



# Lehigh Valley Transportation Study

**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

## LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING Wednesday, December 17, 2025, at 9:00 am Virtual Meeting Agenda

### Roll Call

### Courtesy of the Floor

1. STAFF INTRODUCTION: Giovanna Rizkallah, AI Engineer + Innovation Planner

### Minutes

1. *ACTION ITEM*: Technical Committee approval of Minutes (HM)
  1. Joint Technical and Coordinating Committee Workshop, November 5, 2025
  2. Technical Committee Meeting, November 19, 2025
  3. Joint Technical and Coordinating Committee Workshop, December 4, 2025
2. *ACTION ITEM*: Coordinating Committee approval of Minutes (HM)
  1. Joint Technical and Coordinating Committee Meeting, October 15, 2025
  2. Joint Technical and Coordinating Committee Workshop, November 5, 2025
  3. Joint Technical and Coordinating Committee Workshop, December 4, 2025

### Old Business

1. *ACTION ITEM*: First Draft 2027-2030 Transportation Improvement Program (TIP) (BB)
2. *INFORMATION/ACTION ITEM*: 2025-2028 Transportation Improvement Program (TIP) (LP)
  - a. TIP Amendment #1: Carbon Reduction Program Projects
  - b. Administrative Actions
3. *DISCUSSION/ACTION ITEM*: 2026 LVTS Meeting Schedule (HM)
4. *DISCUSSION ITEM*: 2026-2027 LVTS Technical + Coordinating Committee Officer Nominations
5. *INFORMATION ITEM*: Annual List of Obligated Projects (EG)
6. *INFORMATION ITEMS*: 2025-2027 Unified Planning Work Program Updates/Active Projects Report
  - a. *INFORMATION*: US Route 22 Plan (BB)
  - b. *INFORMATION*: Trail Connection Strategy (EG)

### New Business

1. *INFORMATION ITEM*: Scranton – New York Corridor ID Agency Stakeholders (BB)

### Status Reports

1. *INFORMATION ITEM*: Highway Performance Monitoring System: Monthly Traffic Report
2. PennDOT District 5-0 Transportation Alternative Set-Aside + Multimodal Transportation Fund Project Status Report
3. Public Engagement, Education and Grants Report

### Adjournment

## **Next LVTS Meeting**

*Pending Schedule Approval:*

LVTS Joint Technical and Coordinating Committee Meeting January 21, 2026, at 9:00 am

Meetings will be held virtually, unless otherwise noted. Meeting participation information can be found here:

<https://lvpc.org/lvts-committee-meetings>

The LVPC/LVTS 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.



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### Lehigh Valley Transportation Study Minutes from Wednesday, October 15, 2025 Joint Technical and Coordinating Committee Meeting

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on January 8, 2025. Mr. Rick Molchany chaired the Coordinating Committee portion of the meeting, and Mr. Brendan Cotter chaired the Technical Committee portion of the agenda.

Mr. Molchany welcomed the members and the public participants and called the meeting to order.

#### Roll Call

Ms. Milagio took Roll Call.

#### Attendees:

##### Technical Committee

Brendan Cotter	LANTA
Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office

##### LVTS Coordinating Committee

Rick Molchany (Alt.)	Lehigh County
David Hopkins (Alt.)	City of Easton
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Michael Alkhal (Alt.)	City of Bethlehem
Michael Emili (Alt.)	Northampton County
Chris Kufro	PennDOT District 5-0
James Mosca	PennDOT Central Office
Owen O'Neill	LANTA

#### Members Absent:

##### Technical Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton

##### Coordinating Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Lamont McClure	Northampton County
Thomas Stoudt	LNAA

**Staff Present:** Matt Assad, Becky Bradley, Evan Gardi, Clay Karnis, Subham Kharel, Hannah Milagio

**Public Present:**

Craig Beavers, Brian Hare, Scott Harney, Jeff Rai, Meredith Hauck, Scott Slingerland, Toni Mitman, Brett Webber, Evan Jones, Jennifer Swann, Sherri Penchishen, Brian Miller, Rich Ames

**Courtesy of the Floor**

Mr. Molchany asked if there were comments for items not on the morning's agenda. Ms. Milagio noted that, due to the lack of a state budget, PennDOT's LTAP program is cutting back on in-person classes. The upcoming Municipal Stormwater Facilities Program class scheduled for October 28 at the LVPC Office has been rescheduled as a virtual class. Ms. Milagio stated that the LVPC will send out a communication to registered participants and update the listing on the website.

