portion of annual VMT that occurs in each month of the year.
- *Hourly Patterns*: Speeds and emissions vary considerably depending on the time of day. In order to produce accurate emission estimates, it is important to estimate the pattern by which

roadway volume varies, by breaking the data down into hourly increments. Pattern data is in the form of a percentage of the daily volumes for each hour. Distributions are provided for all the counties within the region and by each facility type grouping. The hourly pattern data has been developed from 24-hour vehicle count data compiled by PennDOT’s BPR, using the process identified in PennDOT’s annual traffic data report. The same factors are also used to develop the MOVES hourly fraction file.

## Vehicle Class

MOVES produces emission rates for thirteen MOVES vehicle source input types. VMT is input into MOVES for six HPMS vehicle groups, with passenger cars and light trucks combined into a single class. **Exhibit 5** summarizes the distinction between each classification scheme.

### EXHIBIT 5: MOVES SOURCE TYPES AND HPMS VEHICLE GROUPS

| <u>SOURCE TYPES</u> |                              | <u>HPMS Class Groups</u> |                       |
|---------------------|------------------------------|--------------------------|-----------------------|
| 11                  | Motorcycle                   | 10                       | Motorcycle            |
| 21                  | Passenger Car                | 25                       | Passenger Car         |
| 31                  | Passenger Truck              | 25                       | Passenger/Light Truck |
| 32                  | Light Commercial Truck       | 40                       | Buses                 |
| 41                  | Other Buses                  | 50                       | Single Unit Trucks    |
| 42                  | Transit Bus                  | 60                       | Combination Trucks    |
| 43                  | School bus                   |                          |                       |
| 51                  | Refuse Truck                 |                          |                       |
| 52                  | Single Unit Short-haul Truck |                          |                       |
| 53                  | Single Unit Long-haul Truck  |                          |                       |
| 54                  | Motor Home                   |                          |                       |
| 61                  | Combination Short-haul Truck |                          |                       |
| 62                  | Combination Long-haul Truck  |                          |                       |

The emissions estimation process includes a method to disaggregate the traffic volumes to the thirteen source types and then to recombine the estimates to the five HPMS vehicle classes. Vehicle type pattern data is used by PPSUITE to distribute the hourly roadway segment volumes among the thirteen MOVES source types. Similar to the 24-hour pattern data, this data contains percentage splits to each source type for every hour of the day. The vehicle type pattern data is developed from several sources of information:

- PennDOT truck percentages from the RMS database.
- Hourly distributions for trucks and total traffic compiled by PennDOT’s BPR.
- School bus registration data from PennDOT’s Bureau of Motor Vehicles Registration Database.

Vehicle type percentages are also input into the capacity analysis section of PPSUITE to adjust the speeds in response to truck volume. Larger trucks take up more roadway space compared to an equal number of cars and light trucks, which is accounted for in the speed estimation process

by adjusting capacity using information from the Transportation Research Board's fifth edition of the *Highway Capacity Manual* (<http://hcm.trb.org/>).

### **Vehicle Ages**

Vehicle age distributions are required to be input by thirteen source types. The distributions reflect the percentage of vehicles in the fleet up to 40 years old (for MOVES5 modeling). The vehicle age distributions used in this analysis were prepared from the most recently available 2023 registration download from PennDOT's Bureau of Motor Vehicles Registration Database. Due to data limitations, only data for light-duty vehicles and motor home (including source types 11, 21, 31, 32 and 54) was used as local inputs; and, heavy-duty vehicles (including source types 41, 42, 43, 51, 52, 53, 61 and 62) used the MOVES national default age distribution.

### **Vehicle Population**

The vehicle population information, including the number and age of vehicles, impacts forecasted start and evaporative emissions within MOVES. In addition to vehicle age distribution, MOVES requires total vehicle populations for each of the thirteen source type categories. 2023 county vehicle registration data was used to estimate vehicle population for light-duty vehicles, transit buses, and school buses. Other heavy-duty vehicle population values were based on VMT for each source type using the vehicle mix and pattern data discussed previously. PPSUITE automatically applies MOVES default ratios of VMT and source type population (e.g., the number of miles per vehicle by source type) to the local VMT estimates to produce vehicle population.

For the preparation of source type population for other required conformity analysis years, base values were adjusted using forecast population and household data for the area. Growth rates were limited so as to not exceed the Lehigh Valley VMT growth assumptions.

### **Meteorology Data**

Average monthly minimum temperatures, maximum temperatures, and humidity values are consistent with the regional State Implementation Plan (SIP) modeling conducted by DEP. The data was obtained from AccuWeather, Inc. ([www.accuweather.com](http://www.accuweather.com)). The 10-year (2010-2020) average minimum and maximum monthly temperature and relative humidity values were obtained for each of the 10 airport locations in Pennsylvania.

### **Fuel Parameters**

The MOVES5 default data assumptions have been reviewed and determined adequate to be used as inputs to the MOVES emissions modeling. Key assumptions include:

- 9.617 RVP used for summer months (based on MOVES5 defaults).
- 100% market share of 10% ethanol throughout the year for analysis years 2030, 2040 and 2050 (based on MOVES5 defaults).

## AVFT Input

The AVFT (Alternate Vehicle Fuel and Technologies) input table is used to specify the fraction of fuel types capable of being used by model year and source type. Pennsylvania 2023 vehicle registration data was used to develop the AVFT input for light duty vehicles (source types 21, 31 and 32), school bus, transit bus and motor homes. Forecasts for electric vehicles (EV) were based on PennDOT's EV Roadmap for light duty vehicles (source types 21, 31 and 32). For all other source types and heavy-duty vehicles, EV assumptions from MOVES5 default AVFT inputs and forecasts were utilized.

## I/M Program Parameters

The inspection maintenance (I/M) program inputs to the MOVES model are based on current programs within each county (all PA I/M programs are based on county boundaries). All analysis years include Pennsylvania's statewide I/M program. The default I/M program parameters included in MOVES were examined for each county and necessary changes were made to the default parameters to match the 2021 I/M program performance.

In order to ensure that emission controls are working properly, vehicle inspection and maintenance (I/M) programs have been adopted in some nonattainment areas. These programs have the added benefit of improving vehicle fuel efficiency. The Pennsylvania inspection and maintenance (I/M) program was upgraded and expanded throughout the state with a phase-in period starting in September 2003 and fully implemented by June 2004.

The I/M program requirements vary by region (five regions) and include on-board diagnostics (OBD) technology that uses the vehicle's computer for model years 1996 and newer to identify potential engine and exhaust system problems that could affect emissions. The program, named PAOBDII, is implemented by region as follows:

- Philadelphia Region - Bucks, Chester, Delaware, Montgomery and Philadelphia Counties
- [Includes tailpipe exhaust testing using ASM2015 or equipment for pre-1996 vehicles up to 25 years old]
- Pittsburgh Region - Allegheny, Beaver, Washington and Westmoreland Counties.
- [Includes tailpipe exhaust testing using PA 97 equipment for pre-1996 vehicles up to 25 years old]
- South Central and Lehigh Valley Region - Berks, Cumberland, Dauphin, Lancaster, Lebanon, Lehigh, Northampton and York Counties.
- [Includes gas cap and visual inspection only for 1975 through 1995 model years]
- North Region - Blair, Cambria, Centre, Erie, Lackawanna, Luzerne, Lycoming, and Mercer Counties.
- [Gas cap and visual inspection only – No OBD]
- Other 42 Counties – Includes the remaining 42 counties not included above.
- [Visual inspection only – No OBD]

## Other Vehicle Technology and Control Strategy Data

### Federal Programs

Current federal vehicle emissions control and fuel programs are incorporated into the MOVES5 software. The MOVES5 model includes the following new federal emission standard rules that were not in previous versions of MOVES:

- Multi-Pollutant Rule for Model Year 2027 and Later Light-Duty and Medium-Duty Vehicles (LMDV), March 2024 (Model Years 2027-2032): This rule incorporates higher projected electric vehicle (EV) fractions and more stringent standards for CO<sub>2</sub>, particulate matter (PM), non-methane organic gases (NMOG), and NO<sub>x</sub>.
- Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3 (HDP3), March 2024 (Model Years 2027-2032): This rule includes higher projected EV fractions and updated energy consumption for heavy-duty EVs.

MOVES5 also includes the following recent on-road control programs that have already been incorporated in MOVES4 or earlier versions:

- Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards, January 2023 (Model Year 2027 and Later).
- Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards, December 2021 (Model Years 2023-2026).
- Safer Affordable Fuel Efficient (SAFE) Vehicles Rule, March 2020 (Model Years 2021-2026).
- Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium-and Heavy-Duty Engines and Vehicles—Phase 2, October 2016 (Model Years 2019-2027).
- Tier-3 Vehicle Emissions and Fuel Standards Program, March 2014 (Model Years 2017-2025).
- 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards, October 2012 (Model Years 2017-2025).
- Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium-and Heavy-Duty Engines and Vehicles, September 2011 (Model Years 2014-2018).
- Regulation of Fuels and Fuel Additives: Modifications to Renewable Fuel Standard Program (RFS2), December 2010.

Earlier foundational federal programs such as the Tier 2 Vehicle Emissions Standards and the 2007 Heavy-Duty Engine Rule are also inherently reflected in MOVES5 default emission rates. Modifications of default emission rates are required to reflect the early implementation of the National Low Emission Vehicle (NLEV) program in Pennsylvania. To reflect these impacts, EPA has released instructions and input files that can be used to model these impacts. The NLEV input database was created for Pennsylvania per EPA's instructions and was used for this inventory.

## State Programs

The Pennsylvania Clean Vehicles (PCV) Program, adopted in 1998, incorporated the California Low Emission Vehicle Regulations (CA LEV) by reference. The PCV Program allowed automakers to comply with the NLEV program as an alternative to this Pennsylvania program until MY 2006. Beginning with MY2008, all “new” passenger cars and light-duty trucks with a gross vehicle weight rating (GVWR) of 8,500 pounds or less sold/leased and titled in Pennsylvania must be certified by the California Air Resources Board (CARB) or be certified for sale in all 50 states. For this program, a “new” vehicle is a qualified vehicle with an odometer reading less than 7,500 miles. DEP and PennDOT both work with the public, including manufacturers, vehicle dealers and consumers, to ensure that vehicles sold and purchased in Pennsylvania or vehicles purchased from other states by Pennsylvania residents comply with the requirements of the PCV Program, in order to be titled in Pennsylvania. Additionally, PennDOT ensures that paperwork for title and registration includes proof of CARB- or 50-state emission certification or that the vehicle owner qualifies for an exemption to the requirements, as listed on PennDOT’s MV-9 form and in the PCV Program regulation. When necessary, information from PennDOT’s title and registration process may be used to audit vehicle title transactions to determine program compliance.

The impacts of this program are modeled for all analysis years beyond 2008 using the same instructions and tools as downloaded for the early NLEV analysis. EPA provided input database to reflect the LEV I, LEV II, and LEV III California standards. Modifications to those databases were made to reflect a 2008 start date for Pennsylvania.

## Analysis Process Details

The previous sections have summarized the input data used for computing speeds and emission rates for this conformity analysis. This section explains how PPSUITE and MOVES use that input data to produce emission estimates. **Exhibit 6** provides a more detailed overview of the PPSUITE analysis procedure using the available traffic data information described in the previous sections.

### VMT Preparation

Producing an emissions inventory with PPSUITE requires a process of disaggregation and aggregation. Data is available and used on a very detailed scale – individual roadway segments for each of the 24 hours of the day. This data needs to be processed individually to determine the distribution of vehicle hours of travel (VHT) by speed and then aggregated by vehicle class to determine the input VMT to the MOVES emission model. Key steps in the preparation of VMT include:

- *Assemble VMT* - The regional travel demand model contains the roadway segments, distances and travel volumes needed to estimate VMT. PPSUITE processes each segment by simply multiplying the assigned travel volume by the distance to obtain VMT.
- *Apply Seasonal Adjustments* – PPSUITE adjusts the traffic volumes to the appropriate analysis season. These traffic volumes are assembled by PPSUITE and extrapolated over the course of a year to produce the annual VMT file input to MOVES.
- *Disaggregate to Hours* - After seasonal adjustments are applied, the traffic volumes are distributed to each hour of the day. This allows for more accurate speed calculations (effects of congested hours) and allows PPSUITE to prepare the hourly VMT and speeds for input to MOVES.
- *Perform Peak Spreading* - After distributing the daily volumes to each hour of the day, PPSUITE identifies hours that are unreasonably congested. For those hours, PPSUITE then spreads a portion of the volume to other hours within the same peak period, thereby approximating the “peak spreading” that normally occurs in such over-capacity conditions. This process also helps prevent hours with unreasonably congested speeds from disproportionately impacting emission calculations.
- *Disaggregate Vehicle Types* - EPA requires VMT estimates to be prepared by the six HPMS vehicle groups, reflecting specific local characteristics. As described in the previous section, the hourly volumes are disaggregated into thirteen MOVES source types based on data from PennDOT, in combination with MOVES defaults. The thirteen MOVES source types are then recombined into five HPMS vehicle classes.
- *Apply HPMS VMT Adjustments* - Volumes must also be adjusted to account for differences with the HPMS VMT totals, as described in previous sections. VMT adjustment factors are provided as inputs to PPSUITE and are applied to each of the roadway segment volumes. VMT adjustment factors are also applied to runs for future years.

