



# **FY 2025-2027 Unified Planning Work Program**

**Lehigh Valley Transportation Study  
in Collaboration and Partnership with  
Lehigh Valley Planning Commission (LVPC)  
and  
Lehigh and Northampton Transportation Authority (LANTA)**

**July 1, 2025 through June 30, 2027**

## **Adopted**

**LVPC Executive Committee: December 12, 2024  
LVTS Coordinating Committee: December 18, 2024  
Technical Changes: April 7, 2025**

The Lehigh Valley Transportation Study's (LVTS) Unified Planning Work Program (UPWP) captures metropolitan transportation planning activities performed with federal, state and local transportation funds in the Lehigh and Northampton metropolitan transportation planning area. The UPWP is developed in cooperation with the Pennsylvania Department of Transportation (PennDOT), Lehigh and Northampton Transportation Authority (LANTA) and local stakeholders and includes a discussion of planning priorities facing the Lehigh Valley Region.

The Lehigh Valley Planning Commission, as a federal grant recipient, conforms to all civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. These include, but are not limited to, Title VI of the Civil Rights Act, the Americans with Disabilities Act *Planning for All: Increasing Equitable Access to Planning in the Lehigh Valley* is the LVPC Title VI Program, which was adopted on February 21, 2024. *Planning for All* outlines the practices through which the LVPC will enforce the provisions of all civil rights statutes, executive orders, regulations and policies, and demonstrates the LVPC's commitment to a balanced and fair planning process.

The contents of this work program reflect the perspectives of the persons preparing the document, who are responsible for the content and accuracy of the data within the document. The contents do not necessarily reflect the official views, policies or procedures of the Pennsylvania Department of Transportation. This document does not constitute a standard, specification, or regulation.

This work program was discussed on September 18<sup>th</sup> with the Lehigh Valley Transportation Study (LVTS) Technical Committee and at the Joint Technical and Coordinating Committee meeting on October 16, 2024. In addition, this work program was discussed at the Lehigh Valley Planning Commission (LVPC) Executive Committee meeting on October 17, 2024. This work program was recommended for adoption by the LVTS Technical Committee on November 20, 2024 pending incorporation of any recommended changes by the Pennsylvania Department of Transportation and/or US Department of Transportation. Administrative contract approval made by the LVPC Executive Committee on December 12, 2024 pending any work program recommended changes made by the LVTS. Final recommendation of approval for the work program was received on December 18, 2024 at the Joint LVTS Technical and Coordinating Committee meeting. All meetings referenced herein were advertised and open to committees' and public participation.

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, the MPO 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](http://www.lvpc.org), may be translated into multiple languages. Publications and other public documents can be made available in non-English languages and alternative formats, if requested. 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](mailto:planning@lvpc.org) 610-264-4544. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by the MPO, you may file a complaint using the procedures provided in our complaint process document at [www.lvpc.org](http://www.lvpc.org) or by contacting [planning@lvpc.org](mailto:planning@lvpc.org) or 610-264-4544.

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## 2025-2027 UPWP OVERVIEW

### Overview

Within Lehigh and Northampton counties in Pennsylvania, the transportation planning process is conducted through the Lehigh Valley Transportation Study (LVTS). The LVTS is the federally mandated Metropolitan Planning Organization (MPO) for the two-county region of Eastern Pennsylvania.

As part of the transportation planning process, LVTS is responsible to develop unified planning work programs (UPWPs) that meet the requirements of 23 CFR Part 420, Subpart A. The UPWP is developed along with the state, Pennsylvania Department of Transportation (PennDOT) and the operator of publicly-owned transit, Lehigh and Northampton Transportation Authority (LANTA).

The UPWP is developed to discuss the planning priorities facing the metropolitan planning area and describes all metropolitan transportation and transportation related air quality planning activities (including the corridor and subarea studies discussed in 450.318 of this part) anticipated within the area during the next two-year period, regardless of funding sources or the agencies conducting the activities. The description indicates who will perform the work, the schedule for completing it, the source(s) of funding and the products that will be produced.

The purpose of this document is to describe the transportation planning and programming activities for the period July 1, 2025 through June 30, 2027 in Lehigh and Northampton counties and to comply with Federal Planning regulations.

### Organization

The document is organized to address the guidance provided by PennDOT and the US Department of Transportation (USDOT). The upfront of the document includes background and information on LVTS, including a description of the vision, prior accomplishments, federal planning factors, planning emphasis areas, milestones and expected major planning deliverables. There is a description of planning boundaries, decision-making and committee structures for Metropolitan Planning Organization (MPO) work. The Work Elements section details the work program. The budgets associated with them are included in appendices along with other supplemental information to support the UPWP.

**Designation and Description** - Regional Planning Commission, Metropolitan Planning Organization (MPO) and Transportation Management Area (TMA)

The Lehigh Valley Planning Commission (LVPC) was founded in 1961 and evolved into the bi-county planning commission, MPO and TMA for Lehigh and Northampton Counties in Pennsylvania.

#### *Regional Planning Commission*

As the bi-county planning agency for the Lehigh Valley, LVPC coordinates planning efforts for aging, housing, environment, community planning, land use and public facilities, economy, parks, recreation and open space, and transportation yielding a comprehensive and collaborative plan, programs and implementation activities.

The LVPC board is made up of 37 elected and citizen members appointed by Lehigh and Northampton Counties.

A subset of the membership serves on the LVPC Executive Committee, which serves as the governing body for the organization. The LVPC Executive Committee as part of its governing duties, sets strategy, oversees management, protects the interests of stakeholders, performs strategic planning and oversight, makes critical business decisions and ensures the organization's sustainability and longevity. Included in these responsibilities, the LVPC Executive Committee approves the budget and contracts, such as the Unified Planning Work Program.

### *Metropolitan Planning Organization (MPO)*

The LVPC, via the Lehigh Valley Transportation Study (LVTS), serves as the federally designated MPO and TMA, in addition to its role as a bi-county planning commission. As an MPO, LVTS plans for and coordinates investment in the region's roads, rails, trails, bridges, freight and transit systems, while planning for the future. PENNDOT, USDOT and Northampton and Lehigh Counties are funding partners for the transportation planning and investment program. The planning and coordination of investments is carried out with input from the public.

In addition to federal designation as an MPO, the LVPC is a TMA as the urbanized area exceeds 200,000 people. Congress provided for this greater role by MPOs through a certification review aimed at formalizing the continuing oversight and day-to-day evaluation of the planning process. MPOs incur additional requirements beyond those of smaller urbanized areas for congestion management, project selection, and certification as TMAs.

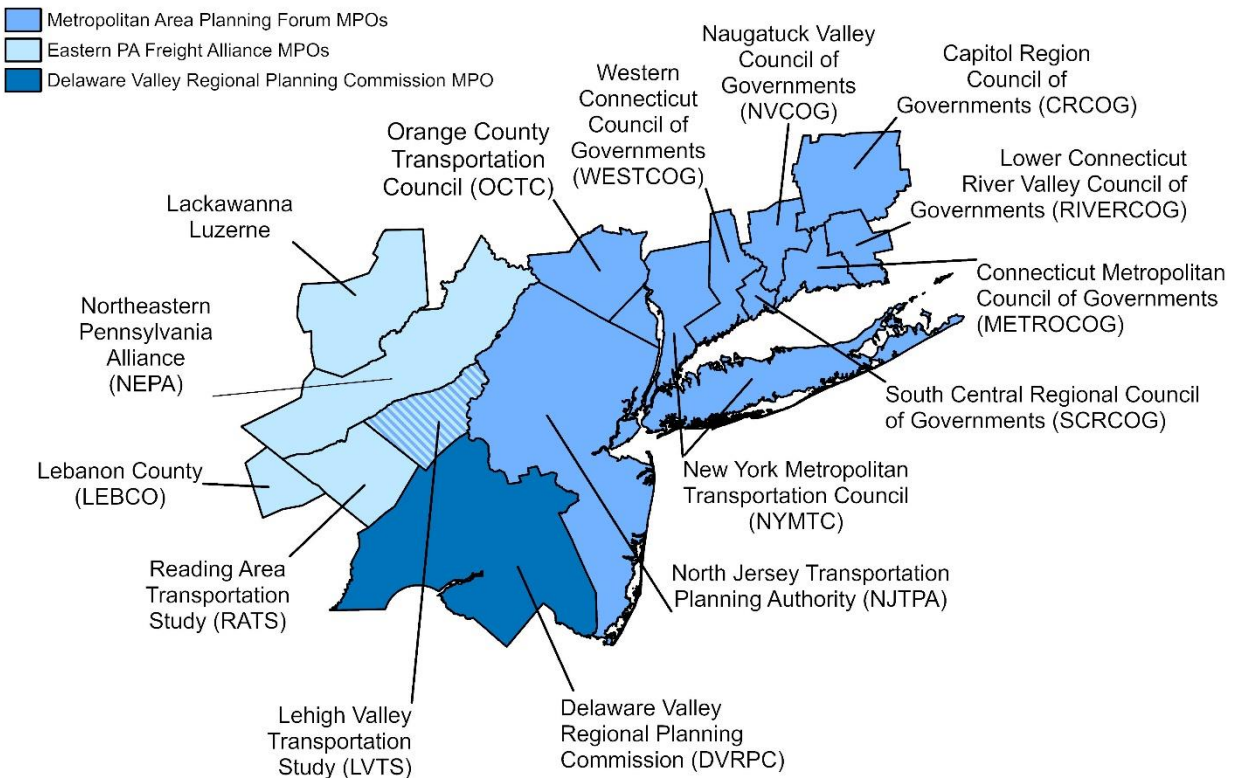
The LVTS board consists of local elected officials, the Lehigh and Northampton Transportation Authority (LANTA), the Lehigh–Northampton Airport Authority (LNAA), and representatives from PennDOT District Office and Central Office. The regional transportation decision making process is conducted through discussion, guidance, review, and approval of an official committee structure and also supported by the use of advisory groups on focused topic areas. The LVTS is made up of two committees, the Technical and Coordinating. The Technical Committee plans for the region's transportation needs, by developing methodologies, processes, analyses, plans and strategies. Recommendations from this ongoing, collaborative process are made to the Coordinating Committee who then advise up to the policy makers at the state and federal levels.



As the LVPC enters its 64th year serving the housing, economic, transportation, environmental, general infrastructure, information planning and coordination needs of Northampton and Lehigh counties, its priorities are evolving with our growing Region. Driving this evolution is a successful Lehigh Valley that is attracting more people and businesses, community and environmental resource-related challenges, strained public and private infrastructure systems, a growing role in the global economy, the rapid technological advancement of the Fourth Industrial Revolution, and perhaps most important, a housing shortage that is pricing families out of their own neighborhoods.

Some longstanding needs in the community remain and have grown while new issues and opportunities emerge. In addition, new federal laws, like the Inflation Reduction Act and Infrastructure Investment and Jobs Act have added to the Commission's workload and are increasing the complexity, depth and breadth of responsibilities. The LVPC continues to shift its focus to address the needs of our community, by evolving with our partners, securing new resources and finding new efficiencies as we work to manage this Region's growth, while maintaining its unique identity and character, including the transportation system.

### LVTS Planning Boundaries





### MAJOR PLANNING PRIORITIES

#### Vision

The vision for LVTS's FY 2025-2027 UPWP, based on the region's work program and Metropolitan Transportation Plan, *FutureLV: The Regional Plan*, is to support a seamless, forward-thinking transportation network through high-quality transportation planning activities that are in accord with federal and state regulations. The transportation activities will be balanced, accurate, inclusive and provide timely and reliable information, data, analysis and guidance as it relates to relevant aspects of the Lehigh Valley community. Our transportation system is designed to be welcoming and safe to drivers, walkers and rollers regardless of age, income or ability.

#### Federal Legislation and Planning Factors

As the federal designated MPO for Lehigh and Northampton Counties, LVTS must respond to the planning requirements of federal laws, including the Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments of 1990 (CAAA). The IIJA adopted November 15, 2021 continues many of the regional transportation planning programs advanced in prior legislation. Under IIJA, the MPO is a partner in the planning for the use of all federal transportation funds allocated within the region. The IIJA requires the MPO to produce and oversee a Transportation Improvement Program (TIP), the regions short-range capital investment plan, which must be consistent with and serve to implement the region's long-range Metropolitan Transportation Plan (MTP).