Ms. Bradley shared that the LVPC staff has started working on the LVTS meeting schedule for 2026. She asked for informal feedback from LVTS members as to whether members wanted to keep the existing meeting date and time, or if they would like to think about adjustments. The volume of business that the LVTS must attend to, and most LVTS meetings have been at least two hours long. Mr. Hopkins noted that the LVTS has operated with on this meeting schedule for several years, it seems to work for members, and he would rather not change it. Mr. Cotter and Mr. Yandem agreed, with the understanding that meeting times can and will be adjusted an hour earlier if a meeting will require up to three hours. Ms. Bradley thanked them for their feedback, and she asked LVTS members to share any additional feedback on the meeting schedule with herself and Ms. Milagio.

Mr. Webber stated that All Aboard Lehigh Valley is now a nonprofit organization, and that its newly formed board met on October 14. Their board would like to express support for LVPC's efforts for continued studies for a reestablishment of passenger rail in the Lehigh Valley, and they will continue to pursue advocacy to amend the state Rail Plan to include a corridor project in the region. Ms. Mitman echoed Mr. Webber's comments. Ms. Bradley noted that the LVTS has been trying since the beginning of 2025 to get a representative from the Federal Rail Administration (FRA) to speak at an upcoming meeting, but there have been significant staffing reductions at the FRA. She is hopeful that an FRA representative would be available before the new year, but that nothing had been solidified or scheduled at this point. Mr. Webber thanked Ms. Bradley and expressed that All Aboard Lehigh Valley wanted to provide constituent support to impact political funding decisions of a potential service.

Mr. Molchany noted that the LVTS, not the LVPC, is the entity responsible for decision-making with respect to a potential passenger rail service in the region. He stated that there is not currently the political appetite for passenger rail project funding, and that there may be significant resistance unless there is buy-in from another regional partner, such as SEPTA or NJTransit. He noted that economic development and impact for federal, state and regional partners would need to be considered, with particular attention paid to funding the effort beyond the next step. Mr. Molchany expressed disappointment that the FRA has not been able to present to the LVTS yet. He stated that the LVTS is motivated to move forward, but needs to proceed with caution since there has been no word from the FRA.

Mr. Webber stated that All Aboard Lehigh Valley is looking to share specific economic development data, and that their partners will help provide data in a way that would augment data in any subsequent study. All Aboard Lehigh Valley met with the FRA in the spring, and Mr. Webber believes the region needs a champion for passenger rail. Ms. Mitman suggested that the LVTS reach out to Governor Shapiro, as state level officials should be included in discussions of passenger rail, given the commonwealth's history of rail. Mr. Molchany thanked Mr. Webber and Ms. Mitman for their comments. There were no additional comments for items not included on the meeting agenda.

**Minutes**

Mr. Cotter stated that the last Technical Committee monthly meeting was held on September 17, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the July 16, 2025, Joint Technical and Coordinating Committee Meeting
- LANTA Performance Measures



- Roadway Functional Classification System Update
- Adjournment

Mr. Cotter asked for a motion to approve the September 17, 2025 minutes. Mr. Hopkins made the motion, and the motion was seconded by Mr. Raio. There were no questions or comments from members of the public. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Molchany stated the last Coordinating Committee monthly meeting was held on September 17, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the July 16, 2025, Joint Technical and Coordinating Committee Meeting
- LANTA Performance Measures
- Roadway Functional Classification System Update
- Adjournment

Mr. Molchany asked for a motion to approve the September 17, 2025 minutes. Mr. Mosca made the motion, seconded by Mr. O'Neil. Mr. Molchany asked if there were any questions or comments from the members and the public. Hearing none, Mr. Molchany asked Ms. Bradley to call for a vote and the motion was approved.

## **Old Business**

### ***INFORMATION ITEM: 2025-2027 Unified Planning Work Program Updates/Active Projects Report***

#### **LVPC Strategic Plan**

Mr. Molchany introduced Ms. Hauck as the representative of Everstrive Solutions, the firm that prepared the LVPC's Strategic Plan, and thanked LVTS members for being a part of the strategic plan process. Ms. Hauck set the context for the presentation, noting that the LVPC's Strategic Plan was an internal-facing document and that her presentation would be a high-level overview of the plan.

Ms. Hauck outlined the timeline of the strategic planning process, which included document review, peer research and interviews, stakeholder surveys, focus groups, and a strategic planning retreat. She noted five key findings of this research, that LVPC: is credible, is constrained, balances analysis and advocacy, needs brand identity, and should diversify. Ms. Hauck outlined the five strategic pillars, under which strategies would be documented to help LVPC achieve its goals: Trusted Partner, Elevated Brand, Clear Scope, Sustainable Funding, and Aligned Operations.