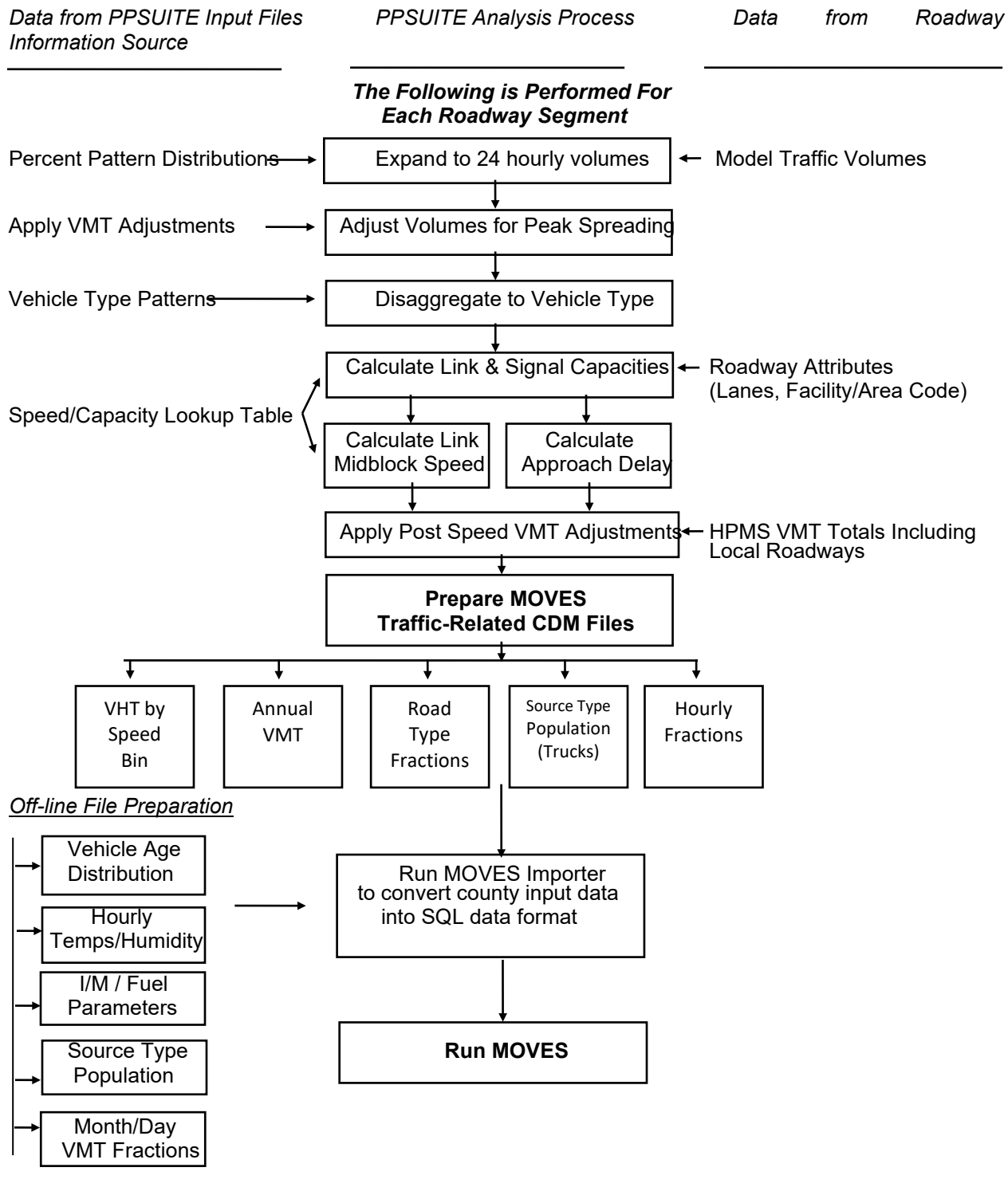
## Speed Estimation

Emissions for many pollutants (including VOC and NO<sub>x</sub>) vary significantly with travel speed. VOC emissions generally decrease as speed increases, while NO<sub>x</sub> emissions decrease at low speeds and increase at higher speeds, as illustrated in **Exhibit 7**. Because emissions are so sensitive to speed changes, EPA recommends special attention be given to developing reasonable and consistent speed estimates. EPA also recommends that VMT be disaggregated into subsets that have roughly equal speeds, with separate emission factors for each subset. At a minimum, speeds should be estimated separately by road type.

The computational framework used for this analysis meets and exceeds the recommendation above relating to speed estimates. Speeds are individually calculated for each roadway segment and hour. Rather than accumulating the roadway segments into a particular road type and calculating an average speed, each individual link hourly speed is represented in the MOVES vehicle hours of travel (VHT) by a speed bin file. This MOVES input file allows the specification of a distribution of hourly speeds. For example, if 5% of a county's arterial VHT operates at 5 mph during the AM peak hour and the remaining 95% operates at 65 mph, this can be represented in the MOVES speed input file. For the roadway vehicle emissions calculations, speed distributions are input to MOVES by road type and source type for each hour of the day.

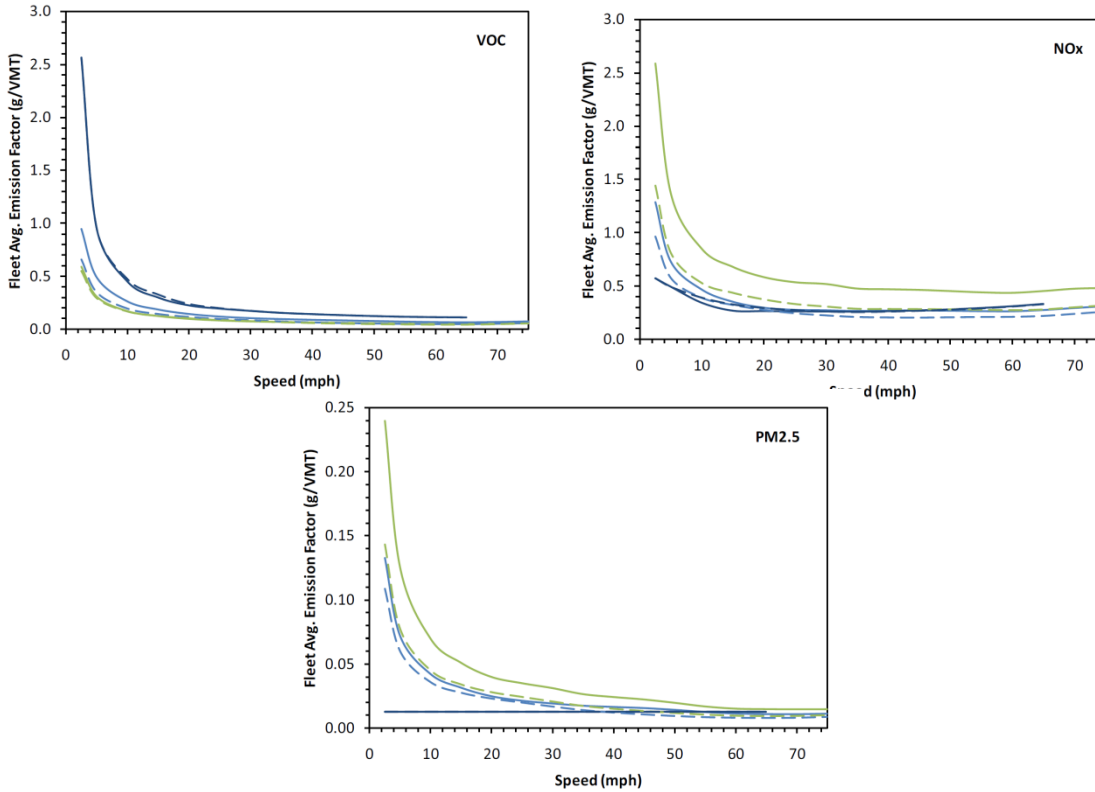
To calculate speeds, PPSUITE first obtains initial capacities (i.e., how much volume the roadway can serve before heavy congestion) and free-flow speeds (speeds assuming no congestion) from a speed/capacity lookup table. As described previously, this data contains default roadway information indexed by the area and facility type codes. For areas with known characteristics, values can be directly coded to the database and the speed/capacity default values can be overridden. For most areas where known information is unavailable, the speed/capacity lookup tables provide valuable default information regarding speeds, capacities, signal characteristics, and other capacity adjustment information used for calculating congested delays and speeds. The result of this process is an estimated average travel time for each hour of the day for each highway segment. The average travel time multiplied by traffic volume produces vehicle hours of travel (VHT).

**EXHIBIT 6: PPSUITE SPEED/EMISSION ESTIMATION PROCEDURE**



**EXHIBIT 7: EMISSION FACTOR VS. SPEED VARIANCES (VOC, NO<sub>x</sub>, AND PM<sub>2.5</sub>)**

- MOVES Urban Restricted    — MOVES Rural Restricted    — MOBILE Freeway
- - MOVES Urban Unrestricted    - - MOVES Rural Unrestricted    - - MOBILE Arterial



Source: Figure 3 from *Implications of the MOVES2010 Model on Mobile Source Emission Estimates*, Air & Waste Management Association, July 2010.

## Developing the MOVES Traffic Input Files

The PPSUITE software is responsible for producing the following MOVES input files for every analysis run:

- VMT by HPMS vehicle class.
- VHT by speed bin.
- Road type distributions.
- Hourly VMT fractions.

These files are text formatted files with a \*.csv extension. The files are provided as inputs within the MOVES County Data Manager (CDM) and are described below:

- *VMT Input File*: VMT is the primary traffic input affecting emission results. The roadway segment distances, and traffic volumes are used to prepare estimates of VMT. PPSUITE performs these calculations and outputs the MOVES annual VMT input file to the County Data Manager (CDM). The annual VMT is computed by multiplying travel model roadway adjusted VMT by 365 days (366 days in a leap year).
- *VHT by Speed Bin File*: As described in the previous section, the PPSUITE software prepares the MOVES VHT by speed bin file, which summarizes the distribution of speeds across all links into each of the 16 MOVES speed bins for each hour of the day by road type. This robust process is consistent with the methods and recommendations provided in EPA's [technical guidance](#) and ensures that MOVES emission rates are used to the fullest extent.
- *Road Type Distributions*: Within MOVES, typical drive cycles and associated operating conditions vary by roadway type. MOVES defines five different roadway types as follows:
  - 1 Off-Network.
  - 2 Rural Restricted Access.
  - 3 Rural Unrestricted Access.
  - 4 Urban Restricted Access.
  - 5 Urban Unrestricted Access.

For this analysis, the MOVES road type distribution file is automatically generated by PPSUITE using defined equivalencies. The off-network road type includes emissions from vehicle starts, extended idling, and evaporative emissions. Off-network activity in MOVES is primarily determined by the Source Type Population input.

## MOVES Runs

After computing speeds and aggregating VMT and VHT, PPSUITE prepares traffic-related inputs needed to run EPA’s MOVES software. Additional required MOVES inputs are prepared externally from the processing software and include temperatures, I/M program parameters, fuel characteristics, vehicle fleet age distributions, and source type population. The MOVES’ county data importer is run in batch mode. This program converts all data files into the MYSQL format used by the MOVES model. At that point, a MOVES run specification file (\*.mrs) is created which specifies options and key data locations for the run. The MOVES run is then executed in batch mode. A summary of key MOVES run specification settings is shown in **Exhibit 8**. MOVES can be executed using either an inventory or rate-based approach. For this analysis, MOVES is applied using the *inventory-based* approach. Using this approach, actual VMT and population are provided as inputs to the model; MOVES is responsible for producing the total emissions for the region.

**EXHIBIT 8: MOVES RUN SPECIFICATION FILE PARAMETER SETTINGS**

| Parameter                             | Setting   |
|---------------------------------------|---|
| <b>MOVES Version</b>                  | MOVES5.0  |
| <b>MOVES Default Database Version</b> | movesdb20241112   |
| <b>Scale</b>                          | COUNTY  |
| <b>Analysis Mode</b>                  | Inventory   |
| <b>Time Span</b>                      | <b>Annual Runs:</b><br>Single MOVES run with 12-month inputs including all days and hours<br><b>July Weekday Runs:</b><br>July month, Weekday, 24 hours |
| <b>Time Aggregation</b>               | Hour  |
| <b>Geographic Selection</b>           | County [FIPS]   |
| <b>Vehicle Selection</b>              | All source types<br>Gasoline, Diesel, CNG, E85, Electricity   |
| <b>Road Type</b>                      | All road types including off-network  |
| <b>Pollutants and Processes</b>       | All PM <sub>2.5</sub> categories, NO <sub>x</sub> , VOC   |
| <b>Database selection</b>             | Early NLEV database<br>PA-Specific CAL LEV program database   |
| <b>General Output</b>                 | Units:<br>Emission = grams; Distance = miles;<br>Time = hours; Energy = Million BTU   |
| <b>Output Emissions</b>               | Time = Hour or Month, Emissions by Process ID, Source Type and Road Type  |

## Conformity Analysis Results

Transportation conformity analyses of the current TIP and LRTP have been completed for the Lehigh Valley MPO area. The analyses were performed according to the requirements of the Federal transportation conformity rule at 40 CFR Part 93, Subpart A. The analyses utilize the methodologies, assumptions and data as presented in previous sections. Interagency consultation has been used to determine applicable emission models, analysis years and emission tests.

### Emission Tests

There are currently no approved SIP MVEBs for the Lehigh Valley MPO area under 2008 8-hour ozone NAAQS. However, the Lehigh Valley MPO area has MVEBs approved by EPA under the 1997 8-hour ozone NAAQS using MOVES (79 FR 28435). The approved MVEBs are used in this analysis for the ozone conformity test. The ozone conformity analysis has been conducted to compare emissions to the applicable ozone MVEBs summarized in **Exhibit 9**.

**EXHIBIT 9: 8-HOUR OZONE MOTOR VEHICLE EMISSION BUDGETS**

| Pollutant             | 2009 Budget<br>(tons/day) | 2018 Budget<br>(tons/day) |
|-----------------------|---------------------------|---------------------------|
| <b>VOC</b>            | 20.65                     | 12.43                     |
| <b>NO<sub>x</sub></b> | 39.18                     | 20.41                     |

On April 13, 2015, EPA approved the Commonwealth of Pennsylvania’s request to redesignate the Lehigh Valley MPO area to attainment for the 2006 24-hour PM<sub>2.5</sub> NAAQS. The MVEBs provided in the maintenance plans for the county are summarized in **Exhibit 10**. The MVEBs are specified as annual values in tons/year; and as a result, the conformity analyses are conducted for annual conditions.

**EXHIBIT 10: ANNUAL PM<sub>2.5</sub> MOTOR VEHICLE EMISSION BUDGETS**

| Pollutant               | 2017 Budget<br>(tons/year) | 2025 Budget<br>(tons/year) |
|-------------------------|----------------------------|----------------------------|
| <b>PM<sub>2.5</sub></b> | 297                        | 234                        |
| <b>NO<sub>x</sub></b>   | 8,081                      | 5,303                      |

## Analysis Years

Section 93.119(g) of the Federal Transportation Conformity Regulations requires that emissions analyses be conducted for specific analysis years as follows:

- A near-term year, one to five years in the future.
- The last year of the LRTP’s forecast period, horizon year 2050.
- All established MVEB years.
- Attainment year of the standard if within timeframe of TIP and LRTP.
- An intermediate year or years such that if there are two years in which analysis is performed, the two analysis years are no more than ten years apart.