The Metropolitan Planning Regulations (23 CFR 450.306) identify ten planning factors that must be considered in the metropolitan planning process. They include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

A chart showing the relationship between UPWP Elements and Tasks with the Federal Planning Factors is included in Appendix 2.



### TMA Certification

LVTS received its current federal TMA Certification Review on June 24, 2024. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the joint certification review of the transportation planning process and program in several phases. The phases included a desk review, site visit and briefing meeting. LVTS was found to substantially meet the metropolitan transportation planning requirements.

The certification included commendations, recommendations and corrective actions. Throughout the major planning priorities of the region, LVTS will address the recommendations and corrective actions through tasks in the UPWP to modernize or improve processes as required to meet the statutes and regulations that govern the transportation planning process. LVTS will address any recommendations from the 2025-2028 STIP Planning Finding as it relates to the TMA planning process.

Specifically, there were two corrective actions issued by USDOT that are priorities for LVTS and will be addressed. The first is formalizing the agreement of roles and responsibilities between LVTS, LANTA and PennDOT to meet 23 CFR 450.314 which will be accomplished by March 2025 and will be maintained as appropriate in the work tasks of the 2025-2027 UPWP. The second action relates to the LVTS overhaul of the process for the development of the long-range transportation plan in 2018-2019 and then refined it in 2022-2023 when it outlined a project management schedule, began updating population and employment projections and modeling. The 2022-2023 long-range transportation plan update included the most in-depth data and analysis process ever undertaken in the region including the update and utilization of over 100 unique data sets. To support this effort over 20 meetings over 28 days throughout the region to gather input and coordinate transportation needs were held. 61 of the region's 62 local governments, LVTS, PennDOT and the USDOT engaged in that process. Policies in the long-range transportation plan were edited and the 2022-2023 plan development included over 9 hours of discussion across three meetings of the LVTS Technical and Coordinating Committees and the public in June 2023. At the June 2023 meeting the LVTS Technical and Coordinating Committee finalized the project list and ensured fiscal constraint. Any projects over the transportation budget are included as unmet needs. Immediately after the June 2023 project list finalization, a burdens analysis and air quality conformity began. While conformity was being completed, the Northampton County Executive in August 2023, demanded that the transportation project list, be reopened. The LVTS Technical and Coordinating Committee responded to the Northampton County Executive and reopened the transportation project list, which delayed the public participation and intergovernmental coordination processes, including significantly stressing the LVTS, LVPC staff, PennDOT, USDOT and other state and federal partners. To avoid this with future MTP updates the LVTS will build off of the progress made in 2018-2019 and 2022-2023 efforts, and clearly outline the planning requirements in 23 CFR 450 and air quality requirements in 40 CFR 93. LVTS will continue to work on improving and strengthening the continuous, cooperative and comprehensive planning or "3C" process in conformance with 23 CFR 450.306(b). These tasks are underway and are anticipated to be implemented and maintained within the tasks of the 2025-2027 UPWP.

# LVTS 2025-2027 Unified Planning Work Program

## Major Planning Deliverables

Work Product Cycles	Calendar Year (see note 1)				
	2025	2026	2027	2028	2029
<b>Every Year</b>					
Update Safety Performance Targets	√	√	√	√	√
Review Transit Performance Targets	√	√	√	√	√
Conduct TIP/MTP Administrative Modifications and Amendments	√	√	√	√	√
Publish Annual Listing of Obligated Projects	√	√	√	√	√
Local Technical Assistance Program (LTAP)	√	√	√	√	√
Highway Performance Monitoring System (HPMS)	√	√	√	√	√
LVTS Member Training and Retreat	√	√	√	√	√
<b>Every Two Years</b>					
Update Infrastructure Condition Performance Targets	√		√		
Update System Performance Targets	√		√		
Conduct Mid-Cycle TIP Update	√		√		
Unified Planning Work Program		√		√	
LVTS Officer Elections		√		√	
<b>Every Three Years</b>					
Title VI Plan Review			√		
Public Participation Plan (PPP)			√		
<b>Every Four Years</b>					
Review Congestion Management Process (CMP)		√			
Initiate MTP Update Activities	√				√
MTP Update			√		
TMA Planning Certification Review				√	
Project Evaluation Process and Methodology	√				√
Transit Asset Management Plan (TAM)		√			
<b>Every Five Years</b>					
Human Service Transportation (HST)					√
<b>Every Ten Years</b>					
Approve Urbanized Area Boundary					
Approve Metropolitan Planning Area Boundary					
Complete Functional Classification Review	√				
<b>Periodic</b>					
Review Planning Memoranda of Understanding	√				√
Freight Plan					
Safety Plan	√				
Active Transportation Plan					

1. All MPO planning activities beyond 2027 are tentative and provided for general information only. Subject to change.

### Recent UPWP Accomplishments

- Completed the update to the Long-Range Transportation Plan, as part of *FutureLV: The Regional Plan*, was updated and adopted November 15, 2023.
  - The LRTP is reviewed and revised every four years, allowing our counties and local communities the opportunity to influence the future of important transportation funds. Local municipalities submitted more than 300 new projects that were reviewed by staff prior to deliberation and prioritization by the Lehigh Valley Transportation Study and added to 300 existing projects that were all reviewed during four in-depth workshops. A communitywide survey, offered in English and Spanish, was taken by 1,008 people, representing 60 of the region's 62 municipalities.
- In 2023, the Lehigh Valley Transportation Study began working on the 2025-2028 Transportation Improvement Program (TIP). The TIP is a four-year program, valued at \$632,872,313 that funds more than 100 roads, bridges, trail, transit, and community projects across the Lehigh Valley. Funded by Congress, the Pennsylvania Legislature, and local sources, the TIP represents a partnership between the LVTS and Pennsylvania PennDOT, and the USDOT. It is designed to maintain the Region's transportation network while reducing congestion, enhancing safety, and improving air quality. The 2025-2028 TIP was adopted by the LVTS on June 27, 2024.
- Completed work activities for the Eastern Pennsylvania Freight Alliance, Freight Infrastructure Plan that addresses freight and goods movement throughout a five MPO partnership in eastern Pennsylvania, with adoption scheduled for December 18, 2024.
- Completed work activities for the update of the regional Human Services Transportation Plan, with adoption scheduled for December 18, 2024.
- Completed *Planning for All: Increasing Equitable Access to Planning in the Lehigh Valley* is the Title VI Program Document for the LVTS. It encompasses a variety of documents to support Title VI of the Civil Rights Act of 1964, which states that recipients of federal funds shall not discriminate based on a person's race, color or national origin. Two key components of *Planning for All* are the Public Participation Plan (PPP) and the Limited English Proficiency (LEP) Plan. The Title VI Program Document was adopted in February 2024.
- Implementation of *Walk/RollLV: Active Transportation Plan*
  - *Walk/RollLV: Active Transportation Plan*, adopted by LVPC and LVTS in 2020, has been a transformative force in the Lehigh Valley, designed to create an integrated transportation network that links roads, trails, sidewalks and technology for accessible transit. This initiative has garnered active participation from municipalities and non-profit organizations like the Coalition for Appropriate Transportation and Community Bike Works, reflecting a strong regional commitment to active transportation.
  - The LVPC, in partnership with the United Way of the Greater Lehigh Valley, AARP Pennsylvania and other community organizations, in 2023 launched a walk audit program to analyze more than 90 dangerous or problematic intersections across the region to promote safer intersections for pedestrians, cyclists and those with mobility impairments. Data analysis and outlining next steps is occurring in 2024. At a minimum the walk audit data will inform the updates to the *Traffic Safety Plan*, *FutureLV: The Regional Plan*, as well as the *Transportation Improvement Program*.

- Completed the *Lehigh Valley Passenger Rail Analysis* as a partnership between the LVTS and PennDOT to consider the potential to restore passenger rail service into the Lehigh Valley. The results of the analysis will go a long way to determining whether to pursue next phases of the project to be eligible for the Federal Railroad Administration as part of its Corridor Identification and Development Program. The analysis was completed in the spring of 2024.
- Completed the Local Technical Assistance Program (LTAP) in partnership with the PennDOT and the Federal Highway Administration, and the LVPC continues to train local municipal employees and transportation partners on infrastructure maintenance and safety issues. In 2023, the LVPC LTAP expanded its reach, conducting six in-person courses at the LVPC and nine onsite sessions across the Lehigh Valley. In all, 342 students were educated through in-person LTAP classes.
  - An expanding arm of LTAP, the “Tech Assist” program pairs PennDOT consultants with LVPC staff to provide tailored, one-on-one technical advice, addressing specific local challenges. In 2023, the LVPC executed 67 ‘Tech Assists’, marking a 51% increase from the previous year and establishing the Lehigh Valley as a statewide leader in this program. In fact, it’s been so successful that, in 2024-2025, the LVPC will be formalizing a request process to make this program available equitably across the region.
- Developed a *Priority Climate Action Plan for Transportation Decarbonization* focused on the improving air quality in the transportation system. This project was in partnership with the US Environmental Protection Agency, Pennsylvania Department of Environmental Protection, PennDOT and over 60 local partners. The plan adopted in March 2024, was the first of its kind to look at the specific effects of transportation and the transportation system on air quality and added specific plans to further reducing carbon emissions in this sector. This initiative, led to the formation of project to naturalize State Route 33, the adjacent park and ride lot and portions of the interchanges along US Route 22 and State Route 378. This initiative is critical to the upcoming revision of the MTP, as a stronger and more specific focus on resiliency, alternative fuels, improved hazard mitigation and emergency response, as well as, environmental quality is underscored in the ten federal planning factors.
- Supported local planning initiatives through multi-municipal planning efforts. Thirty-six of the Lehigh Valley’s 62 municipalities are working together in multi-municipal plans that give them new tools and strategies designed to realize their community goals and visions. Multi-municipal comprehensive planning partner communities made several advancements in their collaborative planning efforts:
  - In 2023, five communities making up the River Central area—Catasauqua, North Catasauqua and Northampton boroughs and the townships of East Allen and Hanover (Lehigh County) — completed their comprehensive planning process and adopted their first ever multi-municipal plan. In 2024, the communities adopted an intergovernmental cooperative agreement and began the coordinated zoning and official map (including infrastructure) development process.
  - Following the adoption of their updated multi-municipal comprehensive plan in 2022, several Nazareth Area Multi-Municipal Comprehensive Plan communities updated their zoning. Chapman Borough adopted the community’s very first zoning ordinance in a coordinated effort with Upper Nazareth and Lower Nazareth Townships. Chapman Borough’s adoption of zoning for the first time will enable the municipality to determine the most appropriate location and scale of development for each land use type. Other communities including Hanover Township (Northampton County) and Moore Township made smaller-scale amendments to their ordinances, as well. It is anticipated that Nazareth Area planning

partners will continue to refine their land use codes and tools to better manage growth, including the transportation system.

- Plan Slate Belt's eight communities are working on the draft of their first-ever multi-municipal comprehensive plan. In 2023, the communities were focused on adding useful data to the plan and drafting a land use map that works for everyone. Adoption of the plan is scheduled for late 2024/early 2025 and the communities have drafted an intermunicipal agreement to continue to plan post-plan adoption.
  - All six communities of the Northern Lehigh Multi-Municipal Comprehensive Plan, adopted in 2022, have joined together with a single consultant and with guidance by LVPC to coordinate their zoning and official maps, which enables unification of ordinances in definitions and determines sharing of land uses while retaining their own regulatory functions over their ordinances. That process is underway and continued through 2024.
  - Communities of the Southwest Lehigh Multi-Municipal Comprehensive Plan also made updates to their ordinances. Emmaus Borough comprehensively revised its zoning ordinance, subdivision and land development ordinance and created its first-ever official map. The Borough's updates demonstrated best practices in managing land uses, utilizing the tools municipalities have available. Lower Macungie also proposed official map updates and zoning ordinance amendments to facilitate mixed-use development.
- Completed the quadrennial Transportation Management Area (TMA) certification process in 2024.
  - In addition, the LVTS continues to monitor and update performance targets, the transportation improvement program, and other required tasks of TMAs.

## **LVTS PLANNING STRUCTURE**

The LVPC serves as technical staff for LVTS and is responsible, in cooperation with PennDOT and LANTA, for providing information, analyses, and plan and program recommendations to the committees for their action. The staff of LVPC coordinates the required planning tasks to ensure that LVTS is meeting the federal transportation requirements and receiving federal and state funds to make necessary improvements to the transportation system. The staff assess data, congestion, feasibility, land use, transportation system performance and operations, safety and security, travel demand, freight and environmental linkages, and advancements in mobility to develop plans for the reliable movement of people and goods. The planning efforts consult and coordinate with the Lehigh Valley Planning Commission, local, county, state and federal governments, transit operators, adjacent regions, transportation advocates, trail partners, the mobility-impaired, and the public.

The role of LVTS and other supporting agencies is to promote transportation policies, programs, and projects consistent with *FutureLV: The Regional Plan*, transportation improvement program and specific plans that are in accord with federal and state regulations. Specific studies and plans on goods movement, safety, transportation-land use connections, multi-modalism, congestion management, roadway functional classifications, highway performance monitoring, alternative fueling, hazard readiness, etc. are core roles, and work to enhance the long-range transportation plan, transportation improvement program and support optimal decision and policy-making by the LVTS. See Appendix 3 for the Organizational Relationships Diagram.

The LVTS is comprised of two main committees: the Technical Committee and the Coordinating committee. The regional transportation decision making process is conducted through discussion, guidance, review, and approval of an official committee structure and also supported by the use of advisory groups on focused topic areas. The LVTS is made up of two committees, the Technical and Coordinating. The Technical Committee plans for the region's transportation needs, by developing methodologies, processes, analyses, plans and strategies. Recommendations from this ongoing, collaborative process are made to the Coordinating Committee who then advise up to the policy makers at the state and federal levels. All members of the Technical and Coordinating Committees are voting members.

Technical Committee Voting Members and number of votes in parenthesis:

City of Allentown	(1)
City of Bethlehem	(1)
City of Easton	(1)
Lehigh and Northampton Transportation Authority (LANTA)	(1)
Lehigh-Northampton Airport Authority (LNAA)	(1)
Lehigh Valley Planning Commission (LVPC)	(3)
Pennsylvania Department of Transportation – Central Office	(1)
Pennsylvania Department of Transportation – District 5	(1)

Coordinating Committee Voting Members and number of votes in parenthesis:

Lehigh County	(3)
Northampton County	(3)
City of Allentown	(2)
City of Bethlehem	(2)
City of Easton	(2)
Lehigh and Northampton Transportation Authority (LANTA)	(1)
Lehigh-Northampton Airport Authority (LNAA)	(1)



Lehigh Valley Planning Commission (LVPC)	(1)
Pennsylvania Department of Transportation – Central Office	(1)
Pennsylvania Department of Transportation– District 5	(1)

The LVTS also has two advisory committees on specific topic areas of freight and multimodal transportation. Advisory committees serve as community-wide working groups and advise the LVTS on key plans and programs. The WorkshopLV: Multimodal advisory committee, is active in the development of policy and content for the update of the *Coordinated Public Transit Human Services Transportation Plan*, for example.

The Freight Advisory Committee (WorkshopLV: Freight) is advisory to the LVTS on goods movement issues, studies and projects, and the development of a functional and efficient freight system. The Committee will consider the movement of freight to and from manufacturing sites, cities/downtown areas, intermodal facilities, warehouses, and utilities, as well as the region's freight transportation network (i.e., highways, railroads, ports, airports, and pipelines). Additionally, the Committee is a platform for information sharing and building of the region's knowledge base on goods movement issues and needs. The Freight Advisory Committee consists of all members of LVTS, a truck driver, a law enforcement official, CDL training organizations, a freight insurance/risk management provider, a freight shipper/receiver, Class I and short line railroads, trucking firms and associations, a third party logistics/supply company, Lehigh Valley Industrial Parks, Federal Highway Administration, Pennsylvania Motor Truck Association, Lehigh Valley Economic Development Corporation, Greater Lehigh Chamber of Commerce, a private and regional bus operator, a developer. Neighboring regions and associated entities like the Pennsylvania Turnpike Commission are invited.

The Multimodal Working Group (WorkshopLV: Multimodal) is advisory to the LVTS on the development of a functional and efficient bicycle, pedestrian and transit system and the intersection of these modes with other vehicular traffic. The working group facilitates discussions and provides input on policies, plans and projects to support the local, regional and state bicycle, pedestrian and transit system along with safety, access and mobility. The working group participates as an advisory body to the MPO in multimodal strategic action planning efforts. The working group is composed of all LVTS members along with members that represent the cycling community, pedestrian community, transit community, businesses, organizations and public agencies that depend on bicycle, pedestrian and transit and also residents with an interest in improving any of these communities.

In addition, other advisory "WorkshopLV" meetings are scheduled as needed, as was the recent Environment advisory committee for the *Priority Climate Action Plan for Transportation Decarbonization*. All LVTS and advisory Workshop Meetings are advertised and open to the public.



**LVTS Meeting Schedule**

The LVTS meeting schedule is below. Agendas, packets, and meeting connection information are posted to the website at [lvpc.org](http://lvpc.org). All LVTS Coordinating Committee meetings are held jointly with the LVTS Technical Committee Meetings.

**LVTS Technical and Coordinating Committee Meeting Schedule**

Month	LVTS Technical Committee	LVTS Coordinating Committee
January	Third Wednesday (9:00 am)	Third Wednesday (9:00 am)
February	Third Wednesday (9:00 am)	Third Wednesday (9:00 am)
March	Third Wednesday (9:00 am)	X
April	Third Wednesday (9:00 am)	Third Wednesday (9:00 am)
May	Third Wednesday (9:00 am)	X
June	Third Wednesday (9:00 am)	Third Wednesday (9:00 am)
July	Third Wednesday (9:00 am)	X
August	Third Wednesday (9:00 am)	Third Wednesday (9:00 am)
September	Third Wednesday (9:00 am)	X
October	Third Wednesday (9:00 am)	Third Wednesday (9:00 am)
November	Third Wednesday (9:00 am)	X
December	Third Wednesday (9:00 am)	Third Wednesday (9:00 am)

X = No Meeting Scheduled

Meeting dates on holidays will be rescheduled.

### WORK ELEMENTS

#### MPO Work Program

This section identifies the work activities that LVPC/LVTS will perform between 2025 and 2027 to fulfill its role as the region's MPO. These functions are primarily led by staff within the transportation planning section, but certain specialized activities will be completed by other staff throughout the organization. In following sections LVPC will provide additional information on how each work activity aligns with the federal metropolitan transportation planning requirements and a summary table of the overall MPO budget.

#### Overview

Transportation planning in the Lehigh Valley region is coordinated by the LVPC, the designated Metropolitan Planning Organization (MPO) for the two-county area in Eastern Pennsylvania, pursuant to federal and state rules and regulations. LVPC's Transportation Plans are required to include coordination with the public and other stakeholders.

LVPC is responsible for leading system-wide long-range planning activities. This includes facilitating the implementation of plans and programs through work with local governments, state, and regional planning partners. LVPC works closely with Lehigh and Northampton Transportation Authority (LANTA) to accomplish the vision and goals as they relate to transit in the system-wide activities.

To support LVPC's ethos of Fact-Based Optimism that informs data-driven decision-making, LVPC prepares all of the required data and technical analysis to support planning decisions. LVPC's communications team also manages community engagement and public involvement processes associated with the activities outlined herein.

#### Work Activities

Activities and budgets for tasks can generally be organized into five core elements which result in the MTP and TIP deliverables:

- Task I – Operations, Administration and Outreach in support of the MPO
- Task II – Metropolitan Transportation Plan and Transportation Improvement Program
- Task III – Technical Support
- Task IV – Policy Support
- Task V – Special Studies

#### Budgets

All work activities outlined in this UPWP will be charged against budgets for each task. The tasks are organized by major initiatives or work products, with the budget and funding sources associated for fiscal years July 1, 2025 to June 30, 2027. Note that many activities, studies and grant management activities occur over multiple years, so individual budget years may be different from the full multi-year amount required to complete the work. The budget tables for each fiscal year can be found in Appendix 1.

### Planning Partnerships and Public Engagement

LVPC's philosophy of building a bigger table and allowing everyone's input is core to our external engagement and coordination activities. This is accomplished through a variety of methods included in contracts, memorandum of understanding, the Public Participation Plan, project specific and on-going collaborations across all sectors.

#### *Public Partners and Collaborators*

Primary coordination is always with the community and specific processes are included in the *Public Participation Plan* and *Limited English Proficiency Plan*. These Planning for All Strategies are focused on a proactive public involvement process that provides complete information, timely public notice, full public access to key technical and policy decisions, and supports early and continuing public involvement. When plans and program documents become publicly accessible, memorandums are sent to municipalities, tribal contacts, community-based organizations (CBOs), and individuals who have requested notification. These memorandums include information on where the documents can be reviewed, both physically and digitally, when and where public meeting(s) will be held, and how comments can be made, among other processes. Regular engagement is made with tribal contacts as well as organizations whose work supports: arts and culture, disability justice, domestic/intimate partner violence prevention, drug and alcohol rehabilitation, early childhood education, economic development, food access, health, higher education, homelessness prevention and case management, housing, land and resource conservation, legal support/services, local identity affinity groups, membership/service organizations, neighborhood associations, private foundations, public libraries, recreation, religious communities, senior centers and services, social services, transportation/transportation interest groups, veterans support, victim support services, youth services, and the public.

#### *Regional, State and Federal Planning Partnerships*

Other key partners include regional, state and federal agencies that work on transportation and related issues such as the:

- Pennsylvania Department of Transportation (PennDOT)
- New Jersey Department of Transportation (NJDOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- U.S. Environmental Protection Agency (EPA)
- Lehigh and Northampton Transportation Authority (LANTA)
- Lehigh and Northampton Airport Authority (LNAA)

#### *Neighboring Planning Partnerships*

This neighboring planning partner sub-category includes a series of Memorandum of Understanding as described herein.

Reading Area Transportation Study (RATS) – The MOU establishes the MPO boundaries and transportation planning and programming responsibilities as they relate to a portion of the Allentown Urbanized Area (UA) that extends into Berks County.

Delaware Valley Regional Planning Commission (DVRPC) – The MOU establishes the MPO boundaries and transportation planning and programming responsibilities as they relate to a portion of the Allentown Urbanized Area (UA) that extends into Bucks County.

Northeastern Pennsylvania Alliance (NEPA) – The MOU establishes the MPO boundaries and transportation planning and programming responsibilities as they relate to a portion of the Allentown Urbanized Area (UA) that extends into Carbon and Monroe Counties

North Jersey Transportation Planning Authority (NJTPA) – The MOU establishes the MPO boundaries and transportation planning and programming responsibilities as they relate to a portion of the Allentown Urbanized Area (UA) that extends into Warren County, NJ.

MAP Forum – This Memorandum of Understanding (MOU) is made and entered into by and among the New York Metropolitan Transportation Council (NYMTC) and the Orange County Transportation Council (OCTC) in the State of New York; the North Jersey Transportation Planning Authority (NJTPA) in the State of New Jersey; the Western Connecticut Council of Governments (WestCOG), Connecticut Metro Council of Governments (METROCOG), Naugatuck Valley Council of Governments (NVCOG), South Central Regional Council of Governments (SCRCOG), and Lower Connecticut River Valley Council of Governments (RiverCOG) in the State of Connecticut, and the Lehigh Valley Planning Commission (LVPC).

All-in-all, engagement across all sectors and people is critical to a successful transportation program and is embedded in the LVPC/LVTS's commitment to meaningful engagement and public access. This is reflected throughout the tasks list in the following UPWP tasks.

## **TASK I – Operations, Administration and Outreach in support of the MPO**

Operations, administration and outreach is the overall management and compliance task for the UPWP.

### **Task 1.1 - Contract and Administrative Activities**

#### Summary Description

This task handles all the contracting, budgeting, progress reporting and compliance for the agreements with PennDOT and USDOT.

#### Work Activities

- UPWP development and maintenance
  - Develop monthly, quarterly and annual progress reports and invoices for PennDOT and other partners
- Work with PennDOT, LANTA and other partners to review and update relevant cooperative planning and information sharing agreements.
- Continue to expand the use of technology to more efficiently coordinate and collaborate.
- Evaluate if updates are needed to policies or practices to meet the intent of agencywide practices related to Federal Title VI, , Disadvantage Business Enterprise (DBE), and Americans with Disabilities Act (ADA) requirements.
- Evaluate Indirect Cost Allocation Plan (ICAP) and update.
- Federal Certification Review
  - Implementation of 2024 Review Actions and Recommendations
  - Next update will happen in late 2027 and delivered in early 2028 (this will be a deliverable in the next UPWP update)
- Training for staff such as webinars, conferences, meetings that provide professional development as well as expanded transportation planning skills

#### Products:

- FY 2027-2029 UPWP
  - Development in Year 2 (FY 2026-2027 of the FY 2025-2027 UPWP) of the FY 2027-2029 UPWP; adopt by Jan 2027.
- Revised ICAP, anticipated at least every two years and/or as required by federal regulations.
- Revised policies, procedures or practices as needed and to maintain compliance with state and federal regulations

#### Cost Centers

<b>1.1 Contract and Administrative Activities</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$73,440	\$73,440	\$146,880
Pennsylvania Department of Transportation (Motor License Funds)	\$9,180	\$9,180	\$18,360
Local Highway	\$9,180	\$9,180	\$18,360
Federal Transit Administration (Metropolitan Planning Program Funds)	\$10,540	\$10,540	\$21,080
Local Transit	\$2,635	\$2,635	\$5,270
<b>Total</b>	<b>\$104,975</b>	<b>\$104,975</b>	<b>\$209,950</b>

## **Task 1.2 – Community, Partner and Public Engagement**

### Summary Description

With the purpose of public engagement being to inform and involve the community in the region's transportation program and educate the community, when possible, about the process and ways to be involved. All public engagement such as presentations, information dissemination and media are captured under this task.

### Work Activities

- Implement the Title VI Program Document, which includes the revised Public Participation Plan and Limited English Proficiency Plan and review and evaluate the effectiveness of procedures and strategies and modify document, process and procedures to reflect actual engagement.
  - Last adoption February 2024 and next update Feb 2027
- Coordination and participation in the Lehigh Valley General Assembly and any associated sub-regional working groups on the transportation-land use connection, including preparation and review of agendas, meeting minutes, notices, website updates and support.
- Coordination and participation in WorkshopLV advisory committees and any ad hoc or specific issue meetings, including preparation and review of agendas, meeting minutes, notices, website updates and support.
- Provide data and information as requested by partners and the public.
- Solicit public input and conduct public meetings.
- Meet with community leaders and groups, including under-represented populations, to obtain input and collaborate on transportation issues.
- Maintain, update and utilize the LVPC website (DATA LV) and social media accounts to support participation in programs and plans, disseminate transportation information and ensure accessibility and user-friendliness.
- Media outreach and engagement to support the transportation planning program.
- Coordinate and participate in Lehigh Valley Local Government Academy training.
- Develop, collaborate and participate with partners to deliver transportation training programs.

### Products:

- Public engagement strategies implemented that result in active and documented participation and dialogue with constituents, professional associations, municipal, other government and non-profit partners.
- Annual constituent training programs.
- Maintained website, social and other media communications.
- Annual training program for LVPC Staff developed, delivered and documented.

### Cost Centers

<b>1.2 Community, Partner and Public Engagement</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$64,800	\$64,800	\$129,600
Pennsylvania Department of Transportation (Motor License Funds)	\$8,100	\$8,100	\$16,200
Local Highway	\$8,100	\$8,100	\$16,200
Federal Transit Administration (Metropolitan Planning Program Funds)	\$9,300	\$9,300	\$18,600
Local Transit	\$2,325	\$2,325	\$4,650
<b>Total</b>	<b>\$92,625</b>	<b>\$92,625</b>	<b>\$185,250</b>

### **Task 1.3 – Agency and Partner Collaboration and Coordination**

#### Summary Description

Committee management includes all required committee meetings and associated tasks that are required and recommended for the Technical and Coordinating committees and LVPC Transportation Committee. Participation in various PennDOT, USDOT and associated and allied organizations and groups to implement the transportation planning program.

#### Work Activities

- Coordination and participation in LVPC and LVTS Committee Meetings, including preparation and review of agendas, meeting minutes, notices, website updates, documents, presentations, and support.
- Coordination and participation in PennDOT Planning Partners, Freight Advisory Committee, Air Quality Working Group, Financial Guidance Working Group and other agency committees and associated meetings, including preparation and review of agendas, meeting minutes, notices, website updates and support.
- Coordination and participation in US Department of Transportation meetings, committees and trainings.
- Participate in LANTA and Lehigh-Northampton Airport Authority committee and board meetings.
- Coordination and participation in the Metropolitan Area Planning Forum, Eastern Pennsylvania Freight Alliance and any other neighboring planning partnerships, including preparation and review of agendas, meeting minutes, notices, website updates and support.
- Coordination and participation various professional organizations that support the implementation of the MPO's work program such as the Eastern Transportation Coalition, American Association of Metropolitan Planning Organization, National Association of Regional Councils, American Public Transit Association, Transportation Research Board, American Planning Association, American Society of Civil Engineers, American Society of State Highway Transportation Officials, Greater Lehigh Valley Chamber of Commerce, Workforce Board of the Lehigh Valley or other such similar entities.
- Collaboratively work with educational institutions and non-profits to share and promote innovative transportation planning ideas and concepts that might evolve from teaching, training and research opportunities.
- Develop, refine, update and facilitate LVTS committee trainings and retreats.

#### Products:

- Regular, advertised, managed and documented LVTS and LVPC Transportation Committee meetings.
- LVTS Metropolitan Planning 101 training developed, delivered and documented.

#### Cost Centers

<b>1.3 Agency and Partner Collaboration and Coordination</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$34,560	\$34,560	\$69,120
Pennsylvania Department of Transportation (Motor License Funds)	\$4,320	\$4,320	\$8,640
Local Highway	\$4,320	\$4,320	\$8,640
Federal Transit Administration (Metropolitan Planning Program Funds)	\$4,960	\$4,960	\$9,920
Local Transit	\$1,240	\$1,240	\$2,480
<b>Total</b>	<b>\$49,400</b>	<b>\$49,400</b>	<b>\$98,800</b>



## TASK II – Metropolitan Transportation Plan and Transportation Improvement Program

LVTS, as the Metropolitan Planning Organization (MPO) for the Lehigh Valley region, is required by federal regulation to develop and maintain long-range Metropolitan Transportation Plan (MTP) and a short-range Transportation Improvement Program (TIP) for Lehigh and Northampton Counties.

*FutureLV: The Regional Plan* meets all the federal planning requirements. The update of this MTP will begin in 2025. Several core activities from developing a project timeline to refining the project selection process, updating the travel demand model to revising household, population and employment projections, land use, housing, environmental, congestion, safety and other data will start the MTP update process. The MTP update process will continue through the end of the 2025-2027 UPWP, with LVTS adoption anticipated in October 2027.

LVPC will ensure that the TIP is being implemented efficiently and advancing the goals, objectives, and priorities of the MTP. The current TIP covers FFY 2025-2028 and will be updated for the FFY 2027-2030 program cycle. Regular management of the current TIP occurs and includes, administrative and major modifications, regulatory compliance activities including any required air quality conformity updates, reporting and community education among other tasks.

### Task 2.1 – Long Range Planning

#### Summary Description

The MTP reflects environmental, land use, and intermodal considerations and provides a financially balanced vision of future transportation investments for the transportation planning area. The current Lehigh Valley MTP, *FutureLV: The Regional Plan* was approved by the MPO in November 2023 and received USDOT conformity approval in December 2023. A quadrennial update of the MTP is expected in 2027.

The development of the MTP relies on a number of extensive studies and documents to provide background, context, and recommendations. Key findings from in-depth multi-modal plans, safety, congestion and other data, and program studies, along with a robust community engagement strategy guide the creation of long-range transportation plans. The LVTS membership is heavily involved with the development and implementation of the MTP, PennDOT and LANTA, because of their respective roles in the MPO, are considerable partners throughout.

#### Work Activities

- Continually measure and monitor the impact and effectiveness of *FutureLV: The Regional Plan*.
- Develop, maintain and revise the action plan for the update to the MTP to ensure the 3C process and deadlines are met and to ensure emphases on community demographics, hazard readiness, resiliency, safety, clean energy congestion, and all other federally defined metropolitan transportation planning factors.
- Refine the projection selection measures and process, including educational materials and engagement strategies.
- Update critical data on safety, congestion management, functional classification, transit, population, employment, community demographics and other factors relevant to the development of the MTP.

- Understand, communicate and incorporate emerged and emerging transportation factors such as alternative fueling, advanced air mobility, connected and autonomous technologies and infrastructure.
- Incorporate performance metrics into the planning and decision-making processes of the MTP.
- Incorporate overview of the Interstate TIP Lehigh Valley Region, analysis of local federal – aid routes and future needs, environmental mitigation strategies, into the planning and decision-making processes of the MTP.
- Enhance the usability, communication and understanding of the MTP processes and projects.
- Conduct burdens analysis using community demographics in the MTP update process.
- Project funding based on PennDOT Financial Guidance to support fiscal constraint.
- Review, assess, refine and develop new transportation goals, policies and actions.
- Review, assess, refine and develop a new fiscally-constrained transportation project list.
- Engage LVTS, partners and public in the development and revision of the MTP.
- Coordinate the project management group that includes FHWA, FTA, PennDOT, and MPO member representatives to discuss status throughout the plan development process.
- Prepare and submit draft MTP to the Intergovernmental Coordinating Group and other required partner agencies as needed as part of the air quality conformity determination and approval process.
- Prepare, present and work towards adoption of the revised MTP, set to occur in the FFY 2027-2029 UPWP.

### Products:

- MTP update action plan: project timeline and engagement plan.
- Revised MTP project selection process.
- Revised performance measures, travel demand model, population and employment projections, safety, congestion management, functional classification, transit, economic, housing, community demographics and relevant factors necessary to establish an accurate, data-based foundation for the revision of the MTP.
- Coordinated, executed and documented MTP public engagement process.
- Revised MTP, including goals, policies, actions, and fiscally-constrained MTP transportation projects list.
  - Complete, Final Draft July 2027 for Anticipated LVTS Adoption October 2027.

### Cost Centers

<b>2.1 Long Range Planning</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$146,880	\$146,880	\$293,760
Pennsylvania Department of Transportation (Motor License Funds)	\$18,360	\$18,360	\$36,720
Local Highway	\$18,360	\$18,360	\$36,720
Federal Transit Administration (Metropolitan Planning Program Funds)	\$21,080	\$21,080	\$42,160
Local Transit	\$5,270	\$5,270	\$10,540
<b>Total</b>	<b>\$209,950</b>	<b>\$209,950</b>	<b>\$419,900</b>

### Task 2.2 – Transportation Improvement Program

#### Summary Description

The TIP serves as a strategic management tool that accomplishes the objectives of the MTP. The FY 2025-2028 TIP was adopted in June 2024. It is routinely amended throughout the federally required quadrennial update cycle (biennial in Pennsylvania). Administrative modifications can be made to TIP projects at any time. In addition, TIP amendments require LVTS Coordinating Committee and USDOT approval as defined in the regional LVTS TIP MOU.

The timeframe of the TIP period is off-cycle with the quadrennial MTP update cycle. The Lehigh Valley TIP was reviewed by PennDOT, attesting that the TIP meets all federal MPO planning requirements.

A component of the TIP, the Transit element reflects the Region's federally supported transit projects over the next four fiscal years. It is also consistent with the MTP, provides a brief description of each transit project and state, federal and local funding share.

#### Work Activities

- 2025 Program Implementation – FFY 2025-2026
  - Conduct periodic amendments and administrative modifications to the TIP/MTP in accordance with the MPO's approved TIP Memorandum of Understanding (MOU).
    - Incorporating major modifications and federally and/or state funded grant projects as required.
  - Monitor and progress reporting on project delivery rates for STBG-Urban, TASA, CMAQ, Highway Infrastructure and, Carbon Reduction.
  - Conduct abbreviated project selection process for available STBG Urban, CMAQ, TASA and Carbon Reduction Program Funds as available in each federal year.
  - Incorporate Transit Program of Projects into the TIP when updated by LANTA.
  - Coordinate the Annual List of Obligated Projects with LANTA and PennDOT Bureau of Public Transit/Central Office to obtain necessary information for report.
- Partner Assistance
  - Provide training to local governments, PennDOT, consultants, and other members of general public on the TIP programming and planning/scoping studies process and contract management twice annually
  - Coordinate, facilitate, participate in and support meetings between project sponsors, PennDOT and the public, including PennDOT Connects to assist with the implementation of the Program Development and Project Delivery Process.
- 2027-2030 TIP
  - Incorporate performance metrics into the planning and decision-making processes of the TIP.
  - Assess and update project selection and prioritization processes, including Transportation Alternative Set Aside, Carbon Reduction and other funding.
  - Document the MPO's process for project prioritization and selection and air quality conformity analysis.
  - Enhance the usability, communication and understanding of the TIP process and projects.
  - Conduct burdens analysis using community demographics in the TIP update process.

- Utilize PennDOT's Extreme Weather Vulnerability Assessment tool to incorporate flooding resiliency into TIP projects, enhance county hazard mitigation planning and improve emergency preparedness.
  - Project funding based on PennDOT Financial Guidance to support fiscal constraint.
  - Engage LVTS, partners and public in the development and revision of the TIP.
  - Incorporate the results of the STC survey, project solicitation and stakeholder input efforts, TIP coordination meetings with the PennDOT District, etc.
  - Coordinate the project management group that includes FHWA, FTA, PennDOT, and MPO member representatives to discuss status throughout the plan development process.
- 2027 Program Implementation – FFY 2026-2027
    - Conduct periodic amendments and administrative modifications to the TIP/MTP in accordance with the MPO's approved TIP Memorandum of Understanding (MOU).
    - Incorporating major modifications and federally and/or state funded grant projects as required.
    - Monitor and progress reporting on project delivery rates for STBG-Urban, TASA, CMAQ, Highway Infrastructure and, Carbon Reduction.
    - Conduct abbreviated project selection process for available STBG Urban, CMAQ, TASA and Carbon Reduction Program Funds as available in each federal year.
    - Incorporate Transit Program of Projects into the TIP when updated by LANTA.
    - Coordinate the Annual List of Obligated Projects with LANTA and PennDOT Bureau of Public Transit/Central Office to obtain necessary information for report.

### Products:

- Annual List of Obligated Projects.
- Revised project selection process by third quarter 2025 and refined as needed.
- 2027-2029 TIP, June 2026.

### Cost Centers

<b>2.2 Transportation Improvement Program</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$112,320	\$112,320	\$224,640
Pennsylvania Department of Transportation (Motor License Funds)	\$14,040	\$14,040	\$28,080
Local Highway	\$14,040	\$14,040	\$28,080
Federal Transit Administration (Metropolitan Planning Program Funds)	\$16,120	\$16,120	\$32,240
Local Transit	\$4,030	\$4,030	\$8,060
<b>Total</b>	<b>\$160,550</b>	<b>\$160,550</b>	<b>\$321,100</b>

## **TASK III – Technical Support**

Data collection, analysis and surveillance includes all of our data management. This includes gathering and creation of data. This task will accomplish the traffic count collection and segment inventory activities required by PennDOT and USDOT. This task also includes all the data modeling, travel demand modeling and overall management and maintenance of the public facing data portal, DATALV, data maintenance and integrity management activities.

### **Task 3.1 – Modeling, Projection and Scenario Development and Support**

#### Summary Description

Modeling, projection and scenario development are key components of understanding and planning for the transportation system. Data collection, analysis and reporting are fundamental to measuring the impacts of change, maintenance and evolving the system to meet growing demands. The suite of tools from the regional travel demand model, Regional Economic Modeling (REMI), Geographic Information Systems (GIS) and the growing number of new tools, including artificial intelligence support predictive analytical assessment of the global transportation system. Maintenance of data, various models and insurance of data integrity and outputs are crucial as well and support public facing reporting and engagement utilized in nearly every Metropolitan Planning work product.

#### Work Activities

- Work with PennDOT to meet Linking Planning and the National Environmental Protection Act (NEPA), Congestion Mitigation and Air Quality requirements including analysis and reporting.
- Perform necessary technical evaluations for conformity as it relates to nonattainment standards for the Lehigh Valley region.
- Convene/participate in meetings of the Interagency Consultation Group to ensure all standards are addressed in the planning process.
- Maintain and update modeling software (Regional Travel Demand Model) and manage any consultants working on the same.
- Continue to develop alternative and future growth scenarios and their impact on the transportation network.
  - Investigate and implement alternatives and conflict scenario modeling to support the transportation-land use connection.
- Build in capacity and utilize REMI or other econometric, scenario and data modeling tools to support the transportation program, improve metrics and impact understanding and decision-making.
  - Continue collaboration with the Workforce Board Lehigh Valley on these transportation program activities.
- Integrate data from REMI, travel demand and other systems into GIS and its public-facing components to understand and communicate changes and impacts on the transportation system.
- Explore the potential development of an air-quality monitoring program to support Carbon Reduction and Air Quality requirements.
- Explore the potential of the use of artificial intelligence to improve the efficiency of modeling, projection and scenario development work.

#### Products:

- Continue to work with PennDOT on improvements of the region's travel demand model.
- Update regional projections for the MTP update beginning fourth quarter 2025.

- Utilize various model outputs to refine the transportation system understanding, project performance and goal achievement.
- Coordinate with the Interagency Consultation Group as needed, for 2027 TIP update, the next MTP update (ICG consultation likely in Spring of 2027), and any mid-cycle TIP or MTP amendments that would require air quality conformity.
- Explore potential and issue paper on potential expansion of the regional air quality monitoring system.

### Cost Centers

<b>3.1 Modeling, Projection and Scenario Development and Support</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$72,576	\$72,576	\$145,152
Pennsylvania Department of Transportation (Motor License Funds)	\$9,072	\$9,072	\$18,144
Local Highway	\$9,072	\$9,072	\$18,144
Federal Transit Administration (Metropolitan Planning Program Funds)	\$10,416	\$10,416	\$20,832
Local Transit	\$2,604	\$2,604	\$5,208
<b>Total</b>	<b>\$103,740</b>	<b>\$103,740</b>	<b>\$207,480</b>

### Task 3.2 – Performance Analysis and Monitoring

#### Summary Description

The transportation planning process in the Lehigh Valley Region has continually adapted to address major issues and challenges on the federal, state and local levels. Beginning in 2016, FHWA and FTA released a number of draft and final rules governing metropolitan transportation planning and the performance management framework enshrined in MAP-21 and continued by the FAST Act and Infrastructure Investment and Jobs Act (IIJA). Lehigh Valley MPO has met and continues to meet all target setting and reporting requirements established under those laws. Included in this are various performance measures, congestion management process, and other data-backed initiatives which are established, reviewed and refined regularly.

#### Work Activities

- Performance monitoring, target setting and report performance in accordance with federal rulemakings:
  - Processes to track, analyze, revise and report on transportation system performance including:
    - Safety Measures (PM-1)
    - Regional Asset Management, Pavement and Bridge Condition Measures (PM-2)
    - Performance of National Highway System, Freight and Congestion Mitigation Air Quality Measures (PM-3)
    - Transit Asset Management with LANTA
  - Continue to grow capacity and capability in performance-based planning to refine the project selection and investment process.
- Access to Opportunity work is ongoing and requires maintenance and monitoring in relation to changes in communities and evolution of the projection selection process.
- Project evaluation process and methodology monitoring and refinement
- Update and refine the congestion management process including:
  - Refine analysis of networks
  - Explore new data, tools and methodologies
  - Identify and prioritize congested locations
  - Analyze potential causes
  - Develop multimodal implemented strategies to mitigate congestion
  - Evaluate effectiveness of strategies to improve mobility and enhance safety
- Manage and monitor the functional classification, national highway system and intermodal connectors:
  - Include new data, such as the *Eastern Pennsylvania Freight Infrastructure Plan* and *Walk/RollLV: Active Transportation Plan* data into the analysis system
  - Analyze changes in the transportation system
  - Identify location of changes in classification
- Coordinate with LANTA and other partners on target setting, data aggregation, and national reporting.

#### Products:

- Monitor, measure and refine performance measures following federal requirements.
  - Safety Measures (PM-1) update in first quarter 2026 and 2027
  - Regional Asset Management, Pavement and Bridge Condition Measures (PM-2) update in second quarter 2027



- Performance of National Highway System, Freight and Congestion Mitigation Air Quality Measures (PM-3) update in fourth quarter 2025
- Transit Asset Management with LANTA update in third quarter of 2025 and 2026
- Research and update the latest project evaluation methodology to score and rank projects for consideration and inclusion to the plan and refine current procedures by fourth quarter 2025.
- Update data, refine systems and reporting on community demographics affecting the transportation mobility and access to opportunity by first quarter of 2026.
- Update data, refine modeling and issue report on congestion management by second quarter of 2026.
- Updated functional classification system report, recommendations and suggested actions by first quarter 2026.
- Support LANTA's data efforts including partnering on Transit Asset Management target setting in third quarter each year.

### Cost Centers

<b>3.2 Performance Analysis and Monitoring</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$71,712	\$71,712	\$143,424
Pennsylvania Department of Transportation (Motor License Funds)	\$8,964	\$8,964	\$17,928
Local Highway	\$8,964	\$8,964	\$17,928
Federal Transit Administration (Metropolitan Planning Program Funds)	\$10,292	\$10,292	\$20,584
Local Transit	\$2,573	\$2,573	\$5,146
<b>Total</b>	<b>\$102,505</b>	<b>\$102,505</b>	<b>\$205,010</b>

## Task 3.3 – Data and Research

### Summary Description

Activities for providing demographic, economic, land-related information and to support comprehensive and specific plans, implementation strategies and policies. Transportation counts and segment inventory as well as data collection, maintenance, analytics, reporting, documentation and mapping.

### Work Activities

- Transportation Counts and Segment Inventory
  - Collect and submit PennDOT assigned and supplemental traffic counts in accordance with PennDOT's Traffic Counting Safety and Assistance Program (TCASP) procedures.
  - Verify, update and submit roadway segment inventory and performance measures as assigned by PennDOT.
  - Attend Highway Performance Monitoring System (HPMS) and Traffic Workshop training.
  - Participate in bi-annual quality reviews and any Traffic County Safety Assistance Program (TCASP) reviews.
  - Prepare, report and communicate findings detailing the LVPC's traffic counting program, traffic findings, and traffic trends (DataLV).
  - Collect key counts that assist in monitoring and managing the transportation-land use connection.
  - Analyze changes in the traffic and safety based on the count and segment inventory program and develop and present reports on the same.
  - Develop a plan for a formal land-use change-monitoring count and segment inventory program to augment existing program.
  - Explore the potential of establishing a bicycle and pedestrian count program.
- Data and Geographic Information Systems
  - Develop, maintain and enhance transportation GIS coverages, including the creation of new coverage for locally owned, non-federal aid roadways, multimodal corridors, LANTA routes, rail lines and other transportation systems.
  - Explore the availability and attainability of new data resources that directly support the transportation program. Integrate them into safety, congestion management, project selection and other relevant processes.
  - Update the regional land use and infrastructure data sets and complete analysis of transportation-land use changes for the update of the MTP and TIP.
  - Update the regional sidewalk inventory.
  - Update the regional trail gap analysis to plan for off-road commuter corridors and integrate with regional greenways plan
  - Maintain and improve the comprehensive, publicly accessible online data portal, DataLV, on the transportation system and land use connection for the Lehigh Valley.

### Products:

- Complete annual traffic counting and segment inventory program, including data collection, reporting and analysis.
- Develop program and procedures for extending counts and segment inventory to areas with high growth to reinforce the transportation-land use connection by second quarter 2027.
- Explore and develop report on the potential to expand the counting and segment inventory program to bicycle and pedestrian counting.
- Update regional land use, zoning and infrastructure data sets and complete assessment of transportation land use changes as a foundation for the 2027-2029 TIP and MTP updates.

Works includes monthly data layer updates and a complete analysis of changes starting in the third quarter of 2025.

- Update the regional sidewalk inventory, beginning in 2026 and continuing through 2027.
- Update the regional trail gap analysis and develop report on findings to be complete by first quarter 2026.
- Maintain and incorporate new data into DataLV, online, accessible public-facing information portal.

### Cost Centers

<b>3.3 Data and Research</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$71,712	\$71,712	\$143,424
Pennsylvania Department of Transportation (Motor License Funds)	\$8,964	\$8,964	\$17,928
Local Highway	\$8,964	\$8,964	\$17,928
Federal Transit Administration (Metropolitan Planning Program Funds)	\$10,292	\$10,292	\$20,584
Local Transit	\$2,573	\$2,573	\$5,146
<b>Total</b>	<b>\$102,505</b>	<b>\$102,505</b>	<b>\$205,010</b>

## TASK IV – Policy Support

This is the primary planning task that integrates land use with transportation planning and considers other factors such as land development, housing, community demographics, complete streets and hazard readiness. This task works closely with LANTA to ensure transit components throughout all activities are being considered. Policy and planning support provided by other staff throughout LVPC that are impactful in implementing the MTP and TIP. Activities integrate transportation planning with land-use planning in cooperation with local, county, state and federal partners. The purpose of this task is to identify safety, livability, sustainability, health, and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities.

### Task 4.1 - Safe and Accessible

#### Summary Description

Safe and Accessible Transportation Options – as identified in the IIJA Section 11206 for increasing Safe and Accessible Transportation Options, this task will support planning activities that address and support: Complete Streets, transit and multi-modal connectivity and safety, transit-oriented development, *WalkRo//LV* active transportation implementation and access to opportunity through transportation options for all.

#### Work Activities

- Support corridor urban/community design programs that guide corridor planning initiatives and engages stakeholders locally and regionally as it relates to Complete Streets Activities.
- Assess, revise and contribute safe and accessible methodologies, programs and practices to other plans and programs (*Walk/Ro//LV*, Transportation Alternatives Set-Aside, Trail Gap Analysis, Traffic Safety Plan) updates and partner projects; for example:
  - Incorporate Safe and Accessible Transportation Options into *Traffic Safety Plan* update
- Assess local land use and regulations in support of LANTA's enhanced bus/ BRT plan system and transit-oriented development and recommend updates to municipal governments
- Support planning activities that address transit-oriented development; for example:
  - Through the continuation of the on-site municipal technical assistance program
  - Through promoting municipal regulations that support and are consistent with the policies in *FutureLV*
- Support and coordinate efforts associated with the continued implementation of *WalkRo//LV: Active Transportation Plan* and *Age-Friendly Communities Lehigh Valley Plan*; for example:
  - Integration of the Walk Audit Program results into municipal and regional transportation safety, mobility and multimodal planning, including the project selection process for MTP and TIP. This includes partner survey for healthy and complete communities projects with the AARP Pennsylvania, United Way of the Greater Lehigh Valley and Blue Zones.
- Coordinate, facilitate and support multi-modal activities that increase safe and accessible options for people of all ages and abilities.

#### Products:

- Participate in various municipal Safe Streets for All, active transportation planning and multimodal coordination efforts, as needed.
- Continue to partner with AARP-Pennsylvania and the United Way of the Greater Lehigh Valley on Age-Friendly Communities activities that support implementation of transportation safety, accessibility, mobility and health goals.

- Continue to support and partner with LANTA on transit-land use goal planning and implementation.

### Cost Centers

<b>4.1 Safe and Accessible</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$23,000	\$23,000	\$46,000
Pennsylvania Department of Transportation (Motor License Funds)	\$0	\$0	\$0
Local Highway	\$0	\$0	\$0
Federal Transit Administration (Metropolitan Planning Program Funds)	\$0	\$0	\$0
Local Transit	\$0	\$0	\$0
<b>Total</b>	<b>\$23,000</b>	<b>\$23,000</b>	<b>\$46,000</b>

## **Task 4.2 – Land Use and Transportation Coordination and Integration**

### Summary Description

A sustained and high growth rate regionally is resulting in rapid changes to land use, which affect the transportation system. Coupled with increasing through-region transportation movements, diversification of transportation modes and technologies and increasing need for cross-mode or intermodal connectivity, among other factors have underscored the need for greater and more refined transportation-land use support. Coordination and integration of land and transportation and support of federal, state, county and local objectives is critical to managing the impacts of change and its effect on the region, including the transportation system.

### Work Activities

- Review and comment on street vacation requests, transportation impact assessments, transportation plan reviews, and transportation impact studies.
- Internal coordination and development of transportation-related content to LVPC regional planning documents, including the Comprehensive Plan, multi-municipal area plans, environmental management, housing and parks, recreation and open space plans.
- Integration and coordination for community, regional and environmental planning activities such as:
  - Multi-municipal and single-community comprehensive plans
  - Municipal support and direct technical assistance on land-use and transportation connectivity, including zoning, subdivision, land development, traffic impacts, official maps, coordination of other infrastructure, etc.
- Communication with outside agencies and the public on transportation-land use connections and changes.
- Solicit and coordinate transit (LANTA) and airport (LVIA) review and comments on Land Developments, Comprehensive Plans and Zoning Ordinances.
- Work with the Lehigh and Northampton Airport Authority (LNAA) to develop a formal Memorandum of Understanding for regionally significant land development proposal coordination.
- Collaborate with the Lehigh and Northampton Airport Authority on infrastructure improvements, enhanced logistical operations and implementation and, as consistent with land-use policy, implementation of the *Airport Master Plan*.

### Products:

- Coordination with local, county, state and federal, as well as, LANTA and LNAA, on the transportation-land use issues and changes. Generally, occurring monthly based on development and proposed regulatory changes.
- MOU between LNAA and LVPC for regionally-significant land development proposals and government regulatory changes potentially affecting air operations in the region. Formal MOU complete by fourth quarter 2026.

### Cost Centers

<b>4.2 Land Use and Transportation Coordination and Integration</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$69,120	\$69,120	\$138,240
Pennsylvania Department of Transportation (Motor License Funds)	\$8,640	\$8,640	\$17,280
Local Highway	\$8,640	\$8,640	\$17,280
Federal Transit Administration (Metropolitan Planning Program Funds)	\$9,920	\$9,920	\$19,840
Local Transit	\$2,480	\$2,480	\$4,960
<b>Total</b>	<b>\$98,800</b>	<b>\$98,800</b>	<b>\$197,600</b>

### Task 4.3 – Policy Development and Supporting Activities

#### Summary Description

The development of goals, policies and actions associated with the maintenance, management and evolution of the transportation system is a series of key activities associated with metropolitan planning. Coordination with outside agencies, local governments, transportation advocates, the public and others is critical to various guidance, initiatives, plans and reports from the Traffic Safety Plan to connected and autonomous vehicle infrastructure planning and beyond. Activities that result in policies, programs and coordination for the effective deployment of metropolitan planning are outlined in this task.

#### Work Activities

- Transportation partner coordination and support including:
  - Review and comment on PennDOT reports and initiatives, including pilot projects, guidance reports, and operational plans.
  - Participation in and attend Planning Catalyst Team, Connects and other relevant PennDOT committee meetings.
  - Assist PennDOT with implementing various state plans supporting hazard mitigation, emergency response and environmental quality and coordinate this effort with the *Lehigh Valley Hazard Mitigation Plan*, *Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization* and any future hazard readiness work, and integrated water resources management.
  - Regional transit planning activities, in coordination with LANTA including:
    - Supporting implementation of *Moving LANTA Forward* (transit plan)
    - Assisting with transit feasibility/planning studies
    - Expanding transit-oriented development
    - Maintaining and supporting coordinated human services transportation and demand response service planning efforts
    - Supporting Enhanced Bus/Bus Rapid Transit planning and implementation
    - Cross-mode coordination planning and activities
- Plans, reports and plan support including:
  - Corridor Planning and Multimodal Connectivity
    - Prioritize, develop and prepare corridor master plans and implementation strategies for those areas subject to growth pressures, redevelopment and access management issues, as needed.
    - Prioritize and develop mode interoperability policies and strategies and communicate the same regionwide.
    - Bicycle and pedestrian planning including measuring and monitoring the implementation of *Walk/Roll/LV: Active Transportation Plan*.
    - Plan for off-road commuter corridors and integrate with regional greenways plan and update to the MTP.
    - Refine complete streets policies and strategies for update of the MTP.
  - Resiliency, Sustainability and Future Forces
    - Create and begin implementation of a formal regional Carbon Reduction Strategy/Plan in conformance with Commonwealth and regional initiatives that advance hazard mitigation, emergency response, system protection and management and environmental protection, which may include specific projects.
    - Research, and identify alternative fueling, connected and autonomous vehicle corridors for infrastructure management, safety and maintenance.
      - Align with any federal guidance on electric, alternative fueling, connected and autonomous vehicle infrastructure.
      - Survey appropriate land for alternative fueling and connectivity locations



- Coordinate utility, local and other partners on electric and alternative fueling infrastructure and connected and autonomous vehicle strategy development.
  - Work with appropriate partners on other future forces mobility needs, such as advanced air mobility policy.
  - Advance Transportation Safety, Management and Operations (TSMO), Intelligent Transportation Systems (ITS) and new and emerging technologies strategies through a data and policy development approach.
- Freight Planning
  - Implement *Eastern PA Freight Infrastructure Plan* through monitoring and coordinating critical freight, multi-modal transportation facilities and connectors that support the economy, deployment of new and future technologies and connections to employment centers, workforce catchment areas, national markets, and international markets.
  - Develop an Eastern Pennsylvania Freight Alliance working committee to implement and plan and participate in management of the group.
  - Coordinate with the Metropolitan Area Planning Forum on the freight working group and associated plans, projects, studies and programs.
  - Coordinate with the Eastern Transportation Coalition on truck parking, Freight Academy and related freight-based plans, projects, studies and programs.
- Regional Safety Strategy
  - Implement and incorporate safe system principles into project evaluation and subarea planning efforts
  - Continue an outreach program to solicit input and promote and address walking and rolling safety issues
  - Monitor and implement the Traffic Safety Plan and comprehensively update the plan
  - Prioritize, select areas, develop safety strategies and program capital improvement recommendations for the Highway Safety Improvement Program (HSIP), TASA and other programs as funding allows
  - Explore the creation of a Traffic Incident Management Task Force.

### Products:

- Continue to actively coordinate, collaborate, contribute to and support transportation partner efforts that improve planning in the Lehigh Valley.
- Actively work with LANTA on the multimodal connectivity needed to further deploy the Enhanced Bus/Bus Rapid Transit System including pedestrian, cyclist and accessibility connections and transportation facility changes (ex. Bulb-outs, crosswalks, signal cue jumps)
- Develop a clear Corridor Planning and Multimodal Connectivity strategy, including priority intermodal corridors list, intermodal connectivity and interoperability strategy by fourth quarter of 2026.
- Complete carbon reduction planning and formal policy strategy by fourth quarter of 2025.
- Research and develop a regionwide electric vehicle and connected and autonomous infrastructure prioritization plan by third quarter 2026.
- Begin implementation of the *Eastern Pennsylvania Freight Infrastructure Plan* and finalize working group around plan by fourth quarter 2025.
- Update *Lehigh Valley Traffic Safety Plan* by second quarter of 2026.

**Cost Centers**

<b>4.3 Policy Development and Supporting Activities</b>			
<b>Estimated Cost</b>	<b>Y1: 2025-2026</b>	<b>Y2: 2026-2027</b>	<b>Total 2025-2027</b>
Federal Highway Administration (Planning Funds)	\$146,880	\$146,880	\$293,760
Pennsylvania Department of Transportation (Motor License Funds)	\$18,360	\$18,360	\$36,720
Local Highway	\$18,360	\$18,360	\$36,720
Federal Transit Administration (Metropolitan Planning Program Funds)	\$21,080	\$21,080	\$42,160
Local Transit	\$5,270	\$5,270	\$10,540
<b>Total</b>	<b>\$209,950</b>	<b>\$209,950</b>	<b>\$419,900</b>

## TASK V – Special Studies

Work specific to a project or plan that supports, advances and supplements metropolitan transportation planning.

### Task 5.1 - Local Technical Assistance Program (LTAP)

#### Summary Description

Local Technical Assistance Program (LTAP) includes all activities to host and hold the educational programming provided by PennDOT. This educational and training program is widely marketed to the appropriate audiences and highly sought after. In-person classes returned to the LVPC in 2023. For calendar years 2023 and 2024, over 500 students attended 26 in-person classes. Hundreds more Lehigh Valley participants attended virtual classes promoted by the LVPC. LVPC also assists communities with specific technical assistance, or “Tech Assists” on an on-call basis to address specific transportation issues. In calendar years 2023-24, a total of 123 Tech Assists were completed.

#### Work Activities

- Coordinate, promote and participate in LTAP programming.
- Continue survey of municipalities to identify regional training needs.
- Communicate the value of the LTAP program through the creation and distribution of materials.
- Participate in the LTAP Annual Meeting and associated meetings and trainings.
- Prepare and submit quarterly and annual reports to PennDOT detailing project activities.
- Coordinate, promote and participate in LTAP technical assistance to Lehigh Valley municipalities
- Plan, coordinate and execute a Lehigh Valley Annual LTAP participant meeting.

#### Products:

- Survey municipalities to identify regional LTAP training needs annually.
- Develop a formal request process for on-site Tech Assists to local governments by second quarter 2026.
- Coordinate, promote and participate in LTAP programming continuously.
- Participate in the LTAP Annual Meeting and associated meetings and trainings as needed.
- Prepare and submit quarterly and annual reports to PennDOT.
- Lehigh Valley Annual LTAP participant meeting in second quarter of each year.

#### Cost Centers

5.1 Local Technical Assistance Program			
Estimated Cost	Y1: 2025-2026	Y2: 2026-2027	Total 2025-2027
Federal Highway Administration (Planning Funds)	\$25,000	\$25,000	\$50,000
Pennsylvania Department of Transportation (Motor License Funds)	\$0	\$0	\$0
Local Highway	\$0	\$0	\$0
Federal Transit Administration (Metropolitan Planning Program Funds)	\$0	\$0	\$0
Local Transit	\$0	\$0	\$0
<b>Total</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$50,000</b>

### Task 5.2 - US Route 22 Mobility, Safety and Congestion Management Plan

#### Summary Description

Vehicle counts have grown exponentially along the Lehigh Valley's most highly traveled corridor US Route 22. *22 Tomorrow: A Corridor Planning Study* was completed in November 2001 and anticipated improvements needed, dependent on funding through 2020. As this critical transportation facility moves over 100,000 vehicles every day, with a sharp uptick in freight movement, a new needs assessment, asset management strategy, list of alternatives and scenarios, assessment of impacts, list and prioritization of improvements, as well as, estimated total and sub-projects costs and timing needs to be determined. This plan will result in preliminary design of selected priority projects that prepare the region's most critical corridor for better congestion management, safety and mobility while improving environmental quality and economic mobility.

#### Work Activities

- Direct and manage selected consulting team, including project work and contract.
- Coordinate plan with PennDOT as the primary project partner.
- Coordinate with USDOT, LVTS, counties, municipal governments, and other key stakeholders and public regarding effort.
- Organize, promote, facilitate and document the planning process, including public engagement.
- Edit, refine and support production of plan.
- Coordinate, develop and manage plan website, social media, traditional media and communication of the plan, contents, meetings and participation opportunities.
- Perform all administrative functions associated with the plan.

#### Products:

- Execute on project contract contents with selected consulting team through second quarter 2026, including consultant and content management.
- Organize, participate in and document PennDOT and other partner coordination meetings through fourth quarter 2026.
- Arrange and execute on all plan communications through second quarter 2027.
- Perform administrative functions for the planning effort until plan conclusion.

#### Cost Centers

Task included here for illustrative purposes. Work will be handled under a separate supplemental work order.

# **APPENDICES**

**APPENDIX I: LVTS Work Elements Budget Detail**

TOTAL FY2025-2027 BUDGET DETAIL							
TASK	TOTAL TASK	HIGHWAY			TRANSIT		Local
		Planning Funds	Motor License Funds	Local Funds	Metropolitan Planning Program Funds	Funds	
<b>I Operations, Administration and Outreach in Support of the MPO</b>	<b>\$494,000</b>	<b>\$345,600</b>	<b>\$43,200</b>	<b>\$43,200</b>	<b>\$49,600</b>	<b>\$12,400</b>	
1.1 Contract and Administrative Activities	\$209,950	\$146,880	\$18,360	\$18,360	\$21,080	\$5,270	
1.2 Community, Partner and Public Engagement	\$185,250	\$129,600	\$16,200	\$16,200	\$18,600	\$4,650	
1.3 Agency and Partner Collaboration and Coordination	\$98,800	\$69,120	\$8,640	\$8,640	\$9,920	\$2,480	
<b>II Metropolitan Transportation Plan and Transportation Improvement Program</b>	<b>\$741,000</b>	<b>\$518,400</b>	<b>\$64,800</b>	<b>\$64,800</b>	<b>\$74,400</b>	<b>\$18,600</b>	
2.1 Long Range Planning	\$419,900	\$293,760	\$36,720	\$36,720	\$42,160	\$10,540	
2.2 Transportation Improvement Program	\$321,100	\$224,640	\$28,080	\$28,080	\$32,240	\$8,060	
<b>III Technical Support</b>	<b>\$617,500</b>	<b>\$432,000</b>	<b>\$54,000</b>	<b>\$54,000</b>	<b>\$62,000</b>	<b>\$15,500</b>	
3.1 Modeling, Projection and Scenario Development and Support	\$207,480	\$145,152	\$18,144	\$18,144	\$20,832	\$5,208	
3.2 Performance Analysis and Monitoring	\$205,010	\$143,424	\$17,928	\$17,928	\$20,584	\$5,146	
3.3 Data and Research	\$205,010	\$143,424	\$17,928	\$17,928	\$20,584	\$5,146	
<b>IV Policy Support</b>	<b>\$663,500</b>	<b>\$478,000</b>	<b>\$54,000</b>	<b>\$54,000</b>	<b>\$62,000</b>	<b>\$15,500</b>	
4.1 Safe and Accessible	\$46,000	\$46,000	\$0	\$0	\$0	\$0	
4.2 Land Use and Transportation Coordination and Integration	\$197,600	\$138,240	\$17,280	\$17,280	\$19,840	\$4,960	
4.3 Policy Development and Supporting Activities	\$419,900	\$293,760	\$36,720	\$36,720	\$42,160	\$10,540	
<b>V Special Studies</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
5.1 Local Technical Assistance Program (LTAP)	\$50,000	\$50,000	\$0	\$0	\$0	\$0	
5.2 US Route 22 Mobility, Safety and Congestion Management Plan	\$0	\$0	\$0	\$0	\$0	\$0	
<b>TOTAL BUDGET</b>	<b>\$2,566,000</b>	<b>\$1,824,000</b>	<b>\$216,000</b>	<b>\$216,000</b>	<b>\$248,000</b>	<b>\$62,000</b>	

\*\* Task included here for illustrative purposes. Work will be handled under a separate supplemental work order.



<b>BUDGET DETAIL - YEAR 1 (7/1/2025-6/30/2026)</b>							
<b>TASK</b>	<b>TOTAL TASK</b>	<b>HIGHWAY</b>			<b>TRANSIT</b>		
		<b>Planning Funds</b>	<b>Motor License Funds</b>	<b>Local Funds</b>	<b>Metropolitan Planning Program Funds</b>	<b>Local</b>	
<b>I Operations, Administration and Outreach in Support of the MPO</b>	<b>\$247,000</b>	<b>\$172,800</b>	<b>\$21,600</b>	<b>\$21,600</b>	<b>\$24,800</b>	<b>\$6,200</b>	
1.1 Contract and Administrative Activities	\$104,975	\$73,440	\$9,180	\$9,180	\$10,540	\$2,635	
1.2 Community, Partner and Public Engagement	\$92,625	\$64,800	\$8,100	\$8,100	\$9,300	\$2,325	
1.3 Agency and Partner Collaboration and Coordination	\$49,400	\$34,560	\$4,320	\$4,320	\$4,960	\$1,240	
<b>II Metropolitan Transportation Plan and Transportation Improvement Program</b>	<b>\$370,500</b>	<b>\$259,200</b>	<b>\$32,400</b>	<b>\$32,400</b>	<b>\$37,200</b>	<b>\$9,300</b>	
2.1 Long Range Planning	\$209,950	\$146,880	\$18,360	\$18,360	\$21,080	\$5,270	
2.2 Transportation Improvement Program	\$160,550	\$112,320	\$14,040	\$14,040	\$16,120	\$4,030	
<b>III Technical Support</b>	<b>\$308,750</b>	<b>\$216,000</b>	<b>\$27,000</b>	<b>\$27,000</b>	<b>\$31,000</b>	<b>\$7,750</b>	
3.1 Modeling, Projection and Scenario Development and Support	\$103,740	\$72,576	\$9,072	\$9,072	\$10,416	\$2,604	
3.2 Performance Analysis and Monitoring	\$102,505	\$71,712	\$8,964	\$8,964	\$10,292	\$2,573	
3.3 Data and Research	\$102,505	\$71,712	\$8,964	\$8,964	\$10,292	\$2,573	
<b>IV Policy Support</b>	<b>\$331,750</b>	<b>\$239,000</b>	<b>\$27,000</b>	<b>\$27,000</b>	<b>\$31,000</b>	<b>\$7,750</b>	
4.1 Safe and Accessible	\$23,000	\$23,000	\$0	\$0	\$0	\$0	
4.2 Land Use and Transportation Coordination and Integration	\$98,800	\$69,120	\$8,640	\$8,640	\$9,920	\$2,480	
4.3 Policy Development and Supporting Activities	\$209,950	\$146,880	\$18,360	\$18,360	\$21,080	\$5,270	
<b>V Special Studies</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
5.1 Local Technical Assistance Program (L.TAP)	\$25,000	\$25,000	\$0	\$0	\$0	\$0	
5.2 US Route 22 Mobility, Safety and Congestion Management Plan **	\$0	\$0	\$0	\$0	\$0	\$0	
<b>TOTAL BUDGET</b>	<b>\$1,283,000</b>	<b>\$912,000</b>	<b>\$108,000</b>	<b>\$108,000</b>	<b>\$124,000</b>	<b>\$31,000</b>	

\*\* Task included here for illustrative purposes. Work will be handled under a separate supplemental work order.

BUDGET DETAIL - YEAR 2 (7/1/2026-6/30/2027)							
TASK	TOTAL TASK	HIGHWAY			TRANSIT		Local
		Planning Funds	Motor License Funds	Local Funds	Metropolitan Planning Program Funds	Local	
<b>I Operations, Administration and Outreach in Support of the MPO</b>	<b>\$247,000</b>	<b>\$172,800</b>	<b>\$21,600</b>	<b>\$21,600</b>	<b>\$24,800</b>	<b>\$6,200</b>	
1.1 Contract and Administrative Activities	\$104,975	\$73,440	\$9,180	\$9,180	\$10,540	\$2,635	
1.2 Community, Partner and Public Engagement	\$92,625	\$64,800	\$8,100	\$8,100	\$9,300	\$2,325	
1.3 Agency and Partner Collaboration and Coordination	\$49,400	\$34,560	\$4,320	\$4,320	\$4,960	\$1,240	
<b>II Metropolitan Transportation Plan and Transportation Improvement Program</b>	<b>\$370,500</b>	<b>\$259,200</b>	<b>\$32,400</b>	<b>\$32,400</b>	<b>\$37,200</b>	<b>\$9,300</b>	
2.1 Long Range Planning	\$209,950	\$146,880	\$18,360	\$18,360	\$21,080	\$5,270	
2.2 Transportation Improvement Program	\$160,550	\$112,320	\$14,040	\$14,040	\$16,120	\$4,030	
<b>III Technical Support</b>	<b>\$308,750</b>	<b>\$216,000</b>	<b>\$27,000</b>	<b>\$27,000</b>	<b>\$31,000</b>	<b>\$7,750</b>	
3.1 Modeling, Projection and Scenario Development and Support	\$103,740	\$72,576	\$9,072	\$9,072	\$10,416	\$2,604	
3.2 Performance Analysis and Monitoring	\$102,505	\$71,712	\$8,964	\$8,964	\$10,292	\$2,573	
3.3 Data and Research	\$102,505	\$71,712	\$8,964	\$8,964	\$10,292	\$2,573	
<b>IV Policy Support</b>	<b>\$331,750</b>	<b>\$239,000</b>	<b>\$27,000</b>	<b>\$27,000</b>	<b>\$31,000</b>	<b>\$7,750</b>	
4.1 Safe and Accessible	\$23,000	\$23,000	\$0	\$0	\$0	\$0	
4.2 Land Use and Transportation Coordination and Integration	\$98,800	\$69,120	\$8,640	\$8,640	\$9,920	\$2,480	
4.3 Policy Development and Supporting Activities	\$209,950	\$146,880	\$18,360	\$18,360	\$21,080	\$5,270	
<b>V Special Studies</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
5.1 Local Technical Assistance Program (LTAP)	\$25,000	\$25,000	\$0	\$0	\$0	\$0	
5.2 US Route 22 Mobility, Safety and Congestion Management Plan **	\$0	\$0	\$0	\$0	\$0	\$0	
<b>TOTAL BUDGET</b>	<b>\$1,283,000</b>	<b>\$912,000</b>	<b>\$108,000</b>	<b>\$108,000</b>	<b>\$124,000</b>	<b>\$31,000</b>	

\*\* Task included here for illustrative purposes. Work will be handled under a separate supplemental work order.

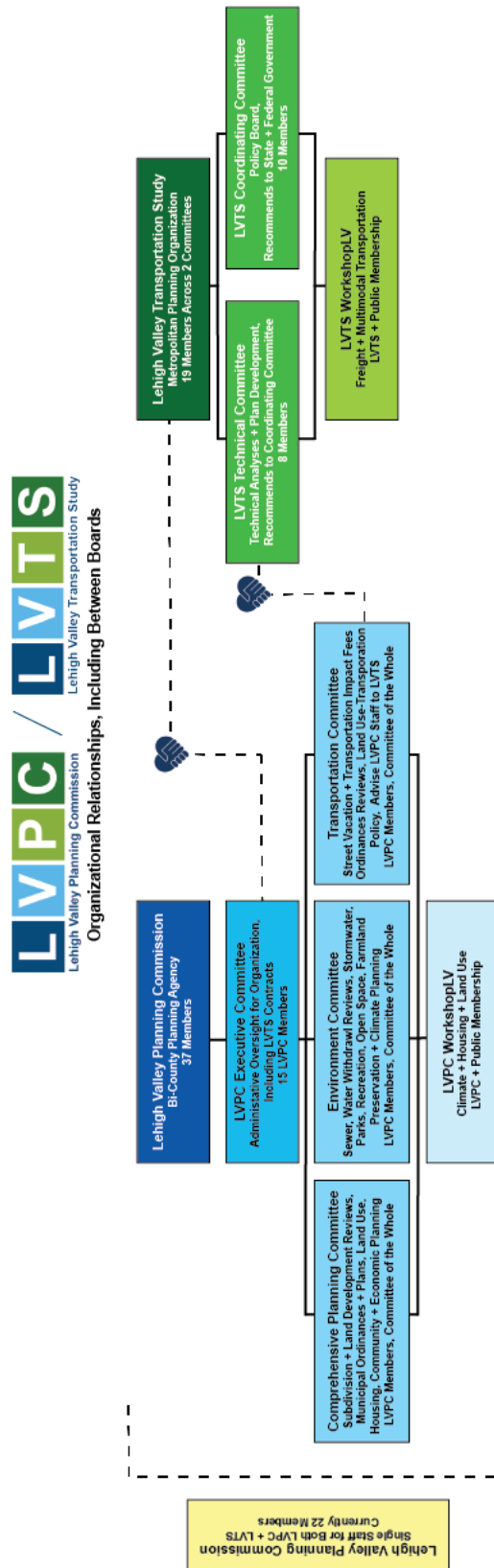
## APPENDIX II: Relationship between UPWP Elements and Tasks with the Federal Planning Factors

### LVTS Work Elements and Federally Required Metropolitan Planning Factors

01. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
02. Increase the safety of the transportation system for motorized and non-motorized users.
03. Increase the security of the transportation system for motorized and non-motorized users.
04. Increase accessibility and mobility of people and freight.
05. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
06. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
07. Promote efficient system management and operation.
08. Emphasize the preservation of the existing transportation system.
09. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Work Tasks	Metropolitan Planning Factor									
	1	2	3	4	5	6	7	8	9	10
<b>Task I - Operations, Administration and Outreach</b>										
1.1 - Contract and Administrative Activities	√	√	√	√	√	√	√	√	√	√
1.2 - Community, Partner and Public Engagement	√	√	√	√	√	√	√	√	√	√
1.3 - Agency and Partner Collaboration and Coordination	√	√	√	√	√	√	√	√	√	√
<b>Task II - Metropolitan Transportation Plan</b>										
2.1 - Long Range Planning	√	√	√	√	√	√	√	√	√	√
2.2 - Transportation Improvement Program	√	√	√	√	√	√	√	√	√	√
<b>Task III - Technical Support</b>										
3.1 - Modeling, Projection and Scenario Development and Support	√	√	√	√	√	√	√	√	√	√
3.2 - Performance Analysis and Monitoring		√	√	√	√		√	√	√	
3.3 - Data and Research	√	√	√	√	√	√	√	√	√	√
<b>Task IV - Policy Support</b>										
4.1 - Safe and Accessible		√	√	√		√	√			√
4.2 - Land Use and Transportation Coordination and Integration	√	√	√	√	√	√	√	√	√	√
4.3 - Policy Development and Supporting Activities	√	√	√	√	√	√	√	√	√	√
<b>TASK V – Special Studies</b>										
5.1 - Local Technical Assistance Program (LTAP)	√	√	√	√	√	√	√	√	√	
5.2 - US Route 22 Mobility, Safety and Congestion Management Plan	√	√	√	√	√	√	√	√	√	√

## APPENDIX III: Organizational Relationships Diagram



## **APPENDIX IV: Adoption Resolutions**



Lehigh Valley Planning Commission

DR. CHRISTOPHER R. AMATO  
Chair

CHRISTINA V. MORGAN  
Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN  
Treasurer

BECKY A. BRADLEY, AICP  
Executive Director

**RESOLUTION 12-12-24C**

**OF THE EXECUTIVE COMMITTEE OF THE  
LEHIGH VALLEY PLANNING COMMISSION**

**Authorization to Adopt the 2025-2027 Unified Planning Work Program (UPWP)**

- WHEREAS,** the Executive Committee of the Lehigh Valley Planning Commission is the administrative body of the Lehigh Valley Transportation Study (LVTS); and
- WHEREAS,** the Lehigh Valley Transportation Study is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Lehigh and Northampton County area; and
- WHEREAS,** the Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments of 1990 require the MPO to develop a Unified Planning Work Program (UPWP) that discusses the planning priorities facing the metropolitan planning area and describes all metropolitan transportation and transportation-related air quality planning activities anticipated within the area regardless of funding sources or agencies conducting activities; and
- WHEREAS,** the 2025-2027 Unified Planning Work Program (UPWP) was developed pursuant to federal and state requirements in a cooperative manner with the state, public transit operator, other planning partners and the public; and
- WHEREAS,** as the MPO, LVPC is eligible for certain funding to support planning priorities; and
- NOW, THEREFORE, BE IT RESOLVED THAT,** the Lehigh Valley Planning Commission Executive Committee adopts the attached 2025-2027 Unified Planning Work Program; and
- BE IT FURTHER RESOLVED,** that the LVPC authorizes staff to take all necessary administrative actions to administer and implement the 2025-2027 Unified Planning Work Program; and
- BE IT FURTHER RESOLVED,** that the Executive Director is authorized to execute and file the UPWP on behalf of the LVPC and LVTS with the Pennsylvania Department of Transportation and the United States Department of Transportation;

SIGNATURE PAGE

Adopted by the Lehigh Valley Planning Commission on this twelfth day of December 2024.

Lehigh Valley Planning Commission:



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Christina Tori Morgan, Vice Chair



---

Armando Moritz-Chapelliquen, Treasurer



ATTEST:

---

Becky A. Bradley, Executive Director





**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

**RESOLUTION 12-18-24B**  
**OF THE JOINT TECHNICAL AND**  
**COORDINATING COMMITTEES OF LEHIGH**  
**VALLEY TRANSPORTATION STUDY**

**Adopting the 2025-2027 Unified Planning Work Program (UPWP)**

- WHEREAS,** the Executive Committee of the Lehigh Valley Planning Commission (LVPC) is the administrative body of the Lehigh Valley Transportation Study (LVTS); and
- WHEREAS,** the LVTS is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Lehigh and Northampton Counties and is made up of two committees, Technical and Coordinating; and
- WHEREAS,** the Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments of 1990 require the MPO to develop a Unified Planning Work Program (UPWP) that discusses the planning priorities facing the metropolitan planning area and describes all metropolitan transportation and transportation-related air quality planning activities anticipated within the area regardless of funding sources or agencies conducting activities; and
- WHEREAS,** the UPWP was developed pursuant to federal and state requirements in a cooperative manner with the State, public transit operators, other planning partners and the public; and
- WHEREAS,** as the MPO administrative entity, LVPC is eligible for certain funding to support planning priorities of the LVTS pursuant to state and federal statutes; and
- WHEREAS,** the LVPC Executive Committee adopted the 2025-2027 UPWP at their meeting on December 12, 2024, pursuant to work program concurrence by the Lehigh Valley Transportation Study; and
- WHEREAS,** the 2025-2027 UPWP covers the period from July 1, 2025, through June 30, 2027, and includes the following:
- Excerpts from the LVPC's Budget and Workplan, adopted annually by the LVPC Executive Committee, and for 2025, adopted on December 12, 2024, for the upcoming calendar year, that describes LVPC's transportation-related work activities; and
  - Transportation-related accomplishments from the previous year (2024) and transportation-related objectives for the upcoming year (2025), reflecting input from each of counties within the planning area as well as, the City of Allentown, City of Easton, City of Bethlehem, Lehigh and Northampton Transportation Authority, Lehigh and Northampton Airport

Authority, Pennsylvania Department of Transportation, Federal Highway Administration, Federal Transit Administration, other planning partners and the public; and

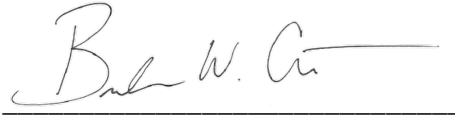
- Applicable studies programmed in the current *2025-2028 Transportation Improvement Program*, and supporting goals, policies and actions in *FutureLV: The Regional Plan*, *Walk/RollLV: Active Transportation Plan*, *Priority Climate Action Plan for Transportation Decarbonization*, and/or proposed for the new *Eastern Pennsylvania Freight Alliance Freight Infrastructure Plan* and *Coordinated Public Transit - Human Services Transportation Plan*, both scheduled for adoption on December 18, 2024.

***NOW, THEREFORE, BE IT RESOLVED THAT,*** the LVTS Technical Committee and LVTS Coordinating Committee accepts and concurs with the attached 2025-2027 Unified Planning Work Program and supports the LVPC in the execution of contracts and related implementation of the same.

Adopted by the Lehigh Valley Transportation Study Technical and Coordinating Committees on this eighteenth day of December 2024.

*SIGNATURE PAGE*

Lehigh Valley Transportation Study Technical Committee:

A handwritten signature in black ink, appearing to read "Brendan W. Cotter", written over a horizontal line.

Brendan Cotter, Chair

A handwritten signature in blue ink, appearing to read "Ryan Meyer", written over a horizontal line.

Ryan Meyer, Vice Chair

A handwritten signature in blue ink, appearing to read "Becky A. Bradley", written over a horizontal line.

ATTEST:

Becky A. Bradley  
LVPC Executive Director and LVTS Secretary

Lehigh Valley Transportation Study Coordinating Committee:

A handwritten signature in black ink, appearing to read "Richard D. Molchany", written over a horizontal line.

Richard Molchany, Chair

A handwritten signature in blue ink, appearing to read "David Hopkins", written over a horizontal line.

David Hopkins, Vice Chair

A handwritten signature in blue ink, appearing to read "Becky A. Bradley", written over a horizontal line.

ATTEST:

Becky A. Bradley  
LVPC Executive Director and LVTS Secretary