Ms. Hauck reviewed the goals under each pillar:

- Pillar: Trusted Partner
  - Position LVPC as the region's leading source of planning expertise.
  - Solidify LVPC's role as a convener on critical regional issues.
  - Create a consistent and accessible user experience across all partner interactions.
- Pillar: Elevated Brand
  - Build a clear and consistent organizational identity
  - Translate complex work into clear, accessible communications
  - Strengthen LVPC's presence as a recognized and trusted regional leader
- Pillar: Clear Scope
  - Prioritize core statutory responsibilities and resource them accordingly
  - Create a transparent decision-making framework for discretionary work
- Pillar: Sustainable Funding
  - Strengthen and stabilize public funding partnerships
  - Establish and budget for a nonprofit affiliate to expand access to philanthropic and collaborative grant funding
  - Implement a strategic fee-for-service model to support value-added work
- Pillar: Aligned Operations
  - Maintain, continue to build and support a high-performing team

- Improve internal systems and workflows to enhance productivity and reduce friction
- Build a knowledgeable, engaged board and committee structure to champion LVPC's mission

Mr. Molchany thanked Ms. Hauck for her presentation, and he commended the LVPC for taking on this strategic planning effort. He noted that this strategic plan highlights the value of LVPC and its contributions to the region. *FutureLV: The Regional Plan* is a critical document that helps LVPC provide regional land use perspectives, and he commended the LVPC for incorporating the Metropolitan Transportation Plan (MTP) and bi-county comprehensive plan into this one regional plan. The LVPC also provides guidance and regulatory services on environmental issues, and the counties need to look to the LVPC for regional guidance on these issues. He noted that the LVPC is limited, but it continues to meet the challenges it is presented, and the strategic plan provides insight into the direction of the organization.

Mr. Molchany asked if there were additional comments from LVTS members, and there were none. Mr. Molchany asked if there were any questions from the public. Ms. Mitman stated that the LVPC should look to connect with Preserving PA, an organization that she helped to establish, as a potential nonprofit partner. She noted that the perception of the region is shifting away from farmland and rural communities, and residents are not happy about it. She stated that Northampton County has protected 21,000 acres of farmland, and we need to protect it. Mr. Molchany commended Northampton County for their 21,000 acres of preserved farmland, and he shared that Lehigh County has preserved more than 28,000 acres of farmland. LVPC supports both county farmland preservation programs, though farmland availability in the region is shrinking. The Lehigh Valley's population and economies are growing, and the LVPC must plan for the future. There were no additional questions from LVTS members or the public.

#### **Metropolitan Transportation Plan (MTP): Data Updates, including Land Use, Congestion, Safety Population and Employment Projections Update**

Dr. Kharel presented initial findings from employment trends observed in the Lehigh Valley, which were done in partnership with the Workforce Board Lehigh Valley. Employment in the region has grown steadily from approximately 178,500 jobs in 1970 to 324,248 jobs in 2022, increasing by 82% over those five decades. Lehigh County jobs increased from 102,010 to 208,767 during that time period, while Northampton County jobs grew from 76,490 to 115,481. Dr. Kharel displayed a map to show areas of high employment concentration, which was defined as contiguous census blocks with at least 500 jobs per five acres of land. He highlighted several Lehigh Valley job centers including the cities of Allentown, Bethlehem and Easton, and the Townships of Hanover (Northampton County), Upper Macungie and Whitehall. Dr. Kharel reviewed commuter movements into and out of the region in 2022, per data from the US Census Bureau. He noted that 12,878 workers commuted into the Lehigh Valley from other regions of Pennsylvania, while 13,699 Lehigh Valley residents traveled to jobs elsewhere in the commonwealth. He stated that 4,501 New Jersey residents traveled into the Lehigh Valley for work, and 1,421 Lehigh Valley residents traveled to New Jersey for work. He concluded by stating that 4,183 New York residents travel to the Lehigh Valley for work, and that 1,599 Lehigh Valley residents commute to New York.

Mr. Molchany asked for clarification on the commuter movements slide, and the narrative<sup>1</sup> was corrected. He asked if there were any questions from LVTS members or the public on the presentation thus far. Mr. Slingerland asked if the analysis considered people working from home. He also asked if traffic patterns have returned to pre-pandemic levels, and