All analysis years were determined through the interagency consultation process. **Exhibit 11** provides the analysis years used for this conformity analysis.

**EXHIBIT 11: TRANSPORTATION CONFORMITY ANALYSIS YEARS**

| Analysis Year | Description          |
|---------------|----------------------|
| 2030          | Interim Year         |
| 2040          | Interim Year         |
| 2050          | Horizon Year of LRTP |

## Components of the PM<sub>2.5</sub> Regional Emissions Analysis

PM<sub>2.5</sub> can be the result of either direct or indirect emissions. Direct transportation emissions can be the result of brake or tire-wear, particulates in exhaust emissions, or dust raised by on-road vehicles or construction equipment. Possible indirect transportation related emissions of PM<sub>2.5</sub> include: NH<sub>3</sub>, NO<sub>x</sub>, SO<sub>x</sub>, and VOC. The EPA has ruled that regional analysis of direct PM<sub>2.5</sub> emissions must include both exhaust and brake/tire-wear emissions. EPA’s current regulations specify that road dust should be included in the regional analysis of direct PM<sub>2.5</sub> emissions only if the EPA or the state air agency have found it to be a significant contributor to the region’s nonattainment. Neither the EPA nor the state air agency has determined road dust to be a significant contributor in the nonattainment area for this conformity determination.

Until a SIP revision is approved affirming that NO<sub>x</sub> is insignificant, EPA’s current regulations state that indirect PM<sub>2.5</sub> emissions must be analyzed for NO<sub>x</sub>. Conversely, VOC, SO<sub>x</sub> and NH<sub>3</sub> must be analyzed only if the state(s) or the EPA determines one or more of these pollutants significant. Therefore, NO<sub>x</sub> is the only indirect PM<sub>2.5</sub> component analyzed for the nonattainment area in this conformity determination.

## Regionally Significant Highway Projects

For the purposes of the conformity analysis, model highway networks are created for each analysis year. For the horizon years, regionally significant projects from the TIP and LRTP were coded onto the networks. Detailed assessments were only performed for those new projects which may have a significant effect on emissions in accordance with 40 CFR Parts 51 and 93. Only those projects which would increase capacity or significantly impact vehicular speeds were considered. Projects such as bridge replacements and roadway restoration projects, which constitute the majority of the TIP and LRTP list, have been excluded from consideration since they are considered exempt under 40 CFR 93.126-127. A list of highway projects is shown in **Attachment A**.

## Analysis Results

An emissions analysis has been completed for 2008 8-hour ozone and 2006 24-hour PM<sub>2.5</sub> NAAQS. The results of the analysis are summarized in the tables below. Forecast years have been estimated using the procedures and assumptions provided in this conformity report. A detailed emission summary is also provided in **Attachment B**. Example MOVES importer (XML) and run specification (MRS) files are provided in **Attachment C**.

### 2008 Ozone NAAQS

**Exhibit 12** summarizes the Lehigh Valley MPO area ozone emission results for a summer weekday in each analysis year. The analysis year emission results are compared to the emission budgets in **Exhibit 9**. All years are lower than the applicable conformity budgets established in the regional maintenance plan for the 1997 ozone NAAQS.

**EXHIBIT 12: OZONE EMISSION ANALYSIS RESULTS AND CONFORMITY TEST**  
(Summer Weekday)

| Pollutant            | 2018<br>BUDGET<br>(tons/day) | 2030<br>(tons/day) | 2040<br>(tons/day) | 2050<br>(tons/day) |
|----------------------|------------------------------|--------------------|--------------------|--------------------|
| VOC                  | 12.43                        | 3.02               | 2.22               | 2.07               |
| NO <sub>x</sub>      | 20.41                        | 4.10               | 2.24               | 2.08               |
| Conformity<br>Result |                              | Pass               | Pass               | Pass               |

### 2006 24-hour NAAQS

**Exhibit 13** summarizes the 24-hour PM<sub>2.5</sub> and NO<sub>x</sub> emissions for annual conditions. The emissions are compared against the available 2017 and 2025 SIP MVEBs listed in **Exhibit 10**. The results illustrate that projected emissions are below the applicable MVEBs.

**Exhibit 13: PM<sub>2.5</sub> EMISSION ANALYSIS RESULTS AND CONFORMITY TEST**  
(Annual Analysis Runs)

| Pollutant                | 2030<br>(tons/year) | 2040<br>(tons/year) | 2050<br>(tons/year) |
|--------------------------|---------------------|---------------------|---------------------|
| PM <sub>2.5</sub>        | 78                  | 63                  | 60                  |
| NO <sub>x</sub>          | 1,324               | 776                 | 734                 |
| MVEB - PM <sub>2.5</sub> | <b>234</b>          | <b>234</b>          | <b>234</b>          |
| MVEB - NO <sub>x</sub>   | <b>5,303</b>        | <b>5,303</b>        | <b>5,303</b>        |
| Conformity Result        | <b>Pass</b>         | <b>Pass</b>         | <b>Pass</b>         |

## Conformity Determination

### Financial Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan and TIP to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The Lehigh Valley MPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the Lehigh Valley MPO area and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The TIP and LRTP have been determined to be financially constrained.

### Public Participation

The TIP and LRTP have undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, LVTS Public Participation Plan and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period starting April 15, 2026, and included a public meeting.

### Conformity Statement

The conformity rule requires that the TIP and LRTP conform to the applicable SIP(s) and be adopted by the MPO/RPO before any federal agency may approve, accept, or fund projects. Conformity is determined by applying criteria outlined in the transportation conformity regulations to the analysis.

The TIP and LRTP for the Lehigh Valley MPO are found to conform to the applicable air quality SIP(s) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the Lehigh Valley MPO and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system.

## Resources

### MOVES Model

The Modeling Page on the EPA's Office of Mobile Sources Website (<https://www.epa.gov/moves>) contains the latest version of the MOVES model download, MOVES users guide and other information.

MOVES5 Policy Guidance: Use of MOVES for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes, US EPA Office of Transportation and Air Quality, EPA-420-B-24-038, November 2024.

MOVES5 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity, US EPA Office of Transportation and Air Quality, EPA-420-B-24-043, November 2024.

### Traffic Engineering

*Highway Capacity Manual, sixth edition (HCM2016)*, Transportation Research Board, presents current knowledge and techniques for analyzing the transportation system.

*Traffic Data Collection and Factor Development Report, 2023 Data*, Pennsylvania Department of Transportation, Bureau of Planning and Research.

## Highway Vehicle Emissions Analysis Glossary

**AADT:** Average Annual Daily Traffic, average of ALL days.

**CAA:** Clean Air Act as amended.

**CARB:** California Air Resources Board.

**CFR:** Code of Federal Regulations.

**County Data Manager (CDM):** User interface developed to simplify importing specific local data for a single county or a user-defined custom domain without requiring direct interaction with the underlying MySQL/MariaDB database in the MOVES emission model.

**DEP:** Pennsylvania Department of Environmental Protection

**Emission rate or factor:** Expresses the amount of pollution emitted per unit of activity. For highway vehicles, this is usually expressed in grams of pollutant emitted per mile driven.

**EPA:** Environmental Protection Agency

**FC:** Functional code. Applied to road segments to identify their type (freeway, local, etc.).

**FHWA:** Federal Highway Administration.

**FR:** Federal Register.

**FTA:** Federal Transit Administration.

**Growth factor:** Factor used to convert volumes to future years.

**HPMS:** Highway Performance Monitoring System.

**I/M:** Vehicle emissions inspection/maintenance programs are required in certain areas of the country. The programs ensure that vehicle emission controls are in good working order throughout the life of the vehicle. The programs require vehicles to be tested for emissions. Most vehicles that do not pass must be repaired.

**LRTP:** Long Range Transportation Plan

**MOVES:** Motor Vehicle Emission Simulator. The latest model EPA has been developed to estimate emissions from highway vehicles.

**MVEB:** motor vehicle emissions budget.

**NAAQS:** National Ambient Air Quality Standard

**NTD:** National Transit Database

**Pattern data:** Extrapolations of traffic patterns (such as how traffic volume on road segment types varies by time of day, or what kinds of vehicles tend to use a road segment type) from segments with observed data to similar segments.

**PPSUITE:** Post-Processor for Air Quality. A set of programs that estimate speeds and prepares MOVES inputs and processes MOVES outputs.

**Road Type:** Functional code, applied in data management to road segments to identify their type (rural/urban highways, rural/urban arterials, etc.).

**RMS:** Roadway Management System.

**Source Type:** One of thirteen vehicle types used in MOVES modeling.

**SIP:** State Implementation Plan

**TAZ:** Traffic Analysis Zone System

**TIP:** Transportation Improvement Program

**VHT:** Vehicle hours traveled.

**VMT:** Vehicle miles traveled. In modeling terms, it is the simulated traffic volumes multiplied by link length.

## **ATTACHMENT A**

### **Project List**

The following air quality significant projects were included in the conformity emissions analyses. The projects are listed in PennDOT's 12-year Program (TYP) and the Lehigh Valley MPO's 2050 Long Range Transportation Plan (LRTP). The PennDOT TYP includes the 2027-2030 TIP. Project descriptions have been included with the associated TIP and LRTP documentation.

#### AIR QUALITY SIGNIFICANT PROJECTS BY ANALYSIS YEAR

| MPMS #                                       | AQ Significant Project Name                            |
|--|--|
| <b>2027-2038 Highway-Bridge TYP Projects</b> |  |
| 92780 (Interstate)                           | I-78 Reconstruction – Berks County Line to SR 100      |
| 109318 (Interstate)                          | I-78 WB - Easton Rd to SR 33 Truck Climbing Lane       |
| 110072 (interstate)                          | I-78 Adams Road Interchange                            |
| 96384  | US 22 Widening: US 22 from 15th Street to Airport Road |
| 119690                                       | SR 22 Widening - Lehigh River Bridge to Airport Rd     |
| 96432  | SR 309 & Tilghman Interchange Reconfiguration          |
| 99697  | 7 <sup>th</sup> Street Multimodal Corridor             |
| 120952                                       | SR 248/Airport Road Intersection Improvements          |
| 120976                                       | Linden Street Two-Way Conversion                       |
| 110173                                       | SR 309 Coopersburg Adaptive Signal Upgrade             |
| 110174                                       | Mauch Chunk Road Signal Upgrade                        |
| 102160                                       | State Route 309/Center Valley Parkway Interchange      |
| 110076                                       | Jordan Creek Bridge Replacement                        |
| 110183                                       | SR 29 Shimersville Hill Safety Improvements            |
| 117606                                       | SR 22/ SR 191 Interchange Improvements                 |
| 117509                                       | Freemansburg Ave (SR 2018) Safety Improvements         |
| 116936                                       | SR 191 Lower Nazareth Intersection Improvements        |
| 118070                                       | Riverside Drive Raise Grant                            |
| 94873  | Fifth Street Bridge Replacement (State Route 1029)     |
| <b>2027-2030 Transit TIP Projects</b>        |  |
| 106530                                       | LANTA Enhanced Bus / BRT                               |

| <b>2050 LRTP Projects (Incorporates PennDOT 12-Year Program)<br/>No Changes from Past Conformity Determination</b> |
|--|
| <b>AQ Significant Project Name</b>   |
| Emmaus Avenue Adaptive Signal Upgrades   |
| Hanover Avenue Adaptive Signal Upgrades at 7 Intersections - North Albert to North Wahneta Streets                 |
| State Route 512/Mill Street Intersection Improvements  |
| Union Boulevard/Tilghman Street Adaptive Signal Upgrades at 27 Intersections                                       |
| American Parkway intersections improvement at Hamilton, Linden & Gordon Streets                                    |
| State Route 145/South Pike Avenue Betterment Project   |
| Fullerton Avenue (State Route 1015) Betterment Project   |
| State Route 145/7th Street Betterment Project  |
| State Route 33 Betterment Project  |
| State Route 378 Betterment Project   |
| State Route 248 Betterment Project   |
| State Route 145 (MacArthur Road) Betterment Project, from Newburg Road to 7th Street                               |
| State Route 145 (MacArthur Road) Betterment Project, from Center Street to Clearview Road                          |
| US Route 22 Betterment Project   |
| State Route 33 North/South Betterment Project  |
| State Route 611 Betterment Project   |
| State Route 248 Betterment Project   |
| State Route 100 Betterment Project   |
| State Route 412 Hellertown Corridor Improvements   |
| State Route 145 (South 4th Street/Pike Avenue) Corridor Improvements   |
| Adaptive Signal Updates  |
| State Route 2002 (Emmaus Avenue) Signal Improvements   |
| State Route 1009 (Schoenersville Road) Corridor Improvements   |
| Lehigh Street and Union Street Intersection and Corridor Improvements  |
| Hamilton Street/Hanover Avenue Corridor Study and Construction   |
| State Route 512 Adaptive Signal Upgrade  |
| State Route 222 (Jaindl Highway) at Krocks Road Intersection Improvements  |
| State Route 29 (Cedar Crest Boulevard) Intersection Improvements.  |
| Weaversville Road Curve Improvements   |
| State Route 1002 (Tilghman Street) Improvements  |
| Nestle Way/Grim Road Corridor and State Route 3012 (Schantz Road) Intersection Improvements                        |
| Old Route 22 & State Route 863 Intersection Widening   |
| State Route 222 (Jaindl Highway/Hamilton Boulevard/Hamilton Street) Signal Improvements                            |
| State Route 222 (Jaindl Highway), Grim Road and Cetronia Road Intersection Improvements                            |

|   |
|---|
| State Route 100 and Industrial Boulevard Intersection Improvements  |
| Bath Adaptive Traffic Signals   |
| Advanced Signal Coordination System along State Route 512   |
| Road Auxiliary Turn Lanes at Intersection of Vera Cruz Road and Pike Avenue                                   |
| Downtown Easton Signal Improvements   |
| State Route 1002 (Tilghman Street) Signal Improvements  |
| Uhler Road/Sullivan Trail Intersection Improvement  |
| Center Street One Way to Two Way Conversion   |
| State Route 2020 (William Penn Highway) and State Route 33 Interchange  |
| US Route 22 Widening from Mauch Chunk Road & Route 145  |
| Jefferson Street Road Diet/Roundabout   |
| State Route 309 Northbound Realignment  |
| State Route 222 (Hamilton Boulevard) Breinigsville Road/Newtown Road Roundabout                               |
| State Route 2004 (Susquehanna Street/Seidersville Road), State Route 2002 (Emmaus Avenue/Broadway) Roundabout |
| Mauch Chunk Road/Elizabeth Avenue Roundabout  |
| College Heights Boulevard Traffic Calming and Roundabout  |
| State Route 248 (Lehigh Drive) and State Route 946 (Mountain View Drive) Intersection                         |
| State Routes 946 and 248 Intersection Improvements  |
| State Route 512 (Market Street) Improvements, Bangor Borough  |
| Male Road Bridge  |
| Coffeetown Road Bridge Replacement  |
| Water Street Culvert  |
| Canal Park Bridge   |
| Airport Road Corridor Phase 1 Infrastructure Implementation Line Item   |
| Broad Street Traffic Signal Upgrades  |
| State Route 378 (Wyandotte Street) Corridor Improvements  |
| State Route 512 Slate Belt Corridor Improvements Study and Improvements                                       |
| State Route 33 and Interstate 78 Interchange Reconstruction   |
| State Route 1006 (Walbert Avenue) Betterment Project  |
| 17th Street Corridor Traffic Signal Modernization   |
| Americans with Disabilities Act Traffic Signalization in Bath Borough   |

## **ATTACHMENT B**

### **Detailed Emission Results**

## Ozone Analysis

**Lehigh Valley Ozone Daily Emission Summary**  
2030 FFY27 TIP and 2050 LRTP Conformity

| County                              | Summer Daily VMT Speed (mph) |                 | Emissions (Tons/Day) |              |
|-------------------------------------|------------------------------|-----------------|----------------------|--------------|
|                                     |                              |                 | VOC                  | NOx          |
| Lehigh                              | 10,720,041                   | 30.2            | 1.7                  | 2.41         |
| Northampton                         | 7,957,569                    | 34.2            | 1.4                  | 1.69         |
| Off-Model Project Emission Benefits |                              |                 | 0.00                 | 0.00         |
| <b>Region Total</b>                 | <b>18,677,611</b>            |                 | <b>3.02</b>          | <b>4.10</b>  |
|                                     |                              | <b>(Kg/Day)</b> | <b>2,743</b>         | <b>3,720</b> |

**Lehigh Valley Ozone Daily Emission Summary**  
2030 FFY27 TIP and 2050 LRTP Conformity (By Road Type)

| County                              | Road Type          | Summer Daily VMT  | Speed (mph) | Emissions (Tons/Day) |              |
|-------------------------------------|--------------------|-------------------|-------------|----------------------|--------------|
|                                     |                    |                   |             | VOC                  | NOx          |
| Lehigh                              | Off-Network        | N/A               | N/A         | 1.1                  | 0.44         |
|                                     | Rural Restricted   | 907,963           | 51.5        | 0.0                  | 0.16         |
|                                     | Rural UnRestricted | 1,614,144         | 30.9        | 0.1                  | 0.29         |
|                                     | Urban Restricted   | 3,437,215         | 40.5        | 0.1                  | 0.62         |
|                                     | Urban UnRestricted | 4,760,719         | 23.7        | 0.3                  | 0.91         |
|                                     | <i>Subtotal</i>    | <i>10,720,041</i> |             |                      | <i>1.65</i>  |
| Northampton                         | Off-Network        | N/A               | N/A         | 1.0                  | 0.36         |
|                                     | Rural Restricted   | 0                 | N/A         | 0.0                  | 0.00         |
|                                     | Rural UnRestricted | 1,521,143         | 39.3        | 0.1                  | 0.23         |
|                                     | Urban Restricted   | 3,412,565         | 45.9        | 0.1                  | 0.56         |
|                                     | Urban UnRestricted | 3,023,861         | 25.3        | 0.2                  | 0.54         |
|                                     | <i>Subtotal</i>    | <i>7,957,569</i>  |             |                      | <i>1.37</i>  |
| Off-Model Project Emission Benefits |                    |                   |             | 0.00                 | 0.00         |
| <b>Region Total</b>                 |                    | <b>18,677,611</b> |             | <b>3.02</b>          | <b>4.10</b>  |
|                                     |                    | <b>(Kg/Day)</b>   |             | <b>2,743</b>         | <b>3,720</b> |

**Lehigh Valley Ozone Daily Emission Summary**  
**2030 FFY27 TIP and 2050 L RTP Conformity (By Source Type)**

| County                              | Source Type                          | Summer Daily VMT            | Emissions (Tons/Day)        |             |
|-------------------------------------|--------------------------------------|-----------------------------|-----------------------------|-------------|
|                                     |                                      |                             | VOC                         | NOx         |
| Lehigh                              | Motorcycle                           | 63,641                      | 0.2                         | 0.04        |
|                                     | Passenger Car                        | 8,598,963                   | 1.1                         | 0.30        |
|                                     | Passenger Truck                      | 1,073,274                   | 0.2                         | 0.19        |
|                                     | Light Commercial Truck               | 101,673                     | 0.0                         | 0.03        |
|                                     | Intercity Bus                        | 4,126                       | 0.0                         | 0.02        |
|                                     | Transit Bus                          | 17,063                      | 0.0                         | 0.03        |
|                                     | School Bus                           | 6,074                       | 0.0                         | 0.01        |
|                                     | Refuse Truck                         | 5,844                       | 0.0                         | 0.02        |
|                                     | Single Unit Short-haul Truck         | 263,176                     | 0.1                         | 0.22        |
|                                     | Single Unit Long-haul Truck          | 34,301                      | 0.0                         | 0.03        |
|                                     | Motor Home                           | 14,887                      | 0.0                         | 0.01        |
|                                     | Combination Short-haul Truck         | 226,594                     | 0.0                         | 0.62        |
|                                     | Combination Long-haul Truck          | 310,426                     | 0.0                         | 0.92        |
|                                     | <i>Subtotal</i>                      | <i>10,720,041</i>           | <i>1.65</i>                 | <i>2.41</i> |
| Northampton                         | Motorcycle                           | 47,352                      | 0.1                         | 0.03        |
|                                     | Passenger Car                        | 6,280,973                   | 0.9                         | 0.23        |
|                                     | Passenger Truck                      | 910,442                     | 0.2                         | 0.16        |
|                                     | Light Commercial Truck               | 86,282                      | 0.0                         | 0.02        |
|                                     | Intercity Bus                        | 2,107                       | 0.0                         | 0.01        |
|                                     | Transit Bus                          | 7,046                       | 0.0                         | 0.01        |
|                                     | School Bus                           | 4,837                       | 0.0                         | 0.01        |
|                                     | Refuse Truck                         | 4,200                       | 0.0                         | 0.01        |
|                                     | Single Unit Short-haul Truck         | 190,348                     | 0.0                         | 0.15        |
|                                     | Single Unit Long-haul Truck          | 24,820                      | 0.0                         | 0.02        |
|                                     | Motor Home                           | 10,771                      | 0.0                         | 0.01        |
|                                     | Combination Short-haul Truck         | 163,895                     | 0.0                         | 0.41        |
|                                     | Combination Long-haul Truck          | 224,497                     | 0.0                         | 0.62        |
|                                     | <i>Subtotal</i>                      | <i>7,957,569</i>            | <i>1.37</i>                 | <i>1.69</i> |
| Off-Model Project Emission Benefits |                                      | 0.00                        | 0.00                        |             |
| <b>Region Total</b>                 | <b>18,677,611</b><br><b>(Kg/Day)</b> | <b>3.02</b><br><b>2,743</b> | <b>4.10</b><br><b>3,720</b> |             |

**Lehigh Valley Ozone Daily Emission Summary**  
**2040 FFY27 TIP and 2050 L RTP Conformity**

| County                              | Summer Daily VMT Speed (mph)         |      | Emissions (Tons/Day)        |                             |
|-------------------------------------|--------------------------------------|------|-----------------------------|-----------------------------|
|                                     |                                      |      | VOC                         | NOx                         |
| Lehigh                              | 11,595,534                           | 29.4 | 1.2                         | 1.31                        |
| Northampton                         | 8,540,719                            | 33.3 | 1.0                         | 0.92                        |
| Off-Model Project Emission Benefits |                                      |      | 0.00                        | 0.00                        |
| <b>Region Total</b>                 | <b>20,136,253</b><br><b>(Kg/Day)</b> |      | <b>2.22</b><br><b>2,017</b> | <b>2.24</b><br><b>2,030</b> |

**Lehigh Valley Ozone Daily Emission Summary**  
**2040 FFY27 TIP and 2050 LRTP Conformity (By Road Type)**

| County                              | Road Type          | Summer Daily VMT  | Speed (mph)     | Emissions (Tons/Day) |              |
|-------------------------------------|--------------------|-------------------|-----------------|----------------------|--------------|
|                                     |                    |                   |                 | VOC                  | NOx          |
| Lehigh                              | Off-Network        | N/A               | N/A             | 0.8                  | 0.33         |
|                                     | Rural Restricted   | 942,612           | 50.1            | 0.0                  | 0.08         |
|                                     | Rural UnRestricted | 1,744,181         | 29.5            | 0.1                  | 0.15         |
|                                     | Urban Restricted   | 3,829,750         | 41.1            | 0.1                  | 0.31         |
|                                     | Urban UnRestricted | 5,078,992         | 22.7            | 0.2                  | 0.45         |
|                                     | <i>Subtotal</i>    | <i>11,595,534</i> |                 | <i>1.21</i>          | <i>1.31</i>  |
| Northampton                         | Off-Network        | N/A               | N/A             | 0.7                  | 0.27         |
|                                     | Rural Restricted   | 0                 | N/A             | 0.0                  | 0.00         |
|                                     | Rural UnRestricted | 1,606,059         | 39.0            | 0.0                  | 0.11         |
|                                     | Urban Restricted   | 3,653,761         | 43.3            | 0.1                  | 0.28         |
|                                     | Urban UnRestricted | 3,280,899         | 25.0            | 0.1                  | 0.26         |
|                                     | <i>Subtotal</i>    | <i>8,540,719</i>  |                 | <i>1.01</i>          | <i>0.92</i>  |
| Off-Model Project Emission Benefits |                    |                   |                 | 0.00                 | 0.00         |
| <b>Region Total</b>                 |                    | <b>20,136,253</b> |                 | <b>2.22</b>          | <b>2.24</b>  |
|                                     |                    |                   | <b>(Kg/Day)</b> | <b>2,017</b>         | <b>2,030</b> |

**Lehigh Valley Ozone Daily Emission Summary**  
**2040 FFY27 TIP and 2050 LRTP Conformity (By Source Type)**

| County                              | Source Type                  | Summer Daily VMT  | Emissions (Tons/Day) |              |
|-------------------------------------|------------------------------|-------------------|----------------------|--------------|
|                                     |                              |                   | VOC                  | NOx          |
| Lehigh                              | Motorcycle                   | 68,759            | 0.2                  | 0.04         |
|                                     | Passenger Car                | 9,291,552         | 0.8                  | 0.13         |
|                                     | Passenger Truck              | 1,159,713         | 0.2                  | 0.07         |
|                                     | Light Commercial Truck       | 109,869           | 0.0                  | 0.01         |
|                                     | Intercity Bus                | 5,065             | 0.0                  | 0.01         |
|                                     | Transit Bus                  | 18,126            | 0.0                  | 0.02         |
|                                     | School Bus                   | 6,668             | 0.0                  | 0.01         |
|                                     | Refuse Truck                 | 6,407             | 0.0                  | 0.01         |
|                                     | Single Unit Short-haul Truck | 288,209           | 0.0                  | 0.15         |
|                                     | Single Unit Long-haul Truck  | 37,575            | 0.0                  | 0.01         |
|                                     | Motor Home                   | 15,987            | 0.0                  | 0.00         |
|                                     | Combination Short-haul Truck | 247,881           | 0.0                  | 0.35         |
|                                     | Combination Long-haul Truck  | 339,723           | 0.0                  | 0.50         |
|                                     | <i>Subtotal</i>              | <i>11,595,534</i> | <i>1.21</i>          | <i>1.31</i>  |
|                                     | Northampton                  | Motorcycle        | 50,750               | 0.1          |
| Passenger Car                       |                              | 6,733,223         | 0.6                  | 0.11         |
| Passenger Truck                     |                              | 976,000           | 0.1                  | 0.06         |
| Light Commercial Truck              |                              | 92,477            | 0.0                  | 0.01         |
| Intercity Bus                       |                              | 2,529             | 0.0                  | 0.00         |
| Transit Bus                         |                              | 7,421             | 0.0                  | 0.01         |
| School Bus                          |                              | 5,277             | 0.0                  | 0.01         |
| Refuse Truck                        |                              | 4,577             | 0.0                  | 0.01         |
| Single Unit Short-haul Truck        |                              | 207,294           | 0.0                  | 0.10         |
| Single Unit Long-haul Truck         |                              | 27,048            | 0.0                  | 0.01         |
| Motor Home                          |                              | 11,502            | 0.0                  | 0.00         |
| Combination Short-haul Truck        |                              | 178,303           | 0.0                  | 0.23         |
| Combination Long-haul Truck         |                              | 244,317           | 0.0                  | 0.34         |
| <i>Subtotal</i>                     | <i>8,540,719</i>             | <i>1.01</i>       | <i>0.92</i>          |              |
| Off-Model Project Emission Benefits |                              |                   | 0.00                 | 0.00         |
| <b>Region Total</b>                 |                              | <b>20,136,253</b> | <b>2.22</b>          | <b>2.24</b>  |
|                                     |                              | <b>(Kg/Day)</b>   | <b>2,017</b>         | <b>2,030</b> |

**Lehigh Valley Ozone Daily Emission Summary**  
**2050 FFY27 TIP and 2050 LRTP Conformity**

| County                              | Summer Daily VMT Speed (mph) |                 | Emissions (Tons/Day) |              |
|-------------------------------------|------------------------------|-----------------|----------------------|--------------|
|                                     |                              |                 | VOC                  | NOx          |
| Lehigh                              | 12,454,750                   | 28.0            | 1.1                  | 1.21         |
| Northampton                         | 9,152,236                    | 31.6            | 0.9                  | 0.85         |
| Off-Model Project Emission Benefits |                              |                 | 0.00                 | 0.00         |
| <b>Region Total</b>                 | <b>21,606,986</b>            | <b>(Kg/Day)</b> | <b>2.07</b>          | <b>2.06</b>  |
|                                     |                              |                 | <b>1,880</b>         | <b>1,864</b> |

**Lehigh Valley Ozone Daily Emission Summary**  
**2050 FFY27 TIP and 2050 LRTP Conformity (By Road Type)**

| County                              | Road Type          | Summer Daily VMT  | Speed (mph)     | Emissions (Tons/Day) |              |
|-------------------------------------|--------------------|-------------------|-----------------|----------------------|--------------|
|                                     |                    |                   |                 | VOC                  | NOx          |
| Lehigh                              | Off-Network        | N/A               | N/A             | 0.7                  | 0.32         |
|                                     | Rural Restricted   | 1,086,343         | 48.0            | 0.0                  | 0.08         |
|                                     | Rural UnRestricted | 1,731,587         | 27.3            | 0.1                  | 0.12         |
|                                     | Urban Restricted   | 4,006,221         | 39.6            | 0.1                  | 0.28         |
|                                     | Urban UnRestricted | 5,630,599         | 21.8            | 0.2                  | 0.41         |
|                                     | <i>Subtotal</i>    | <i>12,454,750</i> |                 |                      | <i>1.13</i>  |
| Northampton                         | Off-Network        | N/A               | N/A             | 0.6                  | 0.26         |
|                                     | Rural Restricted   | 0                 | N/A             | 0.0                  | 0.00         |
|                                     | Rural UnRestricted | 1,716,150         | 38.0            | 0.0                  | 0.10         |
|                                     | Urban Restricted   | 3,864,392         | 41.4            | 0.1                  | 0.25         |
|                                     | Urban UnRestricted | 3,571,694         | 23.6            | 0.1                  | 0.24         |
|                                     | <i>Subtotal</i>    | <i>9,152,236</i>  |                 |                      | <i>0.94</i>  |
| Off-Model Project Emission Benefits |                    |                   |                 | 0.00                 | 0.00         |
| <b>Region Total</b>                 |                    | <b>21,606,986</b> | <b>(Kg/Day)</b> | <b>2.07</b>          | <b>2.06</b>  |
|                                     |                    |                   |                 | <b>1,880</b>         | <b>1,864</b> |

**Lehigh Valley Ozone Daily Emission Summary**  
**2050 FFY27 TIP and 2050 LRTP Conformity (By Source Type)**

| County                                 | Source Type                  | Summer Daily<br>VMT                  | Emissions (Tons/Day)        |                             |
|--|------------------------------|--------------------------------------|-----------------------------|-----------------------------|
|  |                              |                                      | VOC                         | NOx                         |
| Lehigh                                 | Motorcycle                   | 73,754                               | 0.2                         | 0.04                        |
|  | Passenger Car                | 9,968,201                            | 0.7                         | 0.10                        |
|  | Passenger Truck              | 1,244,181                            | 0.1                         | 0.05                        |
|  | Light Commercial Truck       | 117,886                              | 0.0                         | 0.01                        |
|  | Intercity Bus                | 5,814                                | 0.0                         | 0.01                        |
|  | Transit Bus                  | 19,434                               | 0.0                         | 0.02                        |
|  | School Bus                   | 7,244                                | 0.0                         | 0.01                        |
|  | Refuse Truck                 | 6,957                                | 0.0                         | 0.01                        |
|  | Single Unit Short-haul Truck | 313,536                              | 0.0                         | 0.15                        |
|  | Single Unit Long-haul Truck  | 40,908                               | 0.0                         | 0.01                        |
|  | Motor Home                   | 17,456                               | 0.0                         | 0.00                        |
|  | Combination Short-haul Truck | 269,697                              | 0.0                         | 0.34                        |
|  | Combination Long-haul Truck  | 369,681                              | 0.0                         | 0.46                        |
|  | <i>Subtotal</i>              | <i>12,454,750</i>                    | <i>1.13</i>                 | <i>1.21</i>                 |
| Northampton                            | Motorcycle                   | 54,326                               | 0.2                         | 0.03                        |
|  | Passenger Car                | 7,208,576                            | 0.6                         | 0.09                        |
|  | Passenger Truck              | 1,044,887                            | 0.1                         | 0.04                        |
|  | Light Commercial Truck       | 99,019                               | 0.0                         | 0.01                        |
|  | Intercity Bus                | 2,863                                | 0.0                         | 0.00                        |
|  | Transit Bus                  | 7,925                                | 0.0                         | 0.01                        |
|  | School Bus                   | 5,709                                | 0.0                         | 0.01                        |
|  | Refuse Truck                 | 4,984                                | 0.0                         | 0.01                        |
|  | Single Unit Short-haul Truck | 224,479                              | 0.0                         | 0.10                        |
|  | Single Unit Long-haul Truck  | 29,263                               | 0.0                         | 0.01                        |
|  | Motor Home                   | 12,491                               | 0.0                         | 0.00                        |
|  | Combination Short-haul Truck | 193,066                              | 0.0                         | 0.23                        |
|  | Combination Long-haul Truck  | 264,650                              | 0.0                         | 0.31                        |
|  | <i>Subtotal</i>              | <i>9,152,236</i>                     | <i>0.94</i>                 | <i>0.85</i>                 |
| Off-Model Project<br>Emission Benefits |                              | 0.00                                 | 0.00                        |                             |
| <b>Region Total</b>                    |                              | <b>21,606,986</b><br><b>(Kg/Day)</b> | <b>2.07</b><br><b>1,880</b> | <b>2.06</b><br><b>1,864</b> |

## Annual PM<sub>2.5</sub> Analysis

**Lehigh Valley PM2.5 Annual Emission Summary**  
**2030 FFY27 TIP and 2050 LRTP Conformity**

| County                              | Annual VMT           | Speed (mph)      | Emissions (Tons/Year) |                   |
|-------------------------------------|----------------------|------------------|-----------------------|-------------------|
|                                     |                      |                  | NOx                   | PM <sub>2.5</sub> |
| Lehigh                              | 3,264,471,336        | 35.7             | 769.49                | 45.10             |
| Northampton                         | 2,411,413,995        | 37.5             | 554.60                | 32.71             |
| Off-Model Project Emission Benefits |                      |                  | 0.00                  | 0.00              |
| <b>Region Total</b>                 | <b>5,675,885,331</b> | <b>(Kg/Year)</b> | <b>1,324.09</b>       | <b>77.81</b>      |
|                                     |                      |                  | <b>1,201,195</b>      | <b>70,588</b>     |

**Lehigh Valley PM2.5 Annual Emission Summary**  
**2030 FFY27 TIP and 2050 LRTP Conformity (By Road Type)**

| County                              | Road Type          | Annual VMT           | Speed (mph)      | Emissions (Tons/Year) |                   |
|-------------------------------------|--------------------|----------------------|------------------|-----------------------|-------------------|
|                                     |                    |                      |                  | NOx                   | PM <sub>2.5</sub> |
| Lehigh                              | Off-Network        | N/A                  | N/A              | 165.25                | 7.55              |
|                                     | Rural Restricted   | 262,726,192          | 57.7             | 50.95                 | 1.92              |
|                                     | Rural UnRestricted | 508,115,332          | 35.7             | 92.68                 | 6.18              |
|                                     | Urban Restricted   | 994,686,996          | 50.5             | 175.78                | 8.01              |
|                                     | Urban UnRestricted | 1,498,942,816        | 28.2             | 284.83                | 21.44             |
|                                     | <i>Subtotal</i>    | <i>3,264,471,336</i> |                  | <i>769.49</i>         | <i>45.10</i>      |
| Northampton                         | Off-Network        | N/A                  | N/A              | 134.11                | 6.54              |
|                                     | Rural Restricted   | 0                    | N/A              | 0.00                  | 0.00              |
|                                     | Rural UnRestricted | 477,402,980          | 40.5             | 79.85                 | 5.24              |
|                                     | Urban Restricted   | 984,897,421          | 53.8             | 162.40                | 7.47              |
|                                     | Urban UnRestricted | 949,113,593          | 27.7             | 178.25                | 13.46             |
|                                     | <i>Subtotal</i>    | <i>2,411,413,995</i> |                  | <i>554.60</i>         | <i>32.71</i>      |
| Off-Model Project Emission Benefits |                    |                      | 0.00             | 0.00                  |                   |
| <b>Region Total</b>                 |                    | <b>5,675,885,331</b> | <b>(Kg/Year)</b> | <b>1,324.09</b>       | <b>77.81</b>      |
|                                     |                    |                      |                  | <b>1,201,195</b>      | <b>70,588</b>     |

**Lehigh Valley PM2.5 Annual Emission Summary**  
**2030 FFY27 TIP and 2050 LRTP Conformity (By Source Type)**

| County                              | Source Type                              | Annual VMT                          | Emissions (Tons/Year)         |                   |
|-------------------------------------|--|-------------------------------------|-------------------------------|-------------------|
|                                     |  |                                     | NOx                           | PM <sub>2.5</sub> |
| Lehigh                              | Motorcycle                               | 19,398,693                          | 14.64                         | 0.43              |
|                                     | Passenger Car                            | 2,621,301,100                       | 122.85                        | 19.78             |
|                                     | Passenger Truck                          | 327,176,270                         | 60.40                         | 4.11              |
|                                     | Light Commercial Truck                   | 30,993,809                          | 8.01                          | 0.47              |
|                                     | Intercity Bus                            | 932,986                             | 3.61                          | 0.14              |
|                                     | Transit Bus                              | 5,248,250                           | 9.03                          | 0.19              |
|                                     | School Bus                               | 1,868,164                           | 3.30                          | 0.13              |
|                                     | Refuse Truck                             | 1,765,203                           | 5.24                          | 0.16              |
|                                     | Single Unit Short-haul Truck             | 79,238,706                          | 62.92                         | 2.40              |
|                                     | Single Unit Long-haul Truck              | 10,343,037                          | 7.90                          | 0.37              |
|                                     | Motor Home                               | 4,481,093                           | 3.48                          | 0.17              |
|                                     | Combination Short-haul Truck             | 68,202,793                          | 186.51                        | 6.25              |
|                                     | Combination Long-haul Truck              | 93,521,232                          | 281.61                        | 10.51             |
|                                     | <i>Subtotal</i>                          | <i>3,264,471,336</i>                | <i>769.49</i>                 | <i>45.10</i>      |
| Northampton                         | Motorcycle                               | 14,362,254                          | 11.04                         | 0.32              |
|                                     | Passenger Car                            | 1,905,056,896                       | 97.76                         | 14.59             |
|                                     | Passenger Truck                          | 276,142,570                         | 52.92                         | 3.52              |
|                                     | Light Commercial Truck                   | 26,169,969                          | 7.04                          | 0.40              |
|                                     | Intercity Bus                            | 474,745                             | 1.81                          | 0.07              |
|                                     | Transit Bus                              | 2,190,451                           | 3.85                          | 0.09              |
|                                     | School Bus                               | 1,503,696                           | 2.76                          | 0.10              |
|                                     | Refuse Truck                             | 1,267,980                           | 3.60                          | 0.11              |
|                                     | Single Unit Short-haul Truck             | 57,090,783                          | 43.83                         | 1.66              |
|                                     | Single Unit Long-haul Truck              | 7,437,195                           | 5.48                          | 0.26              |
|                                     | Motor Home                               | 3,228,639                           | 2.48                          | 0.12              |
|                                     | Combination Short-haul Truck             | 49,155,843                          | 127.92                        | 4.27              |
|                                     | Combination Long-haul Truck              | 67,332,973                          | 194.11                        | 7.20              |
|                                     | <i>Subtotal</i>                          | <i>2,411,413,995</i>                | <i>554.60</i>                 | <i>32.71</i>      |
| Off-Model Project Emission Benefits |  | 0.00                                | 0.00                          |                   |
| <b>Region Total</b>                 | <b>5,675,885,331</b><br><b>(Kg/Year)</b> | <b>1,324.09</b><br><b>1,201,195</b> | <b>77.81</b><br><b>70,588</b> |                   |

**Lehigh Valley PM2.5 Annual Emission Summary**  
**2040 FFY27 TIP and 2050 LRTP Conformity**

| County                              | Annual VMT                               | Speed (mph) | Emissions (Tons/Year)           |                               |
|-------------------------------------|--|-------------|---------------------------------|-------------------------------|
|                                     |  |             | NOx                             | PM <sub>2.5</sub>             |
| Lehigh                              | 3,538,225,299                            | 34.8        | 450.95                          | 37.14                         |
| Northampton                         | 2,594,887,052                            | 37.0        | 325.01                          | 26.32                         |
| Off-Model Project Emission Benefits |  |             | 0.00                            | 0.00                          |
| <b>Region Total</b>                 | <b>6,133,112,351</b><br><b>(Kg/Year)</b> |             | <b>775.96</b><br><b>703,937</b> | <b>63.47</b><br><b>57,576</b> |

**Lehigh Valley PM2.5 Annual Emission Summary**  
**2040 FFY27 TIP and 2050 LRTP Conformity (By Road Type)**

| County                              | Road Type          | Annual VMT                        | Speed (mph) | Emissions (Tons/Year)           |                               |
|-------------------------------------|--------------------|-----------------------------------|-------------|---------------------------------|-------------------------------|
|                                     |                    |                                   |             | NOx                             | PM <sub>2.5</sub>             |
| Lehigh                              | Off-Network        | N/A                               | N/A         | 134.18                          | 4.01                          |
|                                     | Rural Restricted   | 273,449,528                       | 57.5        | 25.92                           | 1.37                          |
|                                     | Rural UnRestricted | 550,456,626                       | 34.3        | 49.16                           | 5.64                          |
|                                     | Urban Restricted   | 1,111,043,312                     | 49.6        | 94.93                           | 6.55                          |
|                                     | Urban UnRestricted | 1,603,275,833                     | 27.4        | 146.75                          | 19.57                         |
|                                     | <i>Subtotal</i>    | <i>3,538,225,299</i>              |             | <i>450.95</i>                   | <i>37.14</i>                  |
| Northampton                         | Off-Network        | N/A                               | N/A         | 109.24                          | 3.52                          |
|                                     | Rural Restricted   | 0                                 | N/A         | 0.00                            | 0.00                          |
|                                     | Rural UnRestricted | 505,347,322                       | 40.0        | 40.40                           | 4.54                          |
|                                     | Urban Restricted   | 1,057,167,259                     | 53.5        | 83.70                           | 5.83                          |
|                                     | Urban UnRestricted | 1,032,372,472                     | 27.4        | 91.67                           | 12.43                         |
|                                     | <i>Subtotal</i>    | <i>2,594,887,052</i>              |             | <i>325.01</i>                   | <i>26.32</i>                  |
| Off-Model Project Emission Benefits |                    |                                   | 0.00        | 0.00                            |                               |
| <b>Region Total</b>                 |                    | <b>6,133,112,351</b><br>(Kg/Year) |             | <b>775.96</b><br><b>703,937</b> | <b>63.47</b><br><b>57,576</b> |

**Lehigh Valley PM2.5 Annual Emission Summary**  
**2040 FFY27 TIP and 2050 LRTP Conformity (By Source Type)**

| County                              | Source Type                  | Annual VMT                        | Emissions (Tons/Year)           |                               |
|-------------------------------------|------------------------------|-----------------------------------|---------------------------------|-------------------------------|
|                                     |                              |                                   | NOx                             | PM <sub>2.5</sub>             |
| Lehigh                              | Motorcycle                   | 21,000,049                        | 15.75                           | 0.47                          |
|                                     | Passenger Car                | 2,838,061,904                     | 68.20                           | 16.10                         |
|                                     | Passenger Truck              | 354,228,910                       | 23.07                           | 2.97                          |
|                                     | Light Commercial Truck       | 33,559,063                        | 3.53                            | 0.32                          |
|                                     | Intercity Bus                | 1,146,409                         | 2.19                            | 0.10                          |
|                                     | Transit Bus                  | 5,624,591                         | 6.05                            | 0.18                          |
|                                     | School Bus                   | 2,069,067                         | 2.02                            | 0.09                          |
|                                     | Refuse Truck                 | 1,925,620                         | 3.49                            | 0.13                          |
|                                     | Single Unit Short-haul Truck | 87,024,744                        | 41.32                           | 1.55                          |
|                                     | Single Unit Long-haul Truck  | 11,343,933                        | 4.61                            | 0.22                          |
|                                     | Motor Home                   | 4,829,280                         | 1.18                            | 0.11                          |
|                                     | Combination Short-haul Truck | 74,849,560                        | 114.67                          | 5.97                          |
|                                     | Combination Long-haul Truck  | 102,562,168                       | 164.85                          | 8.92                          |
|                                     | <i>Subtotal</i>              | <i>3,538,225,299</i>              | <i>450.95</i>                   | <i>37.14</i>                  |
| Northampton                         | Motorcycle                   | 15,433,063                        | 11.73                           | 0.34                          |
|                                     | Passenger Car                | 2,047,495,904                     | 56.90                           | 11.56                         |
|                                     | Passenger Truck              | 296,790,470                       | 21.23                           | 2.50                          |
|                                     | Light Commercial Truck       | 28,121,298                        | 3.23                            | 0.27                          |
|                                     | Intercity Bus                | 571,872                           | 1.08                            | 0.05                          |
|                                     | Transit Bus                  | 2,326,393                         | 2.67                            | 0.09                          |
|                                     | School Bus                   | 1,654,112                         | 1.75                            | 0.08                          |
|                                     | Refuse Truck                 | 1,388,668                         | 2.41                            | 0.09                          |
|                                     | Single Unit Short-haul Truck | 62,362,887                        | 28.59                           | 1.06                          |
|                                     | Single Unit Long-haul Truck  | 8,129,680                         | 3.17                            | 0.15                          |
|                                     | Motor Home                   | 3,461,341                         | 0.83                            | 0.08                          |
|                                     | Combination Short-haul Truck | 53,655,616                        | 78.57                           | 4.04                          |
|                                     | Combination Long-haul Truck  | 73,495,748                        | 112.84                          | 6.02                          |
|                                     | <i>Subtotal</i>              | <i>2,594,887,052</i>              | <i>325.01</i>                   | <i>26.32</i>                  |
| Off-Model Project Emission Benefits |                              |                                   | 0.00                            | 0.00                          |
| <b>Region Total</b>                 |                              | <b>6,133,112,351</b><br>(Kg/Year) | <b>775.96</b><br><b>703,937</b> | <b>63.47</b><br><b>57,576</b> |

**Lehigh Valley PM2.5 Annual Emission Summary**  
**2050 FFY27 TIP and 2050 L RTP Conformity**

| County                                 | Annual VMT           | Speed (mph)      | Emissions (Tons/Year)           |                               |
|--|----------------------|------------------|---------------------------------|-------------------------------|
|  |                      |                  | NOx                             | PM <sub>2.5</sub>             |
| Lehigh                                 | 3,791,978,837        | 34.0             | 429.42                          | 35.89                         |
| Northampton                            | 2,775,588,892        | 35.8             | 304.73                          | 24.51                         |
| Off-Model Project<br>Emission Benefits |                      |                  | 0.00                            | 0.00                          |
| <b>Region Total</b>                    | <b>6,567,567,729</b> | <b>(Kg/Year)</b> | <b>734.15</b><br><b>666,013</b> | <b>60.40</b><br><b>54,798</b> |

**Lehigh Valley PM2.5 Annual Emission Summary**  
**2050 FFY27 TIP and 2050 L RTP Conformity (By Road Type)**

| County                                 | Road Type          | Annual VMT           | Speed (mph)      | Emissions (Tons/Year)           |                               |
|--|--------------------|----------------------|------------------|---------------------------------|-------------------------------|
|  |                    |                      |                  | NOx                             | PM <sub>2.5</sub>             |
| Lehigh                                 | Off-Network        | N/A                  | N/A              | 135.39                          | 1.24                          |
|  | Rural Restricted   | 298,461,184          | 58.0             | 24.20                           | 1.32                          |
|  | Rural UnRestricted | 542,584,197          | 32.6             | 41.95                           | 5.42                          |
|  | Urban Restricted   | 1,179,240,909        | 48.7             | 86.91                           | 6.43                          |
|  | Urban UnRestricted | 1,771,692,546        | 27.0             | 140.97                          | 21.48                         |
|  | <i>Subtotal</i>    | <i>3,791,978,837</i> |                  | <i>429.42</i>                   | <i>35.89</i>                  |
| Northampton                            | Off-Network        | N/A                  | N/A              | 108.43                          | 1.07                          |
|  | Rural Restricted   | 0                    | N/A              | 0.00                            | 0.00                          |
|  | Rural UnRestricted | 538,554,411          | 39.3             | 36.61                           | 4.66                          |
|  | Urban Restricted   | 1,115,820,391        | 53.5             | 75.67                           | 5.57                          |
|  | Urban UnRestricted | 1,121,214,090        | 26.1             | 84.03                           | 13.21                         |
|  | <i>Subtotal</i>    | <i>2,775,588,892</i> |                  | <i>304.73</i>                   | <i>24.51</i>                  |
| Off-Model Project<br>Emission Benefits |                    |                      | 0.00             | 0.00                            |                               |
| <b>Region Total</b>                    |                    | <b>6,567,567,729</b> | <b>(Kg/Year)</b> | <b>734.15</b><br><b>666,013</b> | <b>60.40</b><br><b>54,798</b> |

**Lehigh Valley PM2.5 Annual Emission Summary**  
**2050 FFY27 TIP and 2050 LRTP Conformity (By Source Type)**

| County                              | Source Type                  | Annual VMT                               | Emissions (Tons/Year)           |                               |
|-------------------------------------|------------------------------|--|---------------------------------|-------------------------------|
|                                     |                              |  | NOx                             | PM <sub>2.5</sub>             |
| Lehigh                              | Motorcycle                   | 22,450,031                               | 16.71                           | 0.51                          |
|                                     | Passenger Car                | 3,034,492,888                            | 59.73                           | 13.83                         |
|                                     | Passenger Truck              | 378,750,330                              | 16.80                           | 2.42                          |
|                                     | Light Commercial Truck       | 35,886,522                               | 2.89                            | 0.26                          |
|                                     | Intercity Bus                | 1,346,509                                | 2.02                            | 0.10                          |
|                                     | Transit Bus                  | 6,043,503                                | 5.10                            | 0.19                          |
|                                     | School Bus                   | 2,252,708                                | 1.75                            | 0.09                          |
|                                     | Refuse Truck                 | 2,116,066                                | 3.45                            | 0.14                          |
|                                     | Single Unit Short-haul Truck | 95,697,864                               | 40.70                           | 1.41                          |
|                                     | Single Unit Long-haul Truck  | 12,484,249                               | 3.94                            | 0.18                          |
|                                     | Motor Home                   | 5,325,658                                | 0.56                            | 0.10                          |
|                                     | Combination Short-haul Truck | 82,306,618                               | 116.08                          | 6.64                          |
|                                     | Combination Long-haul Truck  | 112,825,890                              | 159.68                          | 10.03                         |
|                                     | <i>Subtotal</i>              | <i>3,791,978,837</i>                     | <i>429.42</i>                   | <i>35.89</i>                  |
| Northampton                         | Motorcycle                   | 16,490,899                               | 12.46                           | 0.37                          |
|                                     | Passenger Car                | 2,188,151,988                            | 50.73                           | 9.60                          |
|                                     | Passenger Truck              | 317,174,000                              | 15.95                           | 1.98                          |
|                                     | Light Commercial Truck       | 30,057,133                               | 2.70                            | 0.21                          |
|                                     | Intercity Bus                | 649,378                                  | 0.97                            | 0.04                          |
|                                     | Transit Bus                  | 2,483,029                                | 2.31                            | 0.10                          |
|                                     | School Bus                   | 1,788,730                                | 1.54                            | 0.08                          |
|                                     | Refuse Truck                 | 1,500,801                                | 2.34                            | 0.09                          |
|                                     | Single Unit Short-haul Truck | 67,379,008                               | 27.56                           | 0.94                          |
|                                     | Single Unit Long-haul Truck  | 8,777,684                                | 2.64                            | 0.12                          |
|                                     | Motor Home                   | 3,749,834                                | 0.38                            | 0.07                          |
|                                     | Combination Short-haul Truck | 57,980,809                               | 77.94                           | 4.35                          |
|                                     | Combination Long-haul Truck  | 79,405,600                               | 107.21                          | 6.56                          |
|                                     | <i>Subtotal</i>              | <i>2,775,588,892</i>                     | <i>304.73</i>                   | <i>24.51</i>                  |
| Off-Model Project Emission Benefits |                              | 0.00                                     | 0.00                            |                               |
| <b>Region Total</b>                 |                              | <b>6,567,567,729</b><br><b>(Kg/Year)</b> | <b>734.15</b><br><b>666,013</b> | <b>60.40</b><br><b>54,798</b> |

## **ATTACHMENT C**

### **Sample MOVES5 Data Importer (XML) Input Files and Run Specification (MRS) Input Files**

**(Sample for 2030 July Weekday and Annual Runs)**

**MOVES County Data Manager Importer File – July Weekday Run (MOVESIMPORTER.XML)**

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      </FuelSupply>
    <FuelFormulation>
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      </FuelFormulation>
    <FuelUsageFraction>
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    </FuelUsageFraction>
    <AVFT>
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    </AVFT>
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  <parts>

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</generic>  
</importer>  
</moves>
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**MOVES Run Specification File – July Weekday Run (MOVESRUN.MRS)**

```

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Scenario: OZO Lehigh 2030 Jul WkDay
2030TIP created from 2023, Inv, Ozone
Emission Inventory with Local data]]></description>
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  </models>
  <modelscale value="INV"/>
  <modeldomain value="SINGLE"/>
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  </geographicselections>
  <timespan>
    <year key="2030"/>
    <month id="7"/>
  <day id="5"/>
    <beginhour id="1"/>
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    <aggregateBy key="Hour"/>
  </timespan>
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    <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="21" sourcetyponame="Passenger Car"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="21" sourcetyponame="Passenger Car"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetyponame="Passenger Truck"/>
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    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="31" sourcetyponame="Passenger Truck"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetyponame="Light Commercial Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetyponame="Light Commercial Truck"/>
    <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="32" sourcetyponame="Light Commercial Truck"/>
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Bus"/>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="51" sourcetyponame="Refuse Truck"/>
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Truck"/>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetyponame="Single Unit Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="52" sourcetyponame="Single Unit
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```



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    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="90" processname="Extended
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    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="11" processname="Evap
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    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="12" processname="Evap Fuel
Vapor Venting"/>
    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="13" processname="Evap Fuel
Leaks"/>
    <pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="1" processname="Running
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processname="Crankcase Running Exhaust"/>
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    <pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="16"
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Leaks"/>
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  <internalcontrolstrategies>
  </internalcontrolstrategies>
  <inputdatabase servername="" databasename="" description=""/>
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    <fueltype selected="false"/>
    <fuelsubtype selected="false"/>
    <emissionprocess selected="true"/>
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    <sourceusetype selected="true"/>
    <movesvehicletype selected="false"/>
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```

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<outputsho value="true"/>
<outputsh value="true"/>
<outputshp value="true"/>
<outputshidling value="true"/>
<outputstarts value="true"/>
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  <massfactors selected="true" units="Grams" energyunits="Million BTU"/>
</outputfactors>
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</savedata>

<donotexecute>

</donotexecute>

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## MOVES County Data Manager Importer File – Annual Run (MOVESIMPORTER.XML)

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      <timespan>
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        <month id="2"/>
        <month id="3"/>
        <month id="4"/>
        <month id="5"/>
        <month id="6"/>
        <month id="7"/>
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        <month id="9"/>
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        <month id="11"/>
        <month id="12"/>
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        <day id="5"/>
        <beginhour id="1"/>
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        <aggregateBy key="Hour"/>
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        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="11" sourcetype="Motorcycle"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21" sourcetype="Passenger Car"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetype="Passenger Car"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="21" sourcetype="Passenger Car"/>
        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="21" sourcetype="Passenger Car"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetype="Passenger Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31" sourcetype="Passenger Truck"/>
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        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="31" sourcetype="Passenger Truck"/>
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        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="41" sourcetype="Other Buses"/>
        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="41" sourcetype="Other Buses"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="42" sourcetype="Transit Bus"/>
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        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="42" sourcetype="Transit Bus"/>
        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="42" sourcetype="Transit Bus"/>
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        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="43" sourcetype="School Bus"/>
        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="43" sourcetype="School Bus"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="51" sourcetype="Refuse Truck"/>
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        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="51" sourcetype="Refuse Truck"/>
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        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetype="Single Unit Short-haul Truck"/>
      </onroadvehicleselections>
    </filters>
  </importer >
</moves>

```

```

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</AVFT>
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</fuel>

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  <parts>
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## MOVES Run Specification File – 2030 Annual Run (MOVESRUN.MRS)

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## Lehigh Valley Transportation Study

**OWEN O'NEIL**  
Chair, Coordinating Committee

**RYAN MEYER**  
Chair, Technical Committee

**BECKY A. BRADLEY, AICP**  
Secretary,  
Coordinating Committee +  
Technical Committee

### RESOLUTION X-XX-2026-A

#### 2027 – 2030 Transportation Improvement Program AIR QUALITY Resolution

**RESOLUTION** of the Lehigh Valley Transportation Study Metropolitan Planning Organization (LVTS MPO) to certify conformity of the 2027 – 2030 Transportation Improvement Program (TIP) in accordance with the Clean Air Act Amendments of 1990.

**WHEREAS**, the Congress of the United States enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as “the CAAA”; and

**WHEREAS**, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in non attainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and

**WHEREAS**, the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans and programs and projects: and

**WHEREAS**, the EPA amended the Final conformity Rule various times between 1996 and the present; and

**WHEREAS**, effective July 20, 2012, the LVTS MPO area has been designated as an ozone nonattainment area under EPA’s 2008 eight-hour ozone standard; and

**WHEREAS**, effective December 14, 2009, the LVTS MPO area has been designated by EPA as a nonattainment area under the 2006 PM2.5 24-hour NAAQS; and

**WHEREAS**, effective April 13, 2015, the LVTS MPO area has be redesignated as an attainment area under the 2006 PM2.5 24-hour NAAQS with and approved Maintenance State Implementation Plan that includes motor vehicle emission budgets; and

**WHEREAS**, the transportation plans and programs are required to conform to the purposes of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d)); and

**WHEREAS**, the LVTS MPO is responsible for the development of transportation plans and programs in the two-county MPO region including Lehigh and Northampton counties in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and

**WHEREAS**, the final conformity rule (and subsequent amendments) requires the LVTS MPO Policy Board determines that the transportation plans and programs conform within the CAAA requirements by meeting the criteria described in the final guidelines.

**NOW, THEREFORE BE IT RESOLVED THAT** the Lehigh Valley MPO Technical Committee has found that the 2027– 2030 TIP contributes to the achievement and maintenance of the NAAQS and is consistent with the final conformity rule issued on November 24, 1993, and subsequent amendments.

**NOW, THEREFORE BE IT RESOLVED THAT** the Lehigh Valley MPO Coordinating Committee has found that the 2027 – 2030 TIP contributes to the achievement and maintenance of the NAAQS and is consistent with the final conformity rule issued on November 24, 1993, and subsequent amendments.

I hereby certify that this Resolution was adopted by the Lehigh Valley Transportation Study Technical and Coordinating Committees at its joint meeting on XXX, 2026.

---

Ryan Meyer, Chair

LVTS Technical Committee

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Owen O'Neil, Chair

LVTS Coordinating Committee

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Becky A. Bradley, AICP, Secretary

LVTS Technical and Coordinating Committees



## Lehigh Valley Transportation Study

**OWEN O'NEIL**  
Chair, Coordinating Committee

**RYAN MEYER**  
Chair, Technical Committee

**BECKY A. BRADLEY, AICP**  
Secretary,  
Coordinating Committee +  
Technical Committee

**DATE:** April 8, 2026  
**TO:** Municipal + Community Partners  
**FROM:** Hannah Milagio, Regional Planner for Community Engagement  
**CC:** Becky Bradley, Executive Director; Steven Weber, Director of Transportation Planning; Faria Umy, Regional Plan Program Manager; Evan Gardi, Transportation Planner  
**REGARDING:** 2027-2030 Transportation Improvement Program Public Comment Period

This memorandum serves to formally notify all municipalities, counties, school districts, legislative districts, and municipal authorities within Lehigh and Northampton Counties that the Draft 2027-2030 Transportation Improvement Program (TIP) is open for public comment from April 15 to May 16. The documents for the Draft 2027-2030 TIP are available at:

- [www.lvpc.org/transportation-programs](http://www.lvpc.org/transportation-programs)
- LVPC Office – 615 Waterfront Drive, Suite 201, Allentown, PA 18102
- LANTA Office – 1060 Lehigh St, Allentown, PA 18103
- PennDOT District 5-0 Office – 1002 Hamilton St, Allentown, PA 18101
- Allentown Public Library – 1210 Hamilton St, Allentown, PA 18102
- Bethlehem Area Public Library – 11 W Church St, Bethlehem, PA 18018
- Easton Area Public Library – 515 Church St, Easton, PA 18042

The LVTS will host three public meetings to solicit public comments on the Draft 2027-2030 TIP:

- April 15, 2026, 9 AM – LVTS Joint Technical + Coordinating Committee Meeting
  - No registration needed
  - Virtual Meeting: [www.tinyurl.com/LVTS2026](http://www.tinyurl.com/LVTS2026)
- April 23, 2026, 5:30 PM – LVPC Transportation Committee Meeting
  - No registration needed
  - Virtual Meeting: [www.tinyurl.com/LVPC2026](http://www.tinyurl.com/LVPC2026)
- May 5, 2026, 5 PM – General Public Meeting
  - Registration at <https://www.eventbrite.com/e/lehigh-valley-2026-transportation-improvement-program-public-meeting-tickets-1986014324306?aff=oddtcreator>
  - In-Person Meeting, held at the Coalition for Appropriate Transportation: 33 West Walnut Street, Suite 100, Bethlehem, PA 18018

In addition to verbal participation in the public meetings listed above, public comments may be submitted by:

- Email: [planning@lvpc.org](mailto:planning@lvpc.org)
- Comment Box: [www.lvpc.org/transportation-programs](http://www.lvpc.org/transportation-programs)
- Phone: 610-264-4544
- Mail: Lehigh Valley Transportation Study, c/o Hannah Milagio, 615 Waterfront Drive, Suite 201, Allentown, PA 18102
  - Comments by mail must be received by May 16, 2026 to be considered.

Please send all correspondence related to the TIP and the TIP Public Comment period, including requests for accommodations regarding the TIP documents or public meetings, to me at [hmilagio@lvpc.org](mailto:hmilagio@lvpc.org) or by phone at 610-264-4544.

The LEHIGH VALLEY TRANSPORTATION STUDY (MPO) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, the MPO is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability, economic status, or religious creed. Meeting facilities are accessible to persons with disabilities and the location is reachable by public transit. The MPO will provide auxiliary services for individuals with language, speech, sight or hearing impediments provided the request for assistance is made 4 days prior to the meeting. The MPO will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services to LVPC at 610-264-4544. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by the MPO, you may file a complaint using the procedures provided in our complaint process document or by contacting Hannah Milagio at 610-264-4544 or [lvpc@lvpc.org](mailto:lvpc@lvpc.org).

**LEHIGH VALLEY TRANSPORTATION STUDY (LVTS) DRAFT 2027-2030  
TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT PERIOD**

The Lehigh Valley Transportation Study (LVTS) will release the Draft 2027-2030 Transportation Improvement Plan (TIP) for public comment Apr 15 – May 16. Public meetings will be held to solicit comments on the Draft TIP: April 15, 9 AM, LVTS Technical Committee virtual meeting, [www.tinyurl.com/LVTS2026](http://www.tinyurl.com/LVTS2026); April 23, 5:30 PM, LVPC Transportation Committee virtual meeting, [www.tinyurl.com/LVPC2026](http://www.tinyurl.com/LVPC2026); May 5, 5 PM, Coalition for Appropriate Transportation, 33 W Walnut St, Ste 100, Bethlehem, PA 18018. Physical copies can be found at the LVPC Office (615 Waterfront Dr, Ste 201, Allentown, PA 18102), PennDOT District 5 Office (1002 Hamilton St, Allentown, PA 18102), LANTA Office (1060 Lehigh St, Allentown, PA 18103), Allentown Public Library (1210 Hamilton St, Allentown, PA 18102), Bethlehem Area Public Library (11 W Church St, Bethlehem, PA 18018) and Easton Area Public Library (515 Church St, Easton, PA 18042). The TIP can be viewed digitally at [www.lvpc.org](http://www.lvpc.org). Comments can be made to [planning@lvpc.org](mailto:planning@lvpc.org), 610-264-4544, or at [www.lvpc.org](http://www.lvpc.org).

The LEHIGH VALLEY TRANSPORTATION STUDY (MPO) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, the MPO is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability, economic status, or religious creed. Meeting facilities are accessible to persons with disabilities and the location is reachable by public transit. The MPO will provide auxiliary services for individuals with language, speech, sight or hearing impediments provided the request for assistance is made 4 days prior to the meeting. The MPO will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services to LVPC at 610-264-4544. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by the MPO, you may file a complaint using the procedures provided in our complaint process document or by contacting Hannah Milagio at 610-264-4544 or [lvpc@lvpc.org](mailto:lvpc@lvpc.org).

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|                        |                        |                  |                               |                  |
|------------------------|------------------------|------------------|-------------------------------|------------------|
| <b>Wed Apr 8, 2026</b> | <b>Bethlehem Press</b> | <i>All Zones</i> | <b>East Penn Press</b>        | <i>All Zones</i> |
| <b>Thu Apr 9, 2026</b> | <b>Parkland Press</b>  | <i>All Zones</i> | <b>Whitehall-Coplay Press</b> | <i>All Zones</i> |

### Account Details

. LEHIGH VALLEY PLANNING COMMISSION  
961 Marcon Blvd., Ste. 310  
ALLENTOWN, PA 18109  
610-264-4544  
[hmilagio@lvpc.org](mailto:hmilagio@lvpc.org)

PUBLIC NOTICE

**LEHIGH VALLEY TRANSPORTATION STUDY (LVTS) DRAFT 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM  
PUBLIC COMMENT PERIOD**

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Apr 8-9

## TITLE VI PUBLIC NOTICE

The LEHIGH VALLEY TRANSPORTATION STUDY (LVTS) (MPO) are committed to compliance with Title VI of the Civil Rights Act, applicable to the programs and activities they administer. Accordingly, the MPO is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, or national origin. LVPC's website, [www.lvpc.org](http://www.lvpc.org), may be translated into multiple languages. Publications and other public documents can be made available in non-English languages and alternative formats, if requested. The MPO will provide translation or interpretation services for individuals with language impediments provided the request for assistance is made four days prior to the meeting. The MPO will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services to Hannah Milagio, Program Associate for Community Engagement at [planning@lvpc.org](mailto:planning@lvpc.org) 610-264-4544. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by the MPO, you may file a complaint using the procedures provided in our complaint process document at [www.lvpc.org](http://www.lvpc.org) or by contacting [planning@lvpc.org](mailto:planning@lvpc.org) or 610-264-4544.

## AVISO PUBLICO DEL TÍTULO VI

EL ESTUDIO DE TRANSPORTE DE VALLE DE LEHIGH (Organización Metropolitana de Planificación [MPO, Metropolitan Planning Organization]) están comprometido con el cumplimiento de los requisitos de no discriminación del Título VI de la ley de derechos civiles, correspondientes a los programas y las actividades que administra. Por ende, la MPO se dedica a garantizar que los beneficiarios de un programa reciban oportunidades de participación pública sin tener en cuenta su raza, color, país de origen, sexo, edad, discapacidad o situación económica. El sitio de web de la Comisión de Planificación del Valley de Lehigh, [www.lvpc.org](http://www.lvpc.org), se puede traducirse en otras idiomas. Documentos públicos se pueden traducir en idiomas no-ingleses y formatos alternativos, si se solicita. La MPO brindará servicios de traducción y interpretación para personas con impedimentos lingüísticos siempre y cuando la solicitud de asistencia se haga cuatro días antes de la reunión. La MPO intentará responder a otras solicitudes, según sus posibilidades. Solicite servicios auxiliares llamando a Hannah Milagio, Asociada del programa de participación de comunidad, [planning@lvpc.org](mailto:planning@lvpc.org) o al 610-264-4544. Si cree que le negaron oportunidades de participación o que lo discriminaron de otra manera en relación con los programas o las actividades que administra la MPO, puede presentar una queja siguiendo los procedimientos que figuran en nuestro documento de proceso de queja a [www.lvpc.org](http://www.lvpc.org) o comunicándose con [planning@lvpc.org](mailto:planning@lvpc.org) or 610-264-4544.

## **TITLE VI POLICY STATEMENT**

The Lehigh Valley Planning Commission (LVPC) and the Lehigh Valley Transportation Study (LVTS) are committed to ensuring that no person is excluded from participation in or denied the benefits of its services based upon race, color, or national origin in any program or activity administered by the LVPC/LVTS and/or its sub-recipients, consultants and contractors.

It is LVPC/LVTS's objective to:

- Ensure that the level and quality of programs and activities is provided without regard to race, color, or national origin;
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects of programs and activities on minority and low-income populations;
- Promote the full and fair participation of all affected populations in land use and transportation planning decision making;
- Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- Ensure meaningful access to programs and activities by persons with Limited English Proficiency (LEP).

This policy statement expresses LVPC/LVTS's commitment to the nondiscrimination provisions of federal and state law and their subsequent compliance.

## **NONDISCRIMINATION PUBLIC NOTICE**

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## Lehigh Valley Transportation Study

**OWEN O'NEIL**  
Chair, Coordinating Committee

**RYAN MEYER**  
Chair, Technical Committee

**BECKY A. BRADLEY, AICP**  
Secretary,  
Coordinating Committee +  
Technical Committee

### **Title VI of The Civil Rights Act of 1964 and Additional Nondiscrimination Requirements**

The Lehigh Valley Transportation Study (LVTS MPO) does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, LVTS MPO will not, directly or through contractual arrangements:

- Engage in intentional discrimination because of race, color, or national origin;
- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

In addition to the aforementioned covered Title VI basis, LVTS MPO does not discriminate against individuals on the basis of disability in its services, programs or activities.

All complaints that allege exclusion from participation in, denial of benefits or discrimination on the grounds of race, color, or national origin from a program, service or activity administered by LVTS MPO shall be forwarded to the LVTS MPO Title VI Coordinator for intake and disposition consistent with the appropriate operating administration's complaint resolution process. Members of the public may file Title VI Complaints via email to [TOscavich@lvpc.org](mailto:TOscavich@lvpc.org) (email address) or via mail at:

Lehigh Valley Planning Commission  
615 Waterfront Drive, Suite 201  
Allentown, PA 18102

Complaints that a program, service, or activity of LVTS MPO or one of its member municipalities is not accessible to persons with disabilities should be directed to:

Tracy Oscavich  
Lehigh Valley Planning Commission  
615 Waterfront Drive, Suite 201  
Allentown, PA 18102  
(610) 264-4544  
[TOscavich@lvpc.org](mailto:TOscavich@lvpc.org)

LVTS MPO will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.



## Lehigh Valley Transportation Study

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Chair, Coordinating Committee

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Chair, Technical Committee

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Secretary,  
Coordinating Committee +  
Technical Committee

# Procedures for 2027-2030 Transportation Improvement Program Revisions

## Background

This Memorandum of Understanding (MOU) between the Lehigh Valley Transportation Study (LVTS), the Lehigh and Northampton Transit Authority (LANTA), and the Pennsylvania Department of Transportation (PennDOT) establishes procedures to be used for processing revisions to the 2027-2030 Transportation Improvement Program (TIP).

For more information on the development of the TIP, see Pennsylvania's 2027 Transportation Program General and Procedural Guidance and Pennsylvania's 2027 Transportation Program Financial Guidance. These documents were both released in fall 2025 and can be found on the Statewide Transportation Improvement Program (STIP) page on the State Transportation Commission (STC) website under 2027 Guidance Documents.

## Definitions

- **Administrative Modification** - a minor revision to the Transportation Improvement Program (TIP) that does not require LVTS action.
- **Amendment** - a major revision to a TIP that involves approval by the LVTS.
- **Betterment** - surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of a highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as drainage improvements and guide rail updates.
- **Change in Scope** - a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** - PennDOT, LVTS, LANTA, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- **Fiscal Constraint Chart (FCC)** – a spreadsheet or a chart generated by the Multimodal Project Management System (MPMS) that depicts the transfer of funds
- **Interstate Management (IM) Program** - PennDOT's four-year listing of statewide interstate maintenance (non-capacity adding) projects.
- **New Project** - a project that has not been programmed in the current TIP and does not have previous obligations from a prior TIP.
- **Planning Partner** - one of the following: MPOs, or RPOs, or the independent County of Wayne.
- **Public Participation Plan (PPP)** - a documented broad-based public involvement process that describes how the LVTS will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

- **Rapid Bridge Replacement (RBR)** - initiative (developed via a Public Private Partnership – P3) that follows the **Statewide Managed Program** guidance in the administration of the program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the STIP. Placement of RBR projects and or line items on LVTS's TIP will be considered as an administrative action.
- **Reserve Line Item** - holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or a project phase(s).
- **Revision** - either an Amendment or an Administrative Modification to a TIP.
- **Statewide Managed Program (Statewide Program)** - includes those transportation improvements or projects that are managed on the STIP, including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to Highway Safety Improvement Program (HSIP), Railroad Crossing Program (RRX), and State Transportation Alternatives Program (TAP) projects. The Interstate Management Program (IM) will remain its own individual program.

### **TIP Administration**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If LVTS, LANTA, or PennDOT wishes to proceed with a federally funded project not programmed on the TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR §450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR §450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, LVTS, LANTA, FHWA, and FTA. Any alternative procedures must be agreed upon and documented in the TIP.

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long Range Transportation Plan (LRTP), and *FutureLV: The Regional Plan*, adopted in October 2019 and updated in October 2023. In addition, TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management Plan (TAM), the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of the 2024 LVTS Public Participation Plans (PPP). A PPP is a documented broad-based public involvement process that describes how LVTS will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity to public review and comment shall be provided for significant revisions to the TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. LVTS will coordinate with regional PennDOT to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an amendment to the STIP and region's TIP shall also be developed and approved by LVTS. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with LVTS region's PPP are required.

The federal planning regulations, 23 CFR §450.324(c), define update cycles for the LVTS LRTP. If the LVTS LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for LVTS. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulations.

### **TIP Revisions**

In accordance with the federal transportation planning regulations 23 CFR §450 revisions to the STIP/TIP will be handled as an **Amendment** or an **Administrative Modification** based on agreed upon procedures detailed below.

An **Amendment** is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source;**
- Adds a new federally funded project, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
  - \$2 million for the Lehigh Valley Transportation Study
  - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
  - Result in an air quality conformity reevaluation;
  - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and LVTS (not to exceed any federally-funded threshold contained in this MOU);

- Results in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project.

Approval by LVTS is required for **Amendments**. LVTS must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modification actions that occurred along with or were presented with this action at LVTS meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) materials, if available.

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the LVTS and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the federally-funded Statewide Program or increases/decreases exceeding the thresholds defined in the STIP MOU will be considered an amendment to the STIP (subsequent placement of these individual projects or line items on respective MPO TIP will be considered an administrative modification). In the case of Statewide Programs, including the Interstate Management Program and other federally-funded statewide programs, approval by PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and LVTS and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An **Administrative Modification** is a minor revision to a LVTS TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or LVTS TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure;
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the thresholds established above. (A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project);
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item but does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;

- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution.

**Administrative Modifications** do not affect air quality conformity, nor do they involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established in the MOU between PennDOT and LVTS (as detailed in the aforementioned Amendment Section); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. (A change in scope is a substantial alteration to the original intent or function of a programmed project.)

**Administrative Modifications do not require federal approval.** PennDOT and LVTS will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU, where federal funds are being utilized.

### **Transit**

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

### **Fiscal Constraint**

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint 23 CFR §450.218(l) and 23 CFR §450.326(g)(j)&(k) for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

### **TIP Financial Reporting**

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. The reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement 23 CFR §450.334. Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

### **STIP/TIP Transportation Performance Management**

In accordance with 23 CFR §450.326(c), PennDOT and the MPOs/RPOs will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

### **MPO/RPO TIP Revision Procedures**

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of the Statewide TIP MOU. If a MPO/RPO elects to set more stringent

procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

The Statewide TIP MOU will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2026, and remain in effect until September 30, 2029, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles:

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Ms. Kristin Mulkerin,  
Deputy Secretary for Planning  
Pennsylvania Department of Transportation

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Date

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Mr. Owen O'Neil,  
Coordinating Committee Chair  
Lehigh Valley Transportation Study

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Date

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Mr. Ryan Meyer,  
Technical Committee Chair  
Lehigh Valley Transportation Study

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Date

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Ms. Becky A. Bradley, AICP,  
Secretary  
Lehigh Valley Transportation Study

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Date

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Mr. Owen O'Neil,  
Executive Director  
Lehigh and Northampton Transportation Authority

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Date



## Lehigh Valley Transportation Study

**OWEN O'NEIL**  
Chair, Coordinating Committee

**RYAN MEYER**  
Chair, Technical Committee

**BECKY A. BRADLEY, AICP**  
Secretary,  
Coordinating Committee +  
Technical Committee

### RESOLUTION XX-XX-XX-B 2027 – 2030 Transportation Improvement Program

#### SELF CERTIFICATION

**RESOLUTION** of the Lehigh Valley Transportation Study Metropolitan Planning Organization (LVT S MPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP).

**WHEREAS**, 23 CFR Part 450.336 specifies that, concurrent with submittal of a proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the State TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

**WHEREAS**, Section 134 of Title 23 USC, 49 USC 5303, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of an LRTP and TIP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

**WHEREAS**, the TIP continues to be financially constrained as required by 23 CFR Part 450.326 (j) and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

**WHEREAS**, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)] and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

**WHEREAS**, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

**WHEREAS**, the requirements of Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Public Law 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA-funded projects have been met; and

**WHEREAS**, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

**WHEREAS**, the provision of 49 CFR Part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

**NOW, THEREFORE BE IT RESOLVED THAT** the Lehigh Valley MPO Technical Committee certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the Federal Fiscal Year (FFY) 2027 – 2030 TIP.

**NOW, THEREFORE BE IT RESOLVED THAT** the Lehigh Valley MPO Coordinating Committee certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the Federal Fiscal Year (FFY) 2027 – 2030 TIP.

I hereby certify that this Resolution was adopted by the Lehigh Valley Transportation Study Technical and Coordinating Committees at its joint meeting on XX.

ATTEST:

Ryan Meyer, Chair

LVTS Technical Committee

Owen O'Neil, Chair

LVTS Coordinating Committee

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Becky A. Bradley, AICP, Secretary

LVTS Technical and Coordinating Committees



**OWEN O'NEIL**  
Chair, Coordinating Committee

**RYAN MEYER**  
Chair, Technical Committee

**BECKY A. BRADLEY, AICP**  
Secretary,  
Coordinating Committee +  
Technical Committee

### Projects Implemented from the 2025-2028 Transportation Improvement Program

The Lehigh Valley Transportation Study (LVTS), Lehigh and Northampton Transportation Authority (LANTA) and the Pennsylvania Department of Transportation (PennDOT) have identified major projects implemented or anticipated to be implemented from the 2025-2028 Transportation Improvement Program. The following lists indicate such projects by PennDOT as referenced in the PennDOT Multimodal Project Management System (MPMS) which enables transparency of projects including project descriptions, location(s), anticipated timelines and funding.

| MPMS   | Project Title                                | Completion Date (or Anticipated) |
|--------|--|----------------------------------|
| 110086 | LVTS Urban Intelligent Transportation System | 5/15/2026                        |
| 110169 | SR 29/Cedar Crest Blvd Signal Upgrades       | 11/7/2026                        |
| 109971 | Route 145 Safety Improvements                | 10/27/2026                       |
| 110170 | MacArthur Rd Signal Upgrades                 | 11/17/2025                       |
| 107552 | Gap Bridge Repairs                           | 2/20/2026                        |
| 57433  | Lehigh Race St Intersection                  | 8/17/2026                        |
| 89627  | Kernsville Rd Bridge                         | 11/12/2024                       |
| 85692  | Mosserville Road over Ontelaunee Creek       | 11/25/2024                       |
| 109966 | LVTS Bridge Preservation & Repair 6          | 1/20/2025                        |
| 12084  | Richmond Bridge                              | 11/1/2024                        |
| 79468  | Williams Twp Canal Wall Replacement          | 9/17/2026                        |
| 85930  | Lower South Main Street o/Martins Creek      | 1/14/2025                        |
| 109914 | Raubsville Road over Frey's Run              | 8/35/2026                        |
| 89616  | Country Club Rd o/US 22                      | 11/6/2024                        |
| 11981  | Linden Street                                | 11/14/2024                       |
| 85940  | Newburg Rd (SR 3020) o/Trib Monocacy Creek   | 4/30/2025                        |
| 110062 | Box Culvert Bundle-Round 1                   | 11/13/2026                       |
| 12286  | Meadows Road Bridge (Co Br 15)               | 6/17/2026                        |

### LANTA Major Regional Projects from 2025 TIP Implemented

1. Heavy Duty Bus Purchase (MPMS # 95019) – Thirteen (13) total vehicles were ordered during FFY 2023 and were placed into revenue service in July 2024. Total Cost - \$7,693,634

2. Purchase Van/Minibuses (MPMS # 95008) – Twelve (12) vehicles that were ordered in September 2024 were delivered and placed into revenue service in December 2025. Total Cost - \$1,577,316.  
LANTA ordered an additional fifteen (15) vehicles in July 2025 which should be arriving in early FFY2027 to be added into revenue service. Total Cost \$2,208,765  
LANTA ordered one (1) vehicle in March 2025 which should be arriving in the middle of FFY2026 to be added into revenue service. Total Cost \$184,121



**OWEN O'NEIL**  
Chair, Coordinating Committee

**RYAN MEYER**  
Chair, Technical Committee

**BECKY A. BRADLEY, AICP**  
Secretary,  
Coordinating Committee +  
Technical Committee

**Projects Delayed from the 2025-2028 Transportation Improvement Program**

The Lehigh Valley Transportation Study (LVTS), the Pennsylvania Department of Transportation (PennDOT) and the Lehigh and Northampton Transportation Authority (LANTA) have identified projects that have major delays from the FFY 2025-2028 Transportation Improvement Program. The following lists indicate such projects by PennDOT as referenced in the PennDOT Multimodal Project Management System (MPMS) which enables transparency of projects including project descriptions, location(s), anticipated timelines and funding. This list also includes a short narrative on the reasoning for the delay of the project from its initial timelines.

| <b>MPMS</b> | <b>Project Title</b>                              | <b>Reason for Delay</b>  |
|-------------|---|--|
| 110173      | State Route 309<br>Coopersburg Adaptive<br>Signal | Due to draft 2027 TIP development discussions and priorities         |
| 110396      | Summit Lawn to<br>American Parkway Study          | Due to draft 2027 TIP development discussions and priorities         |
| 11406       | Front Street Bridge                               | Due to draft 2027 TIP development discussions and priorities         |
| 94873       | Fifth Street Bridge                               | Due to coordination and letting with the SR 22/Fullerton Interchange |
| 110076      | Jordan Creek Bridge<br>Replacement                | Due to delay in receiving CE Clearance                               |
| 92049       | Schantz Rd / Trib to<br>Cedar Creek               | Due to structure priorities  |
| 110179      | 611 Retaining Wall<br>Rehab – Easton              | Due to design delays   |