



2027-2030

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT



Transportation Improvement

The Program is the product of a collective effort by the LVTS, The Pennsylvania Department of Transportation, The Federal Highway Administration, The Federal Transit Administration, community leaders, the public and community partners from all 62 municipalities to create a connected transportation network that gives access to opportunities for everyone. More elements of that effort can be found in *FutureLV: The Regional Plan*, *Walk/RollLV: Active Transportation Plan*, *Pathways to a Resilient Greater Lehigh Valley* and Lehigh and Northampton Transit Authority policies, among others. Regulatory materials in addition to a downloadable copy of this TIP Made Easy program summary and other referenced resources can be found at www.lvpc.org

Draft Published April 15, 2026





TECHNICAL COMMITTEE

Ryan Meyer, **Chair**
Lehigh-Northampton Airport Authority

Nick Raio, **Vice Chair**
PennDOT Central

Becky Bradley, AICP, **Secretary**
LVPC

Matthew Tuerk, City of Allentown

David Petrik (Alt.), City of Allentown

J. Williams Reynolds, City of Bethlehem

Cathy Fletcher (Alt.), City of Bethlehem

Salvatore J. Panto, Jr., City of Easton

David Hopkins (Alt.), City of Easton

Brendan Cotter, Lehigh and

Northampton Transportation Authority

Jennifer Ruth, PennDOT District 5-0

Nyomi Nonnemaker (Alt.), PennDOT
Central

COORDINATING COMMITTEE

Owen O'Neil, **Chair** (Lehigh and
Northampton Transportation Authority

Chris Kufro, **Vice Chair**
PennDOT District 5

Becky Bradley, AICP, **Secretary**
LVPC

Josh Siegel, Lehigh County

Andrew Elliott (Alt.), Lehigh County

Tara Zrinski, Northampton County

Mike Emili (Alt.), Northampton County

Matthew Tuerk, City of Allentown

David Petrik (Alt.), City of Allentown

J. William Reynolds, City of Bethlehem-

Michael Alkhal (Alt.), City of Bethlehem-

Salvatore J. Panto, Jr., City of Easton-

Dave Hopkins (Alt.), City of Easton

Thomas Stoudt, Lehigh-Northampton
Airport Authority

Mark Tobin, PennDOT Central

Nick Raio (Alt.), PennDOT Central

Thank you to departing 2025 LVTS Members: Phillips Armstrong, Lamont G. McClure, Jr., Richard Molchany, Basel Yandem and Jim Mosca



The preparation of this report has been financed in part through grants from the U.S. Department of Transportation (USDOT) and the Pennsylvania Department of Transportation (PennDOT). The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official policies of either the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) or the Commonwealth of Pennsylvania at the time of publication. This report does not constitute a standard, specification or regulation.

The LEHIGH VALLEY PLANNING COMMISSION (LVPC) and the LEHIGH VALLEY TRANSPORTATION STUDY (LVTS) (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, LVTS is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, religious creed, sex, age, disability or economic status. LVPC's website, 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. 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 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, Regional Planner for Community Engagement at 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 or by contacting planning@lvpc.org or 610-264-4544.



TRANSLATION SERVICES

English

ATTENTION: If you speak another language other than English, language assistance services can be made available to you.
Call 1 (610) 264-4544.

Spanish

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (610) 264-4544.

Simplified Chinese

注意:如果您 英 以外的其他 言, 我 可以 您提供 言 助服。致 1 (610) 264-4544。

Traditional Chinese

注意:如果您說英語以外的其他語言, 我們可為您提供語言協助服務。致電 1 (610) 264-4544。

Arabic

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل بالرقم 1 (610) 264-4544

Vietnamese

CHÚ Ý: Nếu bạn nói một ngôn ngữ khác ngoài tiếng Anh, dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho bạn. Gọi 1 (717) 787-5851.

Korean

주의: 영어 외에 다른 언어를 사용하시는 경우, 언어 지원 서비스를 제공받을 수 있습니다. 전화번호 1 (717) 787-5851로 전화하세요.

French

Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (717) 787-5851.

Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa lagu diyaarin karaa. Wac 1 (717) 787-5851.

Burmese

အာရှိုက်မှု- အင်္ဂလိပ်ဘာသာမှတစ်ပါး အခြားဘာသာစကားကို ပြောဆိုပါက ဘာသာစကား အထောက်အပံ့ ဝန်ဆောင်မှုများကို သင့်အား ရရှိနိုင်ပါသည်။ ၁ (၇၁၇) ၇၈၇-၅၈၅၁ ခေါ်ဆိုပါ။

Russian

ВНИМАНИЕ: Если вы говорите на другом языке, кроме английского, вам могут быть предоставлены услуги языковой помощи. Позвоните по номеру 1 (717) 787-5851.

Ukrainian

УВАГА: Якщо ви говорите іншою мовою, окрім англійської, вам можуть бути надані послуги мовної підтримки. Телефонуйте за номером 1 (717) 787-5851.

Japanese

注意:英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。電話 1 (717) 787-5851.

Hindi

ध्यान दें: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा सकती हैं। 1 (717) 787-5851 पर कॉल करें।

Italian

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione.
Chiama 1 (717) 787-5851.

Polish

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (717) 787-5851.

Nepali

ध्यान दिनुहोस्: यदि तपाईं अङ्ग्रेजी बाहेक अरु भाषा बोल्नुहुन्छ भने, भाषा सहायता सेवाहरू तपाईंलाई उपलब्ध गराउन सकिन्छ। 1 (717) 787-5851 मा फोन गर्नुहोस्।

Urdu

توجہ: اگر آپ انگریزی کے علاوہ دوسری زبان بولتے ہیں تو، زبان کی مدد کی خدمات آپ کو دستیاب کرائی جاسکتی ہیں۔ کل 1 (717) 787-5851

Greek

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (717) 787-5851.

The Transportation Improvement Project (TIP) is researched, analyzed, drafted, refined and published by the professional staff of the Lehigh Valley Planning Commission, Lehigh and Northampton Transit Authority and the Pennsylvania Department of Transportation. The following team members were integral in the development of this TIP.



PROJECT STAFF

Becky A. Bradley, AICP
Executive Director

Tracy Oscavich
Director of Administration

Beth Ritter-Guth
Director of Research and
Innovation Data

Steven Weber, AICP
Director of Transportation
Planning

With administrative
support from
Vicki Weidenhammer
Controller

Matt Assad
Managing Editor

Subham Kharel, PhD
Senior Data and Analytics
Planner

**Faria Urmey, AICP, CNU-A,
LEED AP**
Regional Plan Program
Manager

Chris Embert
Creative Manager

Minsoo Park
Economist

Giovanna Rizkallah
Artificial Intelligence (AI)
Engineer and Innovation
Planner

Evan Gardi
Senior Transportation Planner

Clay Karnis
Geographic Information
Systems (GIS) Planner

Hannah Milagio
Regional Planner for
Community Engagement



Chris Kufro PE
District 5-0 Executive

Scott Vottero PE
Assistant District
Executive - Lehigh

Jennifer Ruth
Planning and Programming
Manager

Nick Raio
Transportation Planning
Specialist Supervisor

James Mosca
Chief of Program Development
(Retired)



Owen O'Neil
Executive Director

Brendan Cotter
Senior Director of Service
Support and Planning

AJ Knee
Director of Planning and
Scheduling

Molly Wood, AICP
Planner/Land Use Specialist

INTRODUCTION

The Transportation Improvement Program (TIP) is the Lehigh Valley's four-year plan to maintain and enhance the transportation system in Lehigh and Northampton counties. It is updated every two years, and this update is just one part of an overall plan to create a seamless network where roads, bridges, trails, sidewalks, technology and transit connect everyone to every place. The TIP is critical to the economic and social future of the region, targeting infrastructure investments that support a vibrant, inclusive, resilient and growing Lehigh Valley.

The TIP and the overall plan are administered by the Lehigh Valley Transportation Study (LVTS), the federally designated Metropolitan Planning Organization (MPO) for Lehigh and Northampton counties. As the Metropolitan Planning Organization, the LVTS completes and implements two major foundational planning products, along with additional plans, studies and reports.

All of this work is done with the input of local officials, transportation agencies and the public. This is achieved through collaboration and meetings of the LVTS Technical and Coordinating Committees.



The planning products are:

The Metropolitan Transportation Plan (MTP)

FutureLV: The Regional Plan

FutureLV sets the vision and direction to carry the Lehigh Valley to 2050 and beyond. It provides a blueprint for managing future growth, making the most of our assets and creating a Lehigh Valley where everyone has access to health, opportunity and a livable neighborhood. A key component of *FutureLV* maps out a 25-year plan to maintain and enhance the transportation network. This 25-year plan is the result of the Transportation Needs Assessment community engagement campaign, which included 30 public meetings around the region and more than 1,000 responses to a survey on transportation policy priorities.

The Transportation Improvement Program (TIP)

The TIP covers the most current four-year period of the Long-Range Transportation Plan and is the means by which funds are allocated to agency partners including PennDOT, Lehigh and Northampton Transportation Authority, Lehigh Northampton Airport Authority, counties and municipalities, responsible for completing regional transportation projects. As part of implementing these plans, the LVTS is responsible for developing and updating the TIP to meet federal planning requirements and address local needs.

“The TIP is the fiscally constrained, high priority list for a four-year program of Highway, Bridge, Transit and Multimodal projects, all proposed to be implemented with federal dollars.”

Fiscal Constraint

The Transportation Improvement Program for the Lehigh Valley is funded with federal, state and local money, and the amount is based on financial guidance provided by the Pennsylvania Department of Transportation. For the 2027-2030 TIP, that guidance allocated \$525,532,045 to the region. In addition to that regional allocation, the Lehigh Valley also receives state and federal money that includes grant funding. For this TIP, that amounts to another \$19,076,908, for a total TIP value of \$544,608,953.

Roughly 80% of TIP funding comes through the U.S. Department of Transportation (USDOT) with the remaining 20% coming from local sources. The amount the Lehigh Valley gets is primarily set by PennDOT and USDOT based on population, vehicle miles traveled and need among other federally designated factors such as Performance Based Planning and Transportation Performance Management (TPM).

Through these methods and the use of measures, MPOs monitor the achievement of goals for safety, infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, environmental justice and sustainability. Once the amount is set, the LVTS works to develop a program designed to serve the region's needs, while following the policies of *FutureLV* and federal regulatory requirements.

The need is always greater than the money available and the TIP, by federal law, can only budget money that is reasonably expected to come to the region. The TIP is regulated under the United States Code 49 U.S.C. 5303(j) and authorized under the Infrastructure Investment and Jobs Act (IIJA).

In addition to the budget provided by the 2027 Pennsylvania Financial Guidance for the Lehigh Valley, additional financial resources have been received within the 2027-2030 TIP. The source of these additional funds can be from reallocation of resources across the Commonwealth to adjust projects that are progressing faster, slower, paused or have come in under initial programmed budgets for the phases of work. Additional funding can also be achieved for projects come through various competitive grants and discretionary funding for projects that have been awarded or designated to a specific project.

These additional funds require regulatory reporting which can be achieved through TIP monitoring and reporting. There are also certain projects and programs managed at the state level such as the Interstate Highway Program for projects that are funded by the state that are also monitored and reported on by the Lehigh Valley Transportation Study.

2027-2030 LEHIGH VALLEY
FORMULA FUNDING

\$525,532,045

ADDITIONAL STATE, FEDERAL
AND GRANT FUNDING

\$19,076,908

TOTAL LEHIGH VALLEY
TIP VALUE

\$544,608,953

How is the Budget Created?

Through congressional adaption of the Infrastructure Investment and Jobs Act and any subsequent laws, dollars are allocated to states and regions.

The budget starts when the U.S. Department of Transportation (USDOT) determines how much transportation money each state and region will receive, and each state is required to provide a roughly 20% match. Based on that, representatives from Pennsylvania MPOs and Rural Planning Organizations (RPOs), join representatives from the Federal Highway Administration (FHWA) and PennDOT to form the Financial Guidance Work Group.

The Work Group meets for nearly a year to agree on the funding formulas that dictate what money goes to each MPO and RPO. Based on federal guidelines, the money is allocated to a long list of project types -- such as roads, bridges, carbon reduction, transit, multimodal -- and the money must be spent in its assigned type. Bridge money, for example, cannot be spent on roads.

Funds in each category will be spent in a cooperative, long-term, statewide, and needs-based manner that is responsive to identified issues and priorities and coordinated with other agencies and initiatives. When developing the 2027 Program Update, the Financial Guidance Work Group agreed upon the following:

- Updates to data, including the Vehicle Miles Traveled (VMT), Lane Miles, Truck VMT, National Highway System Bridge and Pavement Asset Management Factor (AMF), Bridge Deck Area and Vehicle Registration.
- Existing formulas with updated data are retained from the 2025 Financial Guidance.
- The PROTECT program will continue to be administered as a statewide program.
- State Highway and Bridge Funds reflect estimated revenues to the Motor License Fund.
- State Transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program with the remaining 50% coming from each region's percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region's distribution and are reserved in a separate item for the Statewide Program.
- Anticipated available federal highway, bridge and transit funds will reflect 2026 Infrastructure Investment and Jobs Act (IIJA) authorized amounts for each year of the 12-Year Program.

The distribution of federal funds is determined through formulas and policy decisions established during meetings of the Pennsylvania Department of Transportation's Financial Guidance Work Group. In addition to funding allocated based on decisions of the Work Group, the following programs are also distributed.

The National Highway Performance Program (NHPP)

- The Interstate Management Program will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset 2 Management Plan (TAMP) and Performance Based Planning and Programming. Approximately \$150 million statewide of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million statewide is provided for Interstates in each subsequent year until a total of \$1 billion is realized in 2028.
- Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate System are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
- An average of \$8.6 million per year statewide will be reserved for state and Local Bridge Inspection.

Remaining funds will be distributed among planning regions for bridges and highways on the NHS.

Surface Transportation Block Grant Program-Urban (STU)

Funding is allocated to each MPO with a population greater than 200,000, based on the 2020 Census.

Surface Transportation Block Grant Program-Urban (STU)

Funding is allocated to each MPO with a population greater than 200,000, based on the 2020 Census.

Off System Bridges (BOF)

Funding for minor collector and local functional class bridges off the National Highway System and over 20 feet in length. State and locally owned bridges are eligible.

Bridge Formula Investment Program (BRIP)

Funding for the replacement, rehabilitation, preservation, protection or construction of bridges over 20' in length. Funds are distributed to MPOs, RPOs and the Interstate Program based upon deck area of non-NHS Bridges, deck area of NHS bridges, and bridge Asset Management Factor.

Highway Safety Improvement Program (HSIP)

- Funding for projects designed to improve safety. A \$500,000 base amount of funding is distributed to all MPOs and RPOs to address systemic safety projects.
- \$50 million in funding for this program will be reserved statewide for priority safety initiatives.
- The remaining funding is allocated to MPOs and RPOs based on a 39:1 crash severity weighting for all reportable crashes.

Congestion Mitigation and Air Quality (CMAQ)

- In accordance with agreements reached in conjunction with Pennsylvania Act 3 of 1997, \$25 million is reserved each year in federal funds to flex to transit statewide. CMAQ funding will comprise more than \$23 million of this reservation. Remaining funds will be from the STP category.
- Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each county's air quality classification and 2020 census data. Previous "insufficient

Example Projects

South Bethlehem Greenway Trail to Saucon Rail Trail

A 0.9-mile gap separates the South Bethlehem Greenway from the Saucon Rail Trail, which has prevented an active transportation connection between Bethlehem and Hellertown. The gap also separates the Lehigh Valley's regional trail network, the LINK, from the Circuit Trails, greater Philadelphia's trail network.

Due to the gap's local and regional significance, Pennsylvania Department of Conservation and Natural Resources (PA DCNR) identified it as a top 10 trail gap in the Commonwealth. The connected South Bethlehem Greenway and Saucon Rail Trail will provide 13.7 miles of safe and accessible trail for all users, to link together parks and open space, residential areas and commercial and cultural hubs. This project utilizes Transportation Alternatives Set Aside funding



Pictured left to right: Becky Bradley, LVPC, Michael Alkhal, City of Bethlehem, J. William Reynolds, City of Bethlehem, Phillips Armstrong, Lehigh County/LVPC, LaMont McClure, Northampton County/LVPC, Ryan Meyer, LNAA



The Hill-to-Hill Bridge Rehabilitation project (Route 378)

involves the comprehensive rehabilitation of the bridge spanning the Lehigh River, Norfolk Southern Railroad, and several city streets in Bethlehem, Lehigh County. Construction is scheduled to begin in Fall 2026, and the project spans approximately 1.35 miles. The work focuses on extending the bridge's service life and ensuring structural safety.

Rehabilitation efforts will include structural repairs and updates to meet current safety and design standards. The project will support safe and reliable transportation along Route 378 while maintaining connectivity for vehicles, bicycles, and pedestrians in the region. The project is funded through a combination of federal and state programs, including National Highway Performance Program (NHPP), Bridge Replacement and Improvement Program (BRIP), Surface Transportation Program – Urban (STU), State Bonding/Bridge Fund (BOF), and State Infrastructure Funding Program (Act 581) funds, reflecting a coordinated investment in maintaining this critical infrastructure.

Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP):

The IIJA requires that 59% of the funds are sub-allocated by population and 41% are available to any area of the state. Part of the 59% sub-allocated by population is assigned, by federal formula utilizing the 2020 Census, to regions with populations greater than 200,000.

The remaining TAP funds are held in statewide reserve as mandated by regulations that restrict the regional distribution of funds and require a statewide competitive process for selection of projects.

Railway-Highway Crossings, Section 130 (RRX)

Funding for railroad crossings and managed on a state-wide basis. Centralized management of this program allows for a formalized project selection process and the ability to initiate higher-cost projects.

Carbon Reduction Program Funds (CRP, CRPU)

Funding for projects designed to reduce carbon emissions. \$10 million is set aside for statewide Transportation Systems Management and Operations initiatives. Funding is allocated to each MPO with a population over 200,000 based upon the federal formula that utilizes the 2020 Census.

Example Project

LANTA Enhanced Bus Service

The LANTA Enhanced Bus Service (EBS) is transit that provides fast, frequent and comfortable service along a dedicated transit line or corridor, providing most of the features of a light rail line without the expensive costs of rail. The LANTA EBS increases transportation opportunities for communities through the core urban areas of Allentown, Bethlehem and Easton, to shopping and employment opportunities in Whitehall Township and emerging jobs centers in Trexlertown. EBS also strengthens the local economy by reducing the burden of travel time and cost for transit riders, and having transit service nearby can increase property values. EBS is supported by the Carbon Reduction Program funding through the TIP.



Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program

- Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
- Centralized management of this program allows for a formalized project selection process and the selection of higher cost projects.
- Target investment ranges have been developed for each District based upon Federal Emergency Management Agency flood maps and historic flooding and slide closure data. Additional information on target investment ranges is included in General and Procedural Guidance.

State Bridge Funding (185/183)

State funding for bridges allocated to MPOs and RPOs based upon their regional share of the total bridge deck area for state-owned bridges over eight feet in length and locally owned bridges over 20 feet in length.

Highway (Capital) Funding (581)

- State funding that requires 15% to be held in a reserve for use at the discretion of the secretary of transportation.
- \$25 million per year statewide in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the Transportation Infrastructure Investment Fund (TIIF) at the discretion of the secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and governor.
- \$25 million per year statewide is reserved for transportation projects with economic development opportunities at the discretion of the secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and governor.
- An average of \$45.3 million per year statewide will be reserved for state and local bridge inspection, environmental resource agencies, and other related statewide line items.
- Remaining state highway funds will be distributed based upon the regional share of Vehicle Miles Traveled (VMT), Truck VMT, and lane miles.



Other TIP funding can come from Discretionary Federal Funds, and those can include competitive grants. These funds are awarded and allocated through the Federal Discretionary Programs. Previously, the LVPC was awarded \$21.2 million for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for the Riverside Drive project in the City of Allentown and Whitehall Township. These large awards help bring millions of dollars of investment into the Lehigh Valley that were not already allocated by state or federal funding sources.

An additional source of funds can be from reallocation of resources across the Commonwealth to adjust projects that are progressing faster, slower, paused or have come in under initial programmed budgets for the phases of work. There are also certain projects and programs managed at the state level such as the Interstate Highway Program for projects that are funded from the state that are also monitored and reported on by, but not controlled by the LVTS.

Finally, when money is saved on federally funded projects, those savings can be redistributed to other projects where it's needed, in some cases in other regions. Once the budget is known, LVTS begins the detailed project section process.

Funds in each category will be spent in a cooperative, long-term, state-wide, and needs-based manner that is responsive to identified issues and priorities and coordinated with other agencies and initiatives.

When developing the 2027 program update, the Financial Guidance Work Group agreed upon the following:

1 Transportation Needs Assessment

Data and predictive modeling, from accident and serious injury locations to congested corridors and areas of increasing development to evolving commuter and freight movements, are some of the over 100 measures that are utilized to understand current and changing needs in the transportation system. In addition to these quantitative measures, an open call for LRTP projects went out to the public and municipalities requesting federally eligible projects between February 27, 2023 and March 27, 2023. The transportation needs assessment also utilized 30+ public meetings with municipalities as well as more than 1,000 responses to a region-wide survey on transportation policy priorities.

2 Project Selection

The LVTS evaluated, using more than 120 data sets, ranked and selected qualified projects that were consistent with federal, state and regional requirements and priorities and added qualified projects that could not be funded to the unmet needs lists of projects to be considered for future funding.

3 Adoption

The 2024-2050 list of Long-Range Transportation Plan projects was adopted by LVTS on October 18, 2023 and forwarded to PennDOT and USDOT for conformance.

4 Tip Management

The four-year TIP is a constantly evolving program that changes as project costs and schedules adjust. By federal statute, the program is what's known as "fiscally constrained", which means that the total cost of the projects on the TIP cannot exceed the money expected to be received by the LVTS. When costs increase for one project, the money often must come from another, just as savings on a particular project can be moved into one that needs more money. Managing the flow of money is equally as important as managing the project schedule. This funding strategy addresses high-priority transportation needs and is designed to promote a modern, efficient transportation network.

Defining Megaprojects

With more and more larger projects being submitted to *FutureLV: The Long-Range Transportation Plan* and TIP, there is a new type of project being seen. These projects are called “Mega-projects”. These “Mega-projects” are very large, high cost and carry over multiple TIP cycles.

Managing the flow of money and project schedule to keep all projects, regardless of size, moving is a goal of every TIP. This funding strategy addresses high-priority transportation needs and is designed to promote a modern, efficient, resilient and equitable transportation network.

On the draft 2027-2030 Highway and Bridge TIP, we have two “Mega Projects,” defined as those with \$50 million or more programmed over the four-year program between 2027-2030. We also have four projects with \$10 million or more programmed on the TIP.

Projects with over \$50 million programmed are:

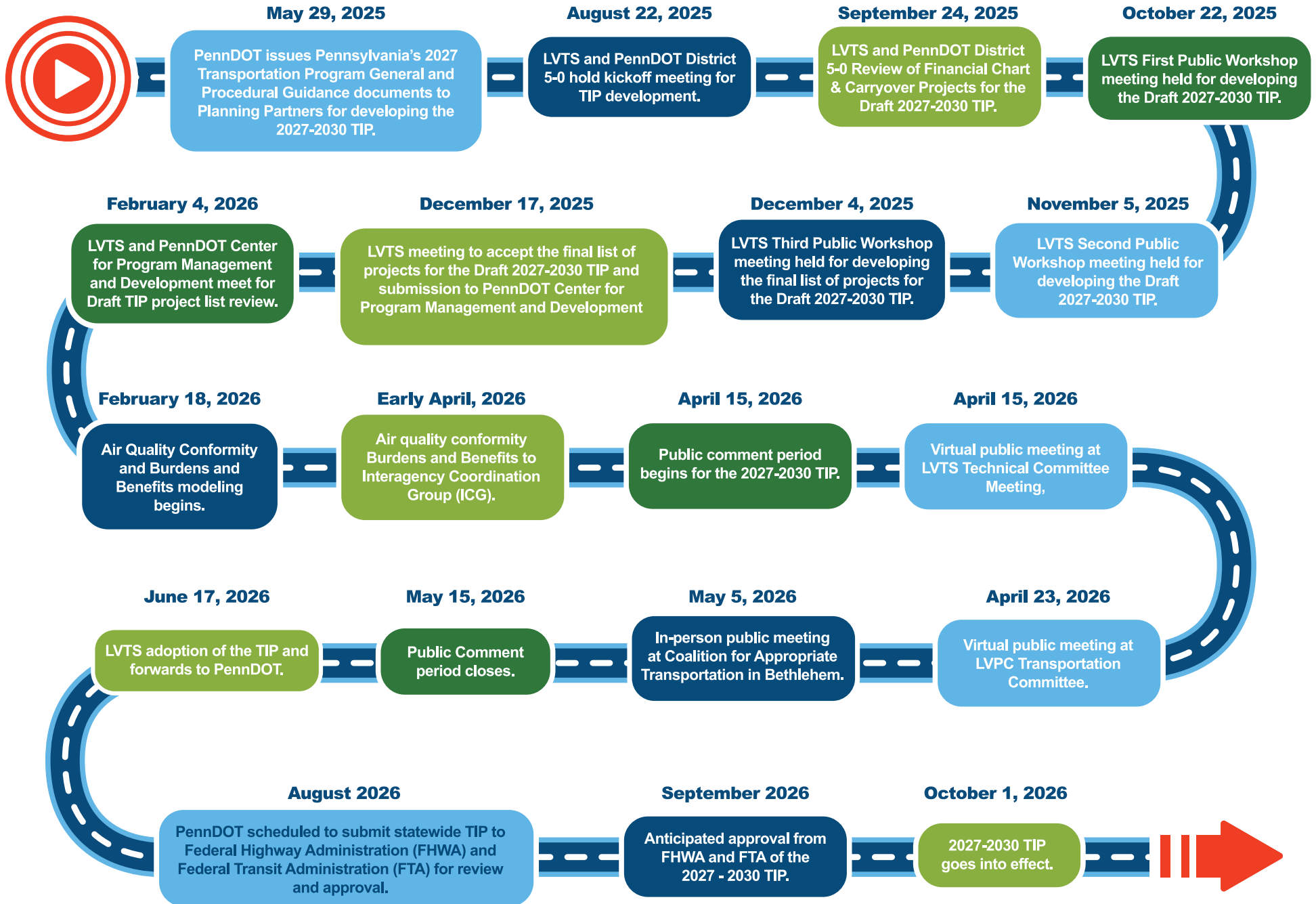
- New Route 309 and Center Valley Interchange: **\$76M**
- Extension of Route 378, Hill-to-Hill Bridge over the Lehigh River: **\$72M**

Other projects with over \$10 million programmed:

- Riverside Drive RAISE Grant: **\$18.6 Million**
- US 22/Route 191 Interchange: **\$18 Million**
- Route 22 & Fullerton Interchange: **\$14 Million**
- Lehigh Street Betterment : **\$12 Million**

It’s important to keep in mind that this list of mega projects only calculates funds programmed from 2027-2030 and excludes projects on the LANTA and Interstate TIPs. The total cost of the above projects will likely be more than the value listed above, because the project timeline is often longer than the four-year TIP period.

TIP Development Timeline



Meeting Community Needs

How Projects are Selected

Project selection for the 2027-2030 Transportation Improvement Program (TIP) adheres to state and federal guidelines, aligning with the goals of traffic safety, air quality, and *FutureLV: The Regional Plan* and its Metropolitan Transportation Plan. This meticulous process aims to create an efficient and sustainable, transportation network.

Projects included in *FutureLV* were requested through the Transportation Needs Assessment. Public meetings with municipalities, PennDOT, LANTA, LNAA, non-profit partners and the general community were held to provide information on the update to the MTP and also served as listening sessions to gather information on potential projects for inclusion in the plan.

Staff met with partners to ensure accurate data gathering on the specifics of each project proposed or renewed from the 2019 list, as some municipalities and other partners do not have the capacity to hire staff or consultants to complete lengthy applications for project inclusion in the MTP.

Central to project selection is the alignment with FutureLV's Centers and Corridors concept, which focuses on redevelopment, reuse, and new construction within 57 economic and housing activity centers across the Lehigh Valley. Projects must be identified in the current *FutureLV: Long-Range Transportation Plan* for TIP eligibility, selected based on their potential to enhance safety, reduce congestion, improve asset conditions, and extend infrastructure lifecycles.

The LRTP, or MTP, is updated every four years, with the TIP refreshed biennially, allowing for the integration of new projects. This dynamic planning framework ensures the Lehigh Valley's transportation network meets evolving needs through rigorous planning and federal compliance, advancing a system that is safer, more efficient and resilient.



Performance Measures

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require states and Metropolitan Planning Organizations to establish performance measures that set benchmarks for safety, infrastructure integrity, congestion reduction, economic growth, and emission reductions through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

MPO's set regional performance targets, while PennDOT sets statewide targets, guiding projects to contribute meaningfully to these objectives.

The 2027-2030 TIP is based on three federally required performance measures which set goals and targets for the Performance Based Planning and Programming approach used by the Lehigh Valley Transportation Study (LVTS) and its planning partners. The performance measures are designed to reduce injuries, save lives and better manage maintenance of the region's transportation network.

Safety Performance Measures (PM1)

Five safety performance targets have been established and are updated annually. The measures are based on crashes that result in fatal and/or serious injuries. The targets assist the LVTS and PennDOT in addressing areas of concern for fatalities and serious injury.

Safety Performance Measures:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled
- Number of non-motorized fatalities and serious injuries

Pavement/Bridge Performance Measures (PM2)

The Pavement/Bridge Performance Measures (PM2) apply to both pavement and bridge condition and are only applicable to the National Highway System (NHS). Conditions are rated as either Good or Poor and provide targets that are consistent with PennDOT's asset management objectives of maintaining the system in the state of good repair, managing to lowest life cycle costs, and achieving national and state transportation goals.

System Performance Measures (PM3)

The System Performance Measures (PM3) are six measures which assess performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program. The LVTS and PennDOT continue their efforts to ensure the TIP and MTP are developed and managed to support progress toward the achievement of the statewide system performance targets.

System Performance Measures:

- Interstate Reliability
- Non-Interstate National Highway System Reliability
- Truck Reliability Index
- Annual Peak Hours Excessive Delay Hours Per Capita
- Percentage Non-Single Occupied Vehicle Travel
- Vehicle Emission Targets

The goal of the Performance Measures is to collect data and target transportation investments to improve the system with the end result of a project selection process rooted in data and analysis to enhance transportation system performance.

Air Quality

Every project on the TIP must meet federal air quality conformity standards through travel demand modeling with the overall goal of reducing vehicle emissions to improve air quality.

Clean air is a fundamental right provided by the Pennsylvania Constitution, Section 27: “The people have a right to clean air, pure water, and to the preservation of the natural, scenic, historic and esthetic values of the environment.” At the national and state level, the importance of air quality issues can be seen in the addition of new programs in the Infrastructure Investment and Jobs Act (IIJA), such as the Carbon Reduction Program and the National Electric Vehicle Infrastructure Program. These programs seek to provide additional funds to states to invest in projects that help to reduce transportation related emissions.

On a regional scale, *FutureLV: The Regional Plan*, along with several other plans by the LVPC and LVTS, addresses air quality through climate change policies and actions as documented in *A Regional Climate Action Assessment*.

As part of the Transportation Improvement Program process, the LVPC is required to perform travel forecasting to determine transportation network demand and its impact on air quality. The evaluation is designed to ensure that federal funding goes to projects that are consistent with air quality standards, specifically the National Ambient Air Quality Standards (NAAQS) for Eight-Hour Ozone (2008) and the 24-hour Particulate Matter 2.5 (2006). As required by the Clean Air Act, the Environmental Protection Agency sets standards for pollutants considered harmful to public health and the environment. An area that does not meet the primary or secondary NAAQS is designated as a nonattainment area.

Once a nonattainment area meets the standards and additional redesignation requirements in the Clean Air Act, the Environmental Protection Agency (EPA) will designate the area as a maintenance area. 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. The Lehigh Valley is currently a non-attainment area for ozone and a maintenance area for Particulate Matter 2.5.

Alongside the previous 2025–2028 TIP, the LVPC adopted a *Priority Climate Action Plan for Transportation Decarbonization (PCAP)* in accordance with the EPA's Carbon Reduction Program (CRP). The PCAP focuses on transportation decarbonization and reducing emissions from cars and trucks, one of the largest sources of emissions in the Lehigh Valley.

In the time between the previous TIP and the update of the 2027-2030 TIP, the LVPC has adopted a *Greenhouse Gas Inventory and Pathway to a Resilient Greater Lehigh Valley*, serving as a comprehensive climate action plan for the four-county greater region. These plans support and expand upon the efforts in the PCAP and can help with leveraging funds through the TIP to advance regional projects focusing on improving air quality and supporting sustainability.



Example Project

Example of a TIP project utilizing these funds
Riverside Drive

One key project that exemplifies these Air Quality goals is the Riverside Drive project. The project will decrease greenhouse gas emissions and the volume of passenger vehicles by providing better options for alternative modes of transportation through connecting roadways, transit, sidewalks and trails into a more equitable and sustainable system.

This project is supported by a competitive USDOT RAISE grant that was added through the TIP.



Public Participation

Public participation is a key element of transportation planning, and it is essential to TIP development. Founded in both a federal requirement for compliance with Title VI of the Civil Rights Act and a local commitment to equitable access to the planning process, the LVTS' adopted Public Participation Plan specifically outlines the requirements for public participation efforts for the TIP and other major plans and processes. The draft 2027-2030 TIP will be available for a 30-day public review and comment period starting April 15, 2026, and closing on May 15, 2026.

LVTS will distribute hard copies of the Draft TIP at these locations:

- Pennsylvania Department of Transportation, District 5-0, 1002 Hamilton Street, Allentown, PA 18102
- Lehigh and Northampton Transportation Authority (LANTA), 1060 Lehigh Street, Allentown, PA 18102
- Allentown Public Library, 1210 Hamilton Street, Allentown, PA 18102
- Bethlehem Public Library, 11 West Church Street, Bethlehem, PA 18018
- Easton Public Library, 515 Church Street, Easton, PA 18045
- Lehigh Valley Planning Commission, 615 Waterfront Drive, Suite 201, Allentown, PA 18102

A digital copy will be available at www.lvpc.org

The LVPC website will be regularly updated. All locations where physical copies of the Draft 2027-2030 TIP are available are accessible by vehicle, transit, bicycle and pedestrian modes of transportation. All locations are compliant with the Americans with Disabilities Act.

Comments on the TIP can also be made during these public meetings:

- April 15, 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 The Coalition for Appropriate Transportation storefront in Bethlehem.

Comments may be sent to the Lehigh Valley Planning Commission, 615 Waterfront Drive, Suite 201, Allentown, PA 18102 or submitted online at www.lvpc.org, by phone at 610-264-4544 or by email at planning@lvpc.org.

LVTS is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations and policies. The meeting locations are accessible to persons with disabilities. With at least four days advanced notification, accommodations may be provided for those with special needs related to language, sight or hearing. If you have a request for a special need, wish to file a complaint or desire additional information, please contact Hannah Milagio at (610) 264-4544 or planning@lvpc.org.



Overall TIP Funding

**2027-2030 LEHIGH VALLEY
TIP FUNDING**

\$525,532,045

**ADDITIONAL STATE, FEDERAL
AND GRANT FUNDING**

\$19,076,908

**TOTAL LEHIGH VALLEY
TIP VALUE**

\$544,608,953

TIP Funding by Category



Rail

\$3,070,000



Planning and Research

\$5,600,000



Multimodal

\$20,040,954



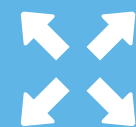
Road

\$23,993,740



Road Reconstruction/Modernization/Automation

\$29,356,879



Roadway Expansion

\$35,280,520



Transit

\$193,152,767



Bridge

\$234,114,093

Transportation Investment

Transportation is a crucial link to ensuring opportunity for all, by connecting us to daily needs such as jobs, schools, housing and health care. Transportation investment and policy choices, what we build and repair, where we put it, who builds it, how we operate it and what energy powers it, have an enormous impact on our economy and our health. These decisions should be designed to strengthen a region where all people can participate and prosper.

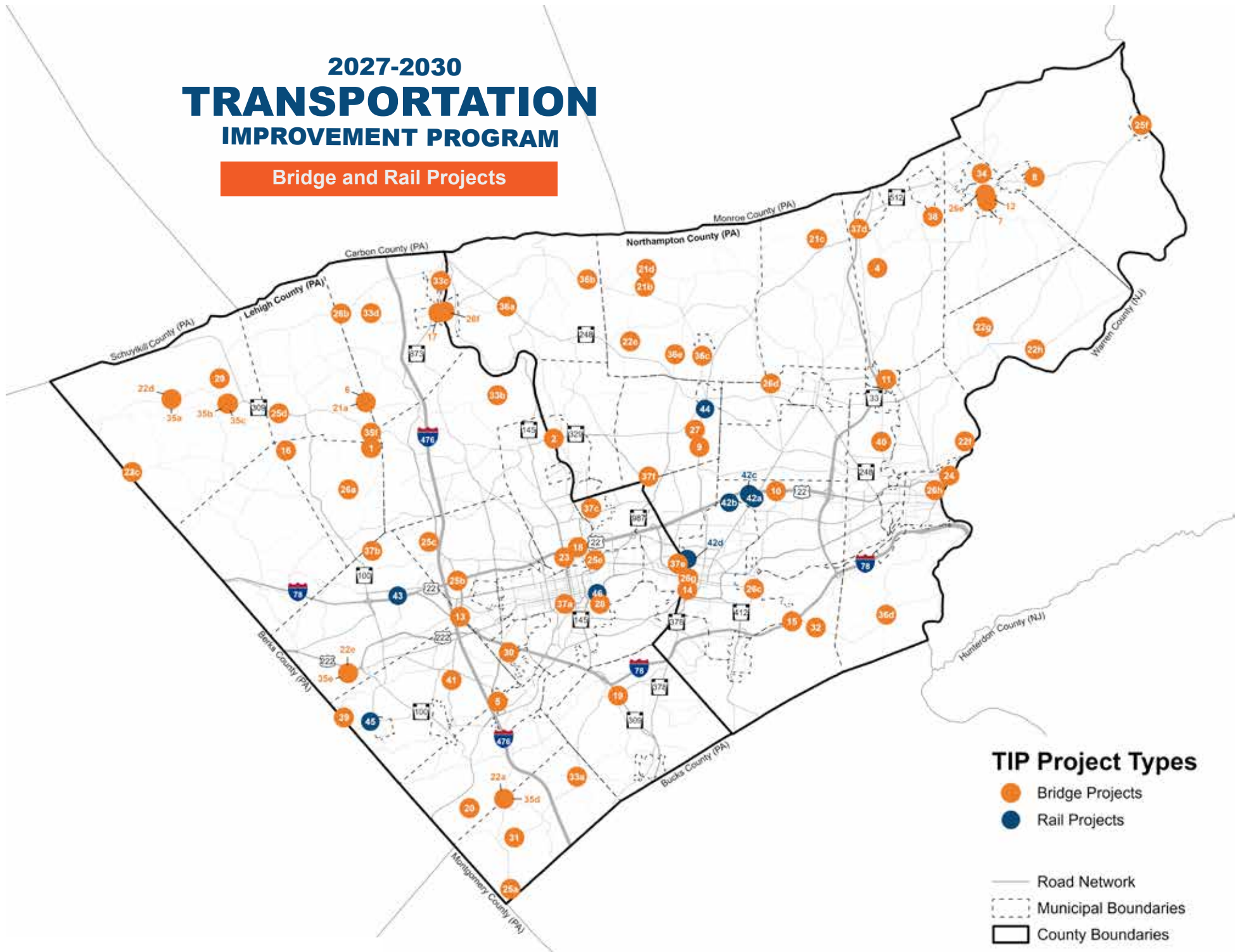
Projects included in the 2027-2030 TIP are selected from the projects within the Long-Range Transportation Plan of *FutureLV: The Regional Plan* and underwent a rigorous selection process. *FutureLV* recognizes that infrastructure investments can facilitate prosperity and enhance quality of life. For example, improved road conditions can avoid damage to cars and trucks and thus reduce the expense of repairs. High-quality bus service like LANTA's Enhanced Bus Service can enhance the value of adjacent properties, improve access to commercial areas and employment centers, and reduce traffic on our most congested corridors. Bridges in a state of good condition are critical for connecting communities with job opportunities and for providing access to all parts of the Lehigh Valley.



Pictured left to right: Beth Halpern, LANTA, Jared Mast, LANTA, Becky Bradley, LVPC/LANTA, Jason Polster-Abel, LANTA, Governor Josh Shapiro, Pennsylvania, Olga Negrón, Pennsylvania, Owen O'Neil, LANTA/LTVS, Jason Muller, Transdev, Joesph Rivera Rodriguez, Transdev

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Bridge and Rail Projects



BRIDGE REPLACEMENT, REHABILITATION

2027-2030 Investment
\$234,114,093

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
1	Hollenbachs Bridge Replacement of Hollenbachs Bridge (Route 4009) over Mill Creek & Newside Road.	11390	N	Low Hill Township Lehigh County	Preliminary Engineering						154
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$899,980				\$899,980	
					Total	\$899,980				\$899,980	
2	Cementon Bridge Replacement of the Cementon Bridge carrying Route 329 over the Lehigh River.	11413	N	Whitehall Township Lehigh County Northampton Borough Northampton County	Preliminary Engineering						154
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction		\$312,500			\$312,500	
					Total		\$312,500			\$312,500	
3	Donats Peak Road Bridge over Kistler Creek Replacement of Donats Peak Road Bridge over Kistler Creek in Lynn Township, Lehigh County.	11588	N	Lynn Township Lehigh County	Preliminary Engineering						154
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$50,000				\$50,000	
					Total	\$50,000				\$50,000	
5	Indian Creek Road over Leibert Creek Replacement/rehabilitation of the Indian Creek Road (Route 2018) bridge over Leibert Creek.	79127	N	Upper Milford Township Lehigh County	Preliminary Engineering						154
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$100,000				\$100,000	
					Total	\$100,000				\$100,000	
6	Church Road Newside over Tributary to Mill Creek Replacement of Church Road-Newside (Route) over Tributary of Mill Creek.	85689	N	Heidelberg Township Lehigh County	Preliminary Engineering						156
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$50,000				\$50,000	
					Total	\$50,000				\$50,000	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth.

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
13	Schantz Road/tributary Cedar Creek Replacement/rehabilitation of the Schantz Road (Route 2015) Bridge over a tributary of Cedar Creek.	92049	N	Upper Macungie Township Lehigh County	Preliminary Engineering				\$400,000	\$400,000	160
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total				\$400,000	\$400,000	
14	Hill-to-Hill Bridge Rehabilitation Rehabilitation of the Hill-to-Hill Bridge (Route 378) over the Lehigh River, Norfolk Southern railroad and several city streets in the City of Bethlehem.	93630	N	City of Bethlehem Lehigh County Northampton County	Preliminary Engineering						155
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation	\$250,000	\$250,000			\$500,000	
					Construction	\$17,875,000	\$25,125,000	\$22,750,000	\$6,147,000	\$71,897,000	
					Total	\$18,125,000	\$25,375,000	\$22,750,000	\$6,147,000	\$72,397,000	
16	Werleys Corner Road over Switzer Creek Bridge replacement/rehabilitation of Werleys Corner Road (Route 4019) over Switzer Creek.	94329	N	Lowhill Township Lehigh County	Preliminary Engineering	\$414,905				\$414,905	164
					Final Design		\$250,000	\$227,405		\$477,405	
					Right-of-Way Acquisition		\$26,525	\$27,320		\$53,845	
					Utility Relocation						
					Construction				\$1,000,000	\$1,000,000	
					Total	\$414,905	\$276,525	\$254,725	\$1,000,000	\$1,946,155	
17	South Walnut Street Bridge Replacement of the bridge that carries South Walnut Street over Trout Creek.	94680	N	Slatington Borough Lehigh County	Preliminary Engineering						155
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$300,000				\$300,000	
					Total	\$300,000				\$300,000	
18	Fifth Street Bridge Replacement of the bridge that carried Fifth Street (Route 1029) over Route 22.	94873	Y	Whitehall Township Lehigh County	Preliminary Engineering						155
					Final Design	\$500,000				\$500,000	
					Right-of-Way Acquisition						
					Utility Relocation			\$546,350		\$546,350	
					Construction				\$3,000,000	\$3,000,000	
					Total	\$500,000		\$546,350	\$3,000,000	\$4,046,350	

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
19	309 Center Valley Interchange Geometric improvements to the Route 309 Center Valley Interchange to reduce congestion and flooding.	102160	Y	Upper Saucon Township Lehigh County	Preliminary Engineering						199
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$27,687,750	\$22,406,250	\$15,021,000	\$14,125,000	\$79,240,000	
					Total	\$27,687,750	\$22,406,250	\$15,021,000	\$14,125,000	\$79,240,000	
20	Powder Valley Road over Indian Creek Replacement/rehabilitation of the Powder Valley Road (Route 2025) bridge over Indian Creek.	109237	N	Upper Milford Township Lehigh County	Preliminary Engineering						156
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation	\$15,450				\$15,450	
					Construction	\$600,000	\$430,000			\$1,030,000	
					Total	\$615,450	\$430,000			\$1,045,450	
21	Box Culvert Bundle-Round 2 Box culvert replacements at various locations along Route 143 in Lehigh County and Routes 1015, 2038 and 4014 in Northampton County.	110066	N	Lehigh County Northampton County	Preliminary Engineering						156
					Final Design						
					Right-of-Way Acquisition						
21a	Church Road over Tributary to Mill Creek				Utility Relocation						
21b	Glase Rd. over Tributary to Hockendauqua Creek				Construction	\$1,500,000	\$1,286,230			\$2,786,230	
21c	Mountain Rd. over Horn Creek										
21d	W. Scenic Dr. over branch of Hockendauqua Creek				Total	\$1,500,000	\$1,286,230			\$2,786,230	
23	Jordan Creek Bridge Replacement Rehabilitation/replacement and widening of the Jordan Creek Bridge (Route 145) and the widening of Route 145 to three lanes in each direction from Fairmount Avenue to Jordan Parkway.	110076	Y	Whitehall Township City of Allentown Lehigh County	Preliminary Engineering						156
					Final Design	\$875,000	\$52,000			\$927,000	
					Right-of-Way Acquisition	\$687,500	\$85,000			\$772,500	
					Utility Relocation			\$273,175		\$273,175	
					Construction				\$5,375,000	\$5,375,000	
					Total	\$1,562,500	\$137,000	\$273,175	\$5,375,000	\$7,347,675	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
25	Bridge Preservation & Repair 8 Consultant design, construction of bridge repairs and preservation of various bridges in Lehigh and Northampton Counties.	114345	N	Lehigh County Northampton County	Preliminary Engineering						157
					Final Design						
					Right-of-Way Acquisition						
25a	Kings Highway over branch of Macoby Creek				Utility Relocation						
25b	Route 22 & Route 309 Interchange				Construction	\$2,000,000	\$2,000,000	\$1,500,000		\$5,500,000	
25c	Huckleberry Rd. over tributary to Jordan Creek										
25d	Route 309 over tributary to Jordan Creek										
25e	N. Dauphin St. over tributary to Lehigh River										
25f	Delaware Ave. over tributary to Delaware River				Total	\$2,000,000	\$2,000,000	\$1,500,000		\$5,500,000	
LVW	Municipal Bridge Line Item Reserve Line Item for municipal bridges at various locations in Lehigh and Northampton Counties.	117517	N	Lehigh County Northampton County	Preliminary Engineering						157
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction		\$250,000	\$250,000	\$250,000	\$750,000	
					Total		\$250,000	\$250,000	\$250,000	\$750,000	

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
28	South Albert Street over Lehigh Canal Replacement Replacement/rehabilitation of the South Albert Street bridge over Lehigh Canal.	118870	N	City of Allentown Lehigh County	Preliminary Engineering	\$100,000	\$209,000			\$309,000	
					Final Design			\$150,000	\$68,540	\$218,540	
					Right-of-Way Acquisition			\$54,635		\$54,635	
					Utility Relocation						
					Construction						
					Total	\$100,000	\$209,000	\$204,635	\$68,540	\$582,175	
29	Springhouse Road over Ontelaunee Creek Bridge Replacement (Mosserville Bridge) Replacement/rehabilitation of the Springhouse Road bridge over Ontelaunee Creek.	118880	N	Lynn Township Lehigh County	Preliminary Engineering		\$250,000	\$68,270		\$318,270	165
					Final Design			\$218,540		\$218,540	
					Right-of-Way Acquisition			\$27,318		\$27,318	
					Utility Relocation				\$39,393	\$39,393	
					Construction				\$731,575	\$731,575	
					Total		\$250,000	\$314,128	\$770,968	\$1,335,096	
30	Fish Hatchery Road over Little Lehigh Creek Bridge rehabilitation via superstructure replacement of Fish Hatchery Road (Route 2010) over Little Lehigh Creek.	119933	N	City of Allentown Lehigh County	Preliminary Engineering						157
					Final Design	\$217,950				\$217,950	
					Right-of-Way Acquisition						
					Utility Relocation	\$51,500				\$51,500	
					Construction		\$750,000	\$1,371,800		\$2,121,800	
					Total	\$269,450	\$750,000	\$1,371,800		\$2,391,250	
31	Limeport Pike over Hosensack Creek Replacement of the structure that carries Limeport Pike (Route 2029) over the Hosensack Creek.	119936	N	Lower Milford Township Lehigh County	Preliminary Engineering						157
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation	\$20,600				\$20,600	
					Construction	\$1,062,500	\$353,750			\$1,416,250	
					Total	\$1,083,100	\$353,750			\$1,436,850	
LVW	Bridge Preservation & Repair 10 Preventative maintenance of various structures in various municipalities in Lehigh and Northampton Counties.	120953	N	Lehigh County Northampton County	Preliminary Engineering			\$600,000	\$400,000	\$1,000,000	BAMs
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total			\$600,000	\$400,000	\$1,000,000	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

BAMs stands for Bridge Asset Management, required by the U.S. Department of Transportation for planning, maintaining and rehabilitating bridge infrastructure.

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
33	Box Culvert Bundle 3 This project involves box culvert replacements at various locations.	120955	N	Lehigh County Northampton County	Preliminary Engineering						BAMs
33a	Church View Rd. over tributary to Saucon Creek				Final Design		\$1,400,000	\$191,350		\$1,591,350	
33b	Neffs Laurys Rd. over Fells Creek				Right-of-Way Acquisition			\$289,565		\$289,565	
33c	Route 873 over tributary to Lehigh River				Utility Relocation			\$300,493		\$300,493	
33d	Brown St. over tributary to Trout Creek				Construction			\$1,900,000	\$2,197,625	\$4,097,625	
33d	Brown St. over tributary to Trout Creek				Total		\$1,400,000	\$2,681,408	\$2,197,625	\$6,279,033	
LVW	Bridge Overlay Bundle 4 Bridge overlays at various locations.	123481	N	Lehigh County Northampton County	Preliminary Engineering				\$550,000	\$550,000	BAMs
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total				\$550,000	\$550,000	
35	Box Culvert Bundle 4 Bridge overlay at various locations.	123484	N	Lehigh County Northampton County	Preliminary Engineering						BAMs
35a	Kings Highway over tributary to Ontelaunee Creek				Final Design						
35b	Decatur St. over tributary to Ontelaunee Creek				Right-of-Way Acquisition						
35c	Decatur St. over tributary to Ontelaunee Creek				Utility Relocation						
35d	Vera Cruz Road over branch of Hosensack Creek				Construction				\$2,937,500	\$2,937,500	
35e	Breignsville Rd. over Breinig Run										
35f	Newside Rd. over tributary to Mill Creek										
					Total				\$2,937,500	\$2,937,500	
37	LVTS Municipal Bridge Bundle Bridge preservation of municipal owned bridges at various locations.	123493	N	Lehigh County Northampton County	Preliminary Engineering		\$1,000,000	\$803,530		\$1,803,530	157
37a	S. 10th St. over Little Lehigh Creek				Final Design						
37b	Township Line Rd. over Haasen Creek				Right-of-Way Acquisition			\$196,470	\$76,705	\$273,175	
37c	Wood St. over Catasauqua Creek				Utility Relocation				\$140,688	\$140,688	
37d	Male Rd. over tributary to Bushkill Creek				Construction				\$782,607	\$782,607	
37e	8th Ave. at Rt. 378 Interchange over Norfolk Southern Railroad										
37f	N. Halbea St. over Catasauqua Creek										
					Total		\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000	

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
39	Hill Top Road over Little Lehigh Creek Rehabilitation or replacement of the bridge carrying Hill Top Road over Little Lehigh Creek.	123497	N	Lower Macungie Township Lehigh County	Preliminary Engineering	\$250,000	\$213,000			\$463,500	164
					Final Design			\$312,500	\$137,700	\$450,200	
					Right-of-Way Acquisition			\$12,500	\$13,140	\$25,640	
					Utility Relocation						
					Construction						
					Total	\$250,000	\$213,500	\$325,000	\$150,840	\$939,340	
41	Brookside Road over Little Lehigh Creek Rehabilitation or replacement of the bridge carrying Brookside Road over Little Lehigh Creek.	123499	N	Lower Macungie Township Lehigh County	Preliminary Engineering				\$250,000	\$250,000	157
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total				\$250,000	\$250,000	
4	Church Road over Tributary to Little Bushkill Creek Replacement of the structure that carries Church Road (SR 1016) over the tributary to the Little Bushkill Creek.	12106	N	Plainfield Township Northampton County	Preliminary Engineering						157
					Final Design	\$174,360				\$174,360	
					Right-of-Way Acquisition						
					Utility Relocation	\$51,500				\$51,500	
					Construction	\$1,500,000	\$1,075,000			\$2,575,000	
					Total	\$1,725,860	\$1,075,000			\$2,800,860	
7	S. Main Street over Martins Creek Bridge rehabilitation or replacement of Route 1015 over Martins Creek.	85931	N	Bangor Borough Northampton County	Preliminary Engineering	\$362,500	\$55,290			\$417,790	160
					Final Design			\$218,750	\$327,600	\$546,350	
					Right-of-Way Acquisition			\$109,270		\$109,270	
					Utility Relocation						
					Construction						
					Total	\$362,500	\$55,290	\$328,020	\$327,600	\$1,073,410	
8	Route 512 over Brush Meadow Creek Bridge replacement of Washington Street (Route 512) over Brush Meadow Creek.	85945	N	Bangor Borough Northampton County	Preliminary Engineering						159
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$100,000				\$100,000	
					Total	\$100,000				\$100,000	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

BAMs stands for Bridge Asset Management, required by the U.S. Department of Transportation for planning, maintaining and rehabilitating bridge infrastructure.

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
9	Beth-Bath Pike over Monocacy Creek Rehabilitation or replacement of the Beth-Bath Pike (Route 512) bridge over a tributary of Monocacy Creek.	85946	N	East Allen Township Northampton County	Preliminary Engineering						155
					Final Design	\$566,500				\$566,500	
					Right-of-Way Acquisition	\$400,000	\$424,000			\$824,000	
					Utility Relocation			\$273,175		\$273,175	
					Construction			\$2,187,500	\$1,250,000	\$3,437,500	
					Total	\$966,500	\$424,000	\$2,460,675	\$1,250,000	\$5,101,175	
10	Hecktown Road Bridge over Route 22 Replacement of the Hecktown Road (Route 2027) bridge over Route 22.	89614	N	Bethlehem Township Northampton County	Preliminary Engineering						155
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$1,345,700				\$1,345,700	
					Total	\$1,345,700				\$1,345,700	
11	Route 2025 over Little Bushkill Creek Bridge rehabilitation or replacement of Route 2025 over Little Bushkill Creek.	91931	N	Stockertown Borough Northampton County	Preliminary Engineering			\$375,000	\$116,715	\$491,715	160
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total			\$375,000	\$116,715	\$491,715	
12	Route 512 over Martins Creek Bridge rehabilitation or replacement of Route 512 over Martins Creek.	92007	N	Bangor Borough Northampton County	Preliminary Engineering						160
					Final Design		\$281,250	\$249,200		\$530,450	
					Right-of-Way Acquisition		\$106,090			\$106,090	
					Utility Relocation				\$39,395	\$39,395	
					Construction				\$1,562,500	\$1,562,500	
					Total		\$387,340	\$249,200	\$1,601,895	\$2,238,435	
15	Easton Road over Saucon Creek East Branch Bridge Rehabilitation or replacement of Route 2006 over East Branch Creek.	93631	N	Lower Saucon Township Northampton County	Preliminary Engineering						155
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation	\$15,450				\$15,450	
					Construction	\$1,062,500	\$482,500			\$1,545,000	
					Total	\$1,077,950	\$482,500			\$1,560,450	

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
22	Box Culvert Bundle-Round 1 Box culvert replacements at various locations along Routes 512, 1040, 4014, 4007 and 4019.	110062	N	Lehigh County Northampton County	Preliminary Engineering						156
					Final Design						
22a	Vera Cruz Road over branch of Hosensack Creek				Right-of-Way Acquisition						
22b	Vera Cruz Road over branch of Hosensack Creek				Utility Relocation						
22c	Donats Peak Rd. over Kistler Creek				Construction	\$10,000				\$10,000	
22d	Kings Highway over tributary to Ontelaunee Creek										
22e	N. Hokendauqua Dr. over Hokendauqua Creek										
22f	Frost Hollow Rd. over tributary to Delaware River										
22g	Main St. over tributary to Martins Creek										
22h	Martins Creek Belvidere Hwy. over tributary to Delaware River										
					Total	\$10,000				\$10,000	
26	Bridge Preservation #7 Consultant design, construction of bridge repairs and preservation of various bridges.	112231	N	Lehigh County Northampton County	Preliminary Engineering						156
					Final Design						
26a	Game Preserve Rd. over Jordan Creek				Right-of-Way Acquisition						
26b	Mountain Rd. over Trout Creek				Utility Relocation						
26c	Freemansburg Bridge over Lehigh River and Lehigh Canal				Construction	\$50,000				\$50,000	
26d	Penn Allen R. over tributary to Monocacy Creek										
26e	Pennsylvania Ave. over Martins Creek										
26f	Main St. over Lehigh Canal										
26g	W. Broad St. over Route 378										
26h	N. 3rd St. over Bushkill Creek										
					Total	\$50,000				\$50,000	
LVW	Bridge Preservation & Repair 9 Design and construction of bridge repairs and preservation on various bridges.	117152	N	Lehigh County Northampton County	Preliminary Engineering	\$650,000	\$350,000			\$1,000,000	BAMs
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction			\$900,000	\$2,500,000	\$3,400,000	
					Total	\$650,000	\$350,000	\$900,000	\$2,500,000	\$4,400,000	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

BAMs stands for Bridge Asset Management, required by the U.S. Department of Transportation for planning, maintaining and rehabilitating bridge infrastructure.

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
27	Jacksonville Road Bridge Bridge rehabilitation/replacement of Jacksonville Road (Route 503).	117402	N	East Allen Township Northampton County	Preliminary Engineering	\$350,000	\$371,000			\$721,000	161
					Final Design			\$350,000	\$196,350	\$546,350	
					Right-of-Way Acquisition				\$112,550	\$112,550	
					Utility Relocation						
					Construction						
					Total	\$350,000	\$371,000	\$350,000	\$308,900	\$1,379,900	
LVW	County Bridge Reserve Line Item Line item for County Bridge Rehabilitation/ Replacement/Preservation in Various Locations.	117515	N	Lehigh County Northampton County	Preliminary Engineering						157
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction			\$19,797	\$1,737,744	\$1,757,541	
					Total			\$19,797	\$1,737,744	\$1,757,541	

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
32	Lower Saucon Road over East Branch of Saucon Creek Replacement or rehabilitation of the structure that carries Lower Saucon Road (Route 2001) over East Branch of Saucon Creek.	119940	N	Lower Saucon Township Northampton County	Preliminary Engineering						157
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation	\$51,500				\$51,500	
					Construction	\$1,500,000	\$560,000			\$2,060,000	
					Total	\$1,551,500	\$560,000			\$2,111,500	
LVW	Bridge Overlay Bundle #3 Bridge overlays of various structures in various locations.	120966	N	Lehigh County Northampton County	Preliminary Engineering	\$130,450				\$130,450	BAMs
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation			\$3,824,450		\$3,824,450	
					Construction						
					Total	\$130,450		\$3,824,450		\$3,954,000	
34	Columbus Street Bridge over Roseto Creek Bridge rehabilitation or replacement of Columbus Street over Roseto Creek.	123470	N	Roseto Borough Northampton County	Preliminary Engineering		\$250,000	\$174,360		\$424,360	163
					Final Design			\$382,445		\$382,445	
					Right-of-Way Acquisition			\$109,270		\$109,270	
					Utility Relocation				\$84,413	\$84,413	
					Construction				\$1,406,875	\$1,406,875	
					Total		\$250,000	\$666,075	\$1,491,288	\$2,407,363	
36	Box Culvert Bundle #5 Box culvert replacements at various locations.	123486	N	Lehigh County Northampton County	Preliminary Engineering				\$750,000	\$750,000	157
36a	Lehigh Dr. (Rt.248) over tributary to Bertsch Creek				Final Design						
36b	Mountain View Dr. over Indian Creek				Right-of-Way Acquisition						
36c	Monocacy Dr. over west branch of Monocacy Creek				Utility Relocation						
36d	Raubsville Rd. over tributary to Freys Run				Construction						
36e	Whitetail Deer Dr. over Monocacy Creek				Total				\$750,000	\$750,000	
38	Delabole Road over Waltz Creek Bridge rehabilitation or replacement of Delabore Road over Waltz Creek.	123495	N	Plainfield Township Northampton County	Preliminary Engineering	\$250,000	\$110,500			\$360,000	164
					Final Design			\$312,500	\$25,150	\$337,650	
					Right-of-Way Acquisition			\$12,500	\$13,140	\$25,640	
					Utility Relocation						
					Construction						
					Total	\$250,000	\$110,500	\$325,000	\$38,290	\$723,790	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

BAMs stands for Bridge Asset Management, required by the U.S. Department of Transportation for planning, maintaining and rehabilitating bridge infrastructure.

BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
40	Tatamy Road over Schoeneck Creek Rehabilitation or replacement of the bridge carrying Tatamy Road over Shoeneck Creek.	123498	N	Palmer Township Northampton County	Preliminary Engineering				\$250,000	\$250,000	161
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total				\$250,000	\$250,000	
24	Route 611 Retaining Wall Rehabilitation Retaining wall rehabilitation along North Delaware Drive (Route 611).	110179	N	City of Easton Northampton County	Preliminary Engineering						162
					Final Design	\$500,000	\$272,500			\$772,500	
					Right-of-Way Acquisition	\$62,500	\$40,500			\$103,000	
					Utility Relocation			\$109,270		\$109,270	
					Construction			\$1,500,000	\$1,250,000	\$2,750,000	
					Total	\$562,500	\$313,000	\$1,609,270	\$1,250,000	\$3,734,770	

RAIL

2027-2030 Investment
\$3,070,000

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
45	Penn Ave Alburtis Railroad Crossing Upgrade to railroad safety equipment where Penn Avenue crosses Norfolk Southern railway. Install equipment with one mast arm and one cantilever to cover ongoing traffic.	102870	N	Alburtis Borough Lehigh County	Preliminary Engineering						221
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction				\$282,000	\$282,000	
					Total				\$282,000	\$282,000	
46	Albert Street Allentown Railroad Crossing Upgrade the railroad safety equipment where Canal Road crosses the track of Norfolk Southern railway. Replace antiquated equipment.	102979	N	City of Allentown Lehigh County	Preliminary Engineering						Grant
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction		\$625,000			\$625,000	
					Total		\$625,000			\$625,000	
44	Beth-Bath Pike (Route 512) Norfolk Southern Railroad Crossing Upgrade the railroad safety equipment where Beth-Bath Pike (Route 512) crosses the track of Norfolk Southern railway.	102869	N	East Allen Township Northampton County	Preliminary Engineering						221
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction			\$300,000	\$200,000	\$500,000	
					Total			\$300,000	\$200,000	\$500,000	
43	Ruppsville Road Upgrade to the railroad safety equipment including the replacement of one mast arm and one cantilever to cover ongoing traffic where Ruppsville Road crosses the track of Norfolk Southern railway.	102868	N	Upper Macungie Township Lehigh County	Preliminary Engineering						221
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction		\$503,000			\$503,000	
					Total		\$503,000			\$503,000	
42 a-d	Bethlehem Corridor Safety Railroad Warning Devices Upgrade the railroad safety equipment where Township Line Road (Route 3015), Christian Springs Road, and Schoenersville Road cross the track of Norfolk Southern railway. Replace antiquated equipment with one mast arm and one cantilever to cover traffic.	102864	N	Bethlehem Township Northampton County	Preliminary Engineering						221
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction			\$660,000	\$500,000	\$1,160,000	
					Total			\$660,000	\$500,000	\$1,160,000	

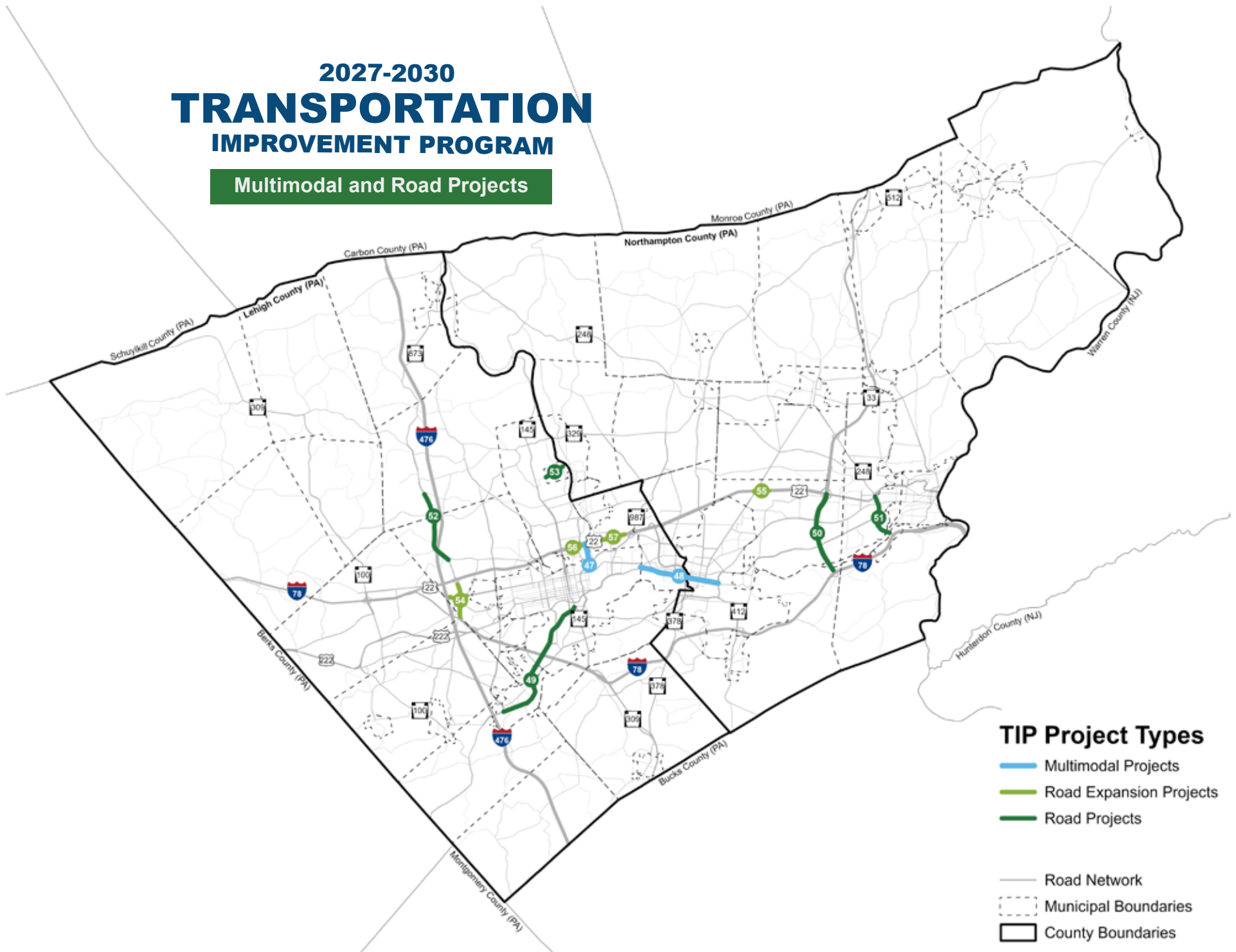
AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Multimodal and Road Projects



MULTIMODAL

2027-2030 Investment
\$20,040,954

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
48	Broad Street Multimodal Project The addition of medians, bumpouts, crosswalks and pedestrian refuge aisles along Broad Street from Hanover Avenue to Stefko Boulevard.	123053	N	City of Bethlehem Lehigh County Northampton County	Preliminary Engineering						207
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$1,400,000				\$1,400,000	
					Total	\$1,400,000				\$1,400,000	
47	Riverside Drive RAISE Grant Convert two miles of an abandoned railroad bed along the west side of the Lehigh River 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 Delaware and Lehigh (D&L) Trail just north of Race Street. The project will also convert 450 feet of an abandoned railroad bed between Hamilton Street and Union Street to complete the southern terminus of Riverside Drive.	118070	Y	City of Allentown Whitehall Township Lehigh County	Preliminary Engineering						205
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$16,840,954	\$1,800,000			\$18,640,954	
					Total	\$16,840,954	\$1,800,000			\$18,640,954	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

ROAD

2027-2030 Investment
\$23,993,740

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
LVW	Environmental Impacts Resolution Line Item For monitoring, maintenance and repairs of constructed wetlands and Municipal Separate Storm Sewer System (MS4) requirements of the Environmental Protection Agency on approved highway and bridge projects, as well as identifying sites for environmental mitigation.	95400	N	Lehigh Northampton Counties	Preliminary Engineering	\$185,000	\$185,000	\$200,000	\$200,000	\$770,000	169
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total	\$185,000	\$185,000	\$200,000	\$200,000	\$770,000	
52	Route 309 Resurface From Walbert Avenue to Shankweiler Road, mill and overlay, concrete patching, guide rail upgrades and movement markings. Reconstruction of the Orefield Road (Route 2005) intersection to accommodate truck turning movements and signal replacement.	102312	N	North Whitehall Township South Whitehall Township Lehigh County	Preliminary Engineering						168
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction		\$200,000			\$200,000	
					Total		\$200,000			\$200,000	
50	Route 33 Resurfacing Resurfacing of Route 33 from Interstate 78 to Route 22.	96423	N	Bethlehem Lower Saucon Townships Northampton County	Preliminary Engineering						168
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$8,000,000				\$8,000,000	
					Total	\$8,000,000				\$8,000,000	
51	25th Street Resurface Resurfacing Island Park Road (Route 1012) from Shimersville Road (Route 2014) to Route 248.	101564	N	City of Bethlehem, Glendon Wilson Boroughs Lower Saucon Palmer Township Williams Township	Preliminary Engineering						168
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction			\$500,000	\$811,240	\$1,311,240	
					Total			\$500,000	\$811,240	\$1,311,240	
49	Lehigh Street (Route 2005) Betterment Resurfacing and signal upgrades of Lehigh Street, State Avenue and Chestnut Street from Cedar Crest Blvd. (Route 29) intersection to Sixth Street and Lehigh Street intersection.	96413	N	Emmaus Borough City of Allentown Lehigh County	Preliminary Engineering						168
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation	\$51,500				\$51,500	
					Construction	\$5,000,000	\$2,500,000	\$4,860,000		\$12,360,000	
					Total	\$5,051,500	\$2,500,000	\$4,860,000		\$12,411,500	

ROAD

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
53	Coplay Multimodal Street Improvements Resurfacing five sections of roadway.	123418	N	Various Locations in Coplay Borough Lehigh County	Preliminary Engineering						Grant
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$1,301,000				\$1,301,000	
					Total	\$1,301,000				\$1,301,000	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

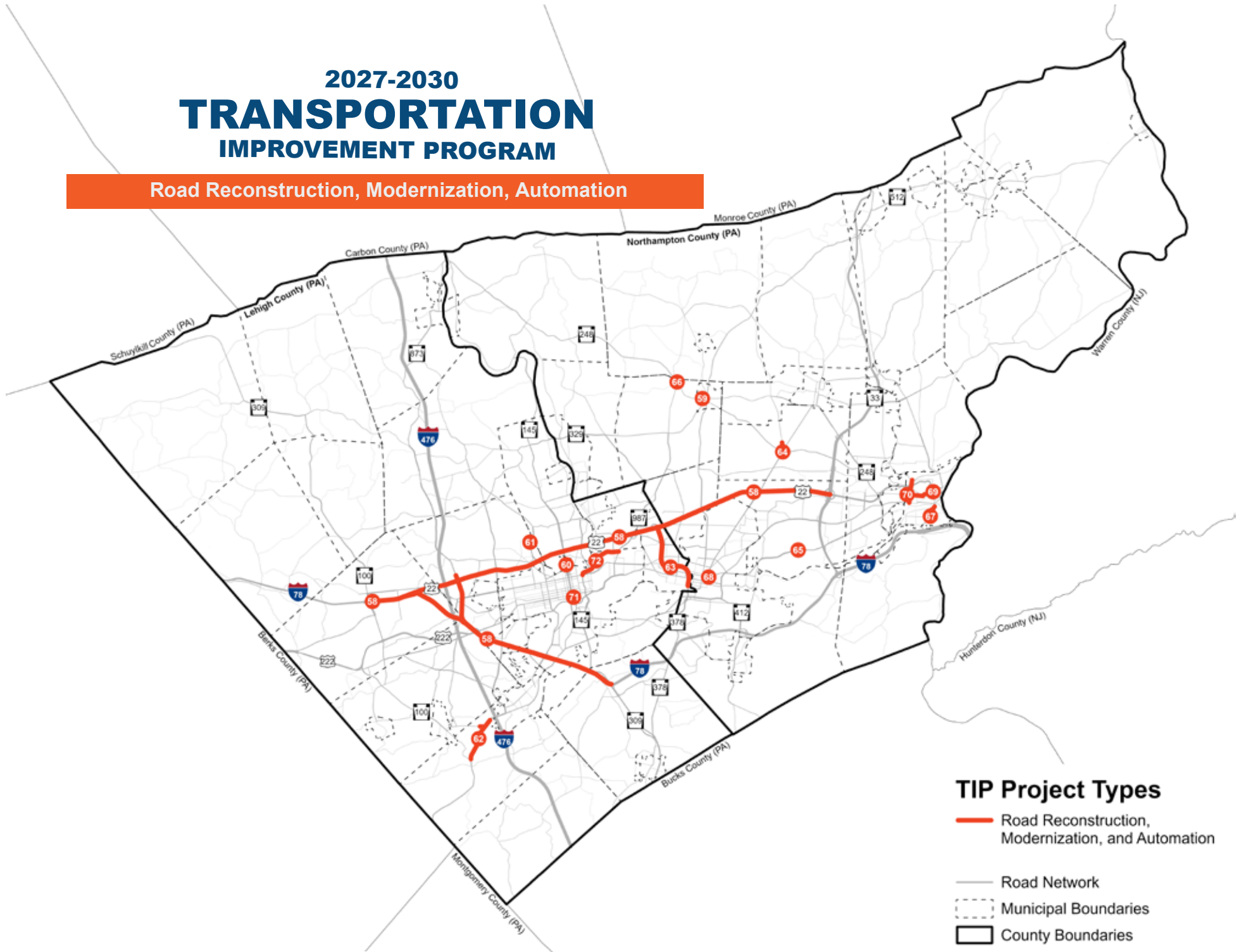
ROAD EXPANSION

2027-2030 Investment
\$35,280,520

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
56	Route 22 / Fullerton Interchange Interchange improvements at the Route 22/Fullerton Interchange.	117610	N	Whitehall Township Lehigh County	Preliminary Engineering						199
					Final Design	\$3,000,000	\$1,120,000			\$4,120,000	
					Right-of-Way Acquisition		\$1,875,000	\$2,368,600		\$4,243,600	
					Utility Relocation				\$844,125	\$844,125	
					Construction				\$4,375,000	\$4,375,000	
					Total	\$3,000,000	\$2,995,000	\$2,368,600	\$5,219,125	\$13,582,725	
54	Route 309/ Tilghman Interchange Reconstruction Reconfiguration of the Route 309/Tilghman Street (Route 1002) Interchange. This project will also include two bridge replacements at Route 309 over Tilghman Street and Route 309 over Broadway Street, rehabilitation of the Route 309 culvert over Little Cedar Creek, roadway drainage improvements, base repair, overlay, and two new signals at the end of the reconfigured ramps.	96432	Y	Whitehall Township South Whitehall Township Lehigh County	Preliminary Engineering						199
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$708,745			\$1,000,000	\$1,708,745	
					Total	\$708,745			\$1,000,000	\$1,708,745	
55	Route 22/Route 191 Interchange Improvements Interchange improvements at the Route 22 / Route 191 Interchange.	117606	Y	Bethlehem Township Northampton County	Preliminary Engineering	\$500,000				\$500,000	199
					Final Design		\$1,375,000	\$1,375,000	\$1,493,600	\$4,243,600	
					Right-of-Way Acquisition		\$1,000,000	\$1,000,000	\$1,182,700	\$3,182,700	
					Utility Relocation				\$562,750	\$562,750	
					Construction				\$10,000,000	\$10,000,000	
					Total	\$500,000	\$2,375,000	\$2,375,000	\$13,239,050	\$18,489,050	
57	Route 22 Widening - Lehigh River Bridge to Airport Road Widening of Router 22 from four lanes to six lanes from the Lehigh River Bridge to the westbound on-ramp and eastbound off-ramp at the Airport Road interchange.	119690	Y	Hanover Whitehall Whitehall Townships Lehigh County	Preliminary Engineering				\$1,500,000	\$1,500,000	201
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total				\$1,500,000	\$1,500,000	

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Road Reconstruction, Modernization, Automation



ROAD RECONSTRUCTION MODERNIZATION, AUTOMATION

2027-2030 Investment
\$29,356,879

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
LVW	BPN-4 Guide Rail Upgrades Upgrade guiderail and end treatment at various locations, as appropriate.	123451	N	Lehigh Northampton Counties	Preliminary Engineering						181
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$50,000	\$50,000			\$100,000	
					Total	\$50,000	\$50,000			\$100,000	
LVW	All Weather Pavement Markers Installation of all weather pavement markings at various locations throughout the region.	123450	N	Lehigh Northampton Counties	Preliminary Engineering						181
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$400,000		\$400,000		\$800,000	
					Total	\$400,000		\$400,000		\$800,000	
LVW	High Friction Surface Installation of High-Friction Surface treatments at various locations.	123452	N	Lehigh Northampton Counties	Preliminary Engineering						181
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$440,000		\$440,000		\$880,000	
					Total	\$440,000		\$440,000		\$880,000	
58	Freeway Service Patrol Two roaming tow trucks to respond to incidents on Interstate 78 from Route 100 to the Route 309 split and Interstate 78/Route 22, from Route 100 to Route 33.	68190	N	Upper Macungie Lower Macungie South Whitehall Whitehall Hanover Bethlehem Townships, City of Bethlehem in Lehigh and Northampton Counties	Preliminary Engineering						179
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$364,490	\$375,000	\$375,000	\$386,000	\$1,500,490	
					Total	\$364,490	\$375,000	\$375,000	\$386,000	\$1,500,490	
LVW	Traffic Operation Center Operator Funding for an operator in the Traffic Operations Center (TOC) in PennDOT District 5-0 for management coverage of Closed Circuit Television (CCTV) cameras, Dynamic Message Signs message boards and Highway Advisory Radio radio system along I-78, Route 22 and Route 309.	114344	N	Upper Macungie Lower Macungie South Whitehall Whitehall Hanover Bethlehem Townships, City of Bethlehem in Lehigh and Northampton Counties	Preliminary Engineering						181
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	
					Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	

ROAD RECONSTRUCTION MODERNIZATION, AUTOMATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
71	Allentown Light Emitting Diode (LED) Streetlight Conversion - LED Upgrading 210 pedestrian lighting infrastructure locations to high-efficiency LED technology.	123375	N	Various Locations in City of Allentown Lehigh County	Preliminary Engineering						184
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$219,000				\$219,000	
					Total	\$219,000				\$219,000	
62	Shimersville Hill (Route 29) Safety Improvements Corridor safety improvements on Shimersville Hill (Route 29) from Buckeye Road to Route 100, including removal and relocation of fixed objects, widening of the roadway for left turn lanes, installation of new signal equipment and signal interconnection between signals at Buckeye Road and Ramer Street, systematic signing and pavement marking upgrades.	110183	Y	Upper Milford Township Lehigh County	Preliminary Engineering						180
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$50,000				\$50,000	
					Total	\$50,000				\$50,000	
60	7th Street Multimodal Corridor Improvements along 6th Street including minor widening, the addition of a northbound right turn lane onto Route 145 and the addition of sidewalk. The traffic signal at 6th Street/Route 145/Mickley Road will be updated to accommodate the proposed turning lanes.	99697	Y	City of Allentown Whitehall Township Lehigh County	Preliminary Engineering						180
					Final Design	\$483,175				\$483,175	
					Right-of-Way Acquisition	\$463,500				\$463,500	
					Utility Relocation			\$106,090		\$106,090	
					Construction			\$2,000,000	\$622,480	\$2,622,480	
					Total	\$946,675		\$2,106,090	\$622,480	\$3,675,245	
63	Route 378 Lighting Installation of lighting along Route 378 from the Hill-to-Hill Bridge to Route 22	110398	N	City of Bethlehem Lehigh County	Preliminary Engineering						180
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation	\$82,400				\$82,400	
					Construction	\$1,000,000	\$1,060,000			\$2,060,000	
					Total	\$1,082,400	\$1,060,000			\$2,142,400	
72	American Parkway Safety Improvements Safety improvements along American Parkway.	123473	N	City of Allentown Lehigh County	Preliminary Engineering	\$300,000	\$215,000			\$515,000	186
					Final Design						
					Right-of-Way Acquisition		\$318,270			\$318,270	
					Utility Relocation		\$212,180			\$212,180	
					Construction		\$3,350,000	\$628,375		\$3,978,375	
					Total	\$300,000	\$4,095,450	\$628,375		\$5,023,825	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.
FFY is federal fiscal year. / LVW indicates Lehigh Valleywide
The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

ROAD RECONSTRUCTION MODERNIZATION, AUTOMATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
61	Mauch Chunk Road Signal Upgrade Improvements of the existing traffic signal operation at two intersections along Mauch Chunk Road (Route 1017) at Girard Avenue and Scherersville Road.	110174	Y	South Whitehall Township Lehigh County	Preliminary Engineering						180
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$50,000				\$50,000	
					Total	\$50,000				\$50,000	
68	Linden Street Two-Way Conversion The conversion of Linden Street from one-way to two-way to improve traffic circulation.	120976	Y	City of Bethlehem Northampton County	Preliminary Engineering						185
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$50,000				\$50,000	
					Total	\$50,000				\$50,000	
64	Route 191 Lower Nazareth Intersection Improvements Improvements on the existing traffic signal, addition of the left-turn lanes, and realignment of Route 946.	116936	Y	Lower Nazareth Township Northampton County	Preliminary Engineering						181
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation	\$231,750				\$231,750	
					Construction	\$3,000,000	\$1,120,000			\$4,120,000	
					Total	\$3,231,750	\$1,120,000			\$4,351,750	
59	Route 248 Realignment Realign the Northampton Street intersection with Main Street along Route 248, reducing the number of turning movements through the Borough.	86853	N	Bath Borough Northampton County	Preliminary Engineering						179
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$200,000				\$200,000	
					Total	\$200,000				\$200,000	
66	Route 248/Airport Road Intersection Improvements Intersection improvements at Route 248 and Airport Road to improve safety and efficiency.	120952	Y	East Allen Township Northampton County	Preliminary Engineering						197
					Final Design	\$218,750	\$141,750			\$360,500	
					Right-of-Way Acquisition	\$312,500	\$202,500			\$515,000	
					Utility Relocation		\$53,045			\$53,045	
					Construction		\$2,000,000	\$1,182,700		\$3,182,700	
					Total	\$531,250	\$2,397,295	\$1,182,700		\$4,111,245	

ROAD RECONSTRUCTION MODERNIZATION, AUTOMATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
70	Traffic-Calming & Pedestrian Accomodation Improvements Installation of traffic-calming and pedestrian improvement measures along Northampton Street (Route 248) from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street.	123037	N	City of Easton Northampton County	Preliminary Engineering						188
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$300,000	\$200,000			\$500,000	
					Total	\$300,000	\$200,000			\$500,000	
67	St. John Street Improvements Roadway and pedestrian improvements along St. John Street.	120975	N	City of Easton Northampton County	Preliminary Engineering						188
					Final Design	\$257,500				\$257,500	
					Right-of-Way Acquisition						
					Utility Relocation			\$81,953		\$81,953	
					Construction			\$1,200,000	\$1,859,560	\$3,059,560	
					Total	\$257,500		\$1,281,953	\$1,859,560	\$3,399,013	
65	Freemansburg Avenue Safety Improvements Reconstruction and realignment of the intersection at Freemansburg Avenue (Route 2018) and Farmersville Road.	117509	Y	Bethlehem Township Northampton County	Preliminary Engineering						181
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$1,457,310	\$398,601			\$1,855,911	
					Total	\$1,457,310	\$398,601			\$1,855,911	
LVW	Corridor Signal Improvement Line Item A reserve line item for signal improvements to congested corridors that contain multiple signals.	82804	N	Lehigh County Northampton County	Preliminary Engineering						179
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$9,000	\$41,000	\$51,000	\$34,000	\$135,000	
					Total	\$9,000	\$41,000	\$51,000	\$34,000	\$135,000	
69	Pearl Street Safety Improvements Conversion of intersection into a traditional T intersection, sidewalk improvements approaching the intersection and Americans with Disabilities Act-compliant improvements to the adjacent Bushkill Street intersection.	122908	N	City of Easton Northampton County	Preliminary Engineering						174
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$113,000				\$113,000	
					Total	\$113,000				\$113,000	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.
 FFY is federal fiscal year. / LVW indicates Lehigh Valleywide
 The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

TRANSIT – LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY (LANTA)

2027-2030 Investment

\$193,152,767

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
LVVW	LANTA Operating Assistance Funding for annual operating assistance to help cover the costs of the state's urban and rural transit system to provide local public transportation service.	106703	N	Lehigh County Northampton County	Federal						222
					State	\$26,208,284	\$26,208,284	\$26,208,284	\$26,208,284	\$104,833,136	
					Local	\$1,542,022	\$1,618,461	\$1,699,385	\$1,784,354	\$6,644,222	
					Total	\$27,750,306	\$27,826,745	\$27,907,669	\$27,992,638	\$111,477,358	
LVVW	LANTA Shared Ride Operating Assistance Funding for annual operating assistance to help cover the costs of the state's urban and rural transit system to provide local public transportation service.	106704	N	Lehigh County Northampton County	Federal						222
					State	\$3,346,000	\$3,346,000	\$3,346,000	\$3,346,000	\$13,384,000	
					Local						
					Total	\$3,346,000	\$3,346,000	\$3,346,000	\$3,346,000	\$13,384,000	
LVVW	Associated Capital Maintenance Items Replacement and refurbishment of associated capital maintenance items which include tire lease agreement and capital maintenance items.	110171	N	Lehigh County Northampton County	Federal	\$92,160	\$92,160	\$92,160	\$92,160	\$368,640	222
					State						
					Local	\$23,040	\$23,040	\$23,040	\$23,040	\$92,160	
					Total	\$115,200	\$115,200	\$115,200	\$115,200	\$460,800	
LVVW	Purchase Van/Minibuses Replacement of vans/Minibuses over a four-year period based on age, condition and maintenance history.	95008	N	Lehigh County Northampton County	Federal	\$837,000	\$837,000	\$837,000	\$837,000	\$3,348,000	222
					State						
					Local	\$1,504,290	\$1,574,535	\$1,646,880	\$1,721,385	\$6,447,090	
					Total	\$2,341,290	\$2,411,535	\$2,483,880	\$2,558,385	\$9,795,090	
LVVW	Preventative Maintenance (Federal) Funding to provide preventative maintenance on the LANTA's fixed-route fleet and its administrative, operating and maintenance facilities.	95010	N	Lehigh County Northampton County	Federal	\$6,545,422	\$6,545,422	\$6,545,422	\$6,545,422	\$26,181,688	222
					State						
					Local	\$1,636,356	\$1,636,356	\$1,636,356	\$1,636,356	\$6,545,424	
					Total	\$8,181,778	\$8,181,778	\$8,181,778	\$8,181,778	\$32,727,112	
LVVW	Americans with Disabilities Act (ADA) Para-Transit Service Capitalization Funding to cover a portion of operating expenses associated with the provision of ADA paratransit service.	95015	N	Lehigh County Northampton County	Federal	\$960,000	\$960,000	\$960,000	\$960,000	\$3,840,000	222
					State						
					Local	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000	
					Total	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$4,800,000	
LVVW	Service Vehicles Replacement Funding for the replacement of non-revenue service vehicles to assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the Federal Transit Administration mandate.	95180	N	Lehigh County Northampton County	Federal						222
					State						
					Local	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000	
					Total	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000	

TRANSIT – LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY (LANTA)

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
LVW	Heavy-Duty Bus Purchase Replacement of buses over a 4 year period based on age, condition and maintenance history to assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the Federal Transit Administration mandate.	95019	N	Lehigh County Northampton County	Federal	\$2,005,497	\$2,188,038	\$2,170,220	\$2,088,466	\$8,452,221	222
					State						
					Local	\$501,374	\$547,009	\$542,555	\$522,116	\$2,113,054	
					Total	\$2,506,871	\$2,735,047	\$2,712,775	\$2,610,582	\$10,565,275	
LVW	Intelligent Transportation System (ITS) and Security Project Purchase/Replace /Upgrade of technology, computer hardware/software, computers, printers and other technology for the operation of LANTaBus or LANTaVan systems.	95178	N	Lehigh County Northampton County	Federal	\$576,635	\$593,934	\$611,752	\$630,105	\$2,412,426	222
					State						
					Local	\$576,635	\$593,934	\$611,752	\$630,105	\$2,412,426	
					Total	\$1,153,270	\$1,187,868	\$1,223,504	\$1,260,209	\$4,824,852	
LVW	LANTA Engine Vehicle Overhaul Program Repair/Replacement of engines in LANTA vehicles.	97977	N	Lehigh County Northampton County	Federal	\$780,286	\$580,446	\$580,446	\$643,847	\$2,585,025	223
					State						
					Local	\$195,071	\$145,111	\$145,111	\$160,962	\$646,255	
					Total	\$975,357	\$725,557	\$725,557	\$804,809	\$3,231,280	
LVW	LANTA Enhanced Bus / Bus Rapid Transit Enhanced Bus Service is LANTA's longstanding name for Bus Rapid Transit, which provides fast, frequent and comfortable transit service along a dedicated transit line or corridor.	106530	Y	Lehigh County Northampton County	Federal	\$279,000	\$198,000		\$1,000,000	\$1,477,000	222
					State						
					Local				\$250,000	\$250,000	
					Total	\$279,000	\$198,000		\$1,250,000	\$1,727,000	
LVW	Signs, Shelters and Enhancements Improve passenger amenities at heavily used bus stops and transit centers through the purchase, installation and maintenance of informative bus stop signs at passenger shelters, waiting areas and benches.	95183	N	Lehigh County Northampton County	Transit TIPs have to report on all project types even if there is no funding programmed for a TIP iteration.						222
LVW	LANTA Capital Reserve Reserve funding for capital projects.	120873	N	Lehigh County Northampton County	Transit TIPs have to report on all project types even if there is no funding programmed for a TIP iteration.						222
LVW	LANTA Facility Improvements and Equipment Funding for engineering, design, renovation and construction activities at LANTA-owned or leased facilities with improvements and equipment.	110172	N	Lehigh County Northampton County	Transit TIPs have to report on all project types even if there is no funding programmed for a TIP iteration.						222

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

PLANNING & RESEARCH

2027-2030 Investment
\$5,600,000

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
LVW	Traffic Review Assist Funding for consultant staffing technical review assistance to the traffic unit in Lehigh and Northampton Counties.	102761	N	Lehigh Northampton Counties	Preliminary Engineering	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	215
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	
LVW	In-house Geotechnical Assistance In-house Geotechnical Assistance with retaining walls, noise wall, slopes, sink holes and geohazards, etc. Includes retaining walls, noise wall, slopes, sink holes and geo hazards.	117522	N	Lehigh Northampton Counties	Preliminary Engineering	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	215
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	
LVW	In-house Bridge Design Assistance Contract with consultant engineering firm to handle support services for in-house bridge design of replacement and rehabilitation projects.	80073	N	Lehigh Northampton Counties	Preliminary Engineering	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	215
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	
LVW	Construction Assistance Funding for construction consultant assistance for highway and bridge projects.	97325	N	Lehigh Northampton Counties	Preliminary Engineering						215
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000	
					Total	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000	

PLANNING & RESEARCH

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
LVW	Delivery Consultant Assistance Funding for Consultant Assistance for design aspects of project delivery of approved Transportation Improvement Program projects.	83086	N	Lehigh Northampton Counties	Preliminary Engineering	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000	215
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000	
LVW	Transportation Enhancement/Alternatives Program Management Funding for a Consultant Contract to assist local sponsors in developing approved transportation enhancement/alternative projects.	89055	N	Lehigh Northampton Counties	Preliminary Engineering	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	215
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000	

AQ Sig means air quality significance. / Y indicates the project is air quality significant and required modeling to determine its impact. / N indicates the project was not determined to be air quality significant.

FFY is federal fiscal year. / LVW indicates Lehigh Valleywide

The Multimodal Project Management System (MPMS) number acts as an inventory identifier for all TIP projects across the Commonwealth."

**For more information
visit the LVPC website @ LVPC.org**

This program is the product of a collective effort by the LVTS, PennDOT, FHWA, FTA, community leaders, the public and community partners from all 62 municipalities to create a connected transportation network that gives access to opportunities for everyone. More elements of that effort can be found in *FutureLV: The Regional Plan*, *Walk/RollLV: Active Transportation Plan* and Bus Rapid Transit policies, among others. Regulatory materials in addition to a downloadable copy of this TIP Made Easy program summary and other referenced resources can be found at www.lvpc.org





Lehigh Valley Planning Commission
615 Waterfront Dr / Suite 201
Allentown, PA 18102
(610) 264-4544
www.lvpc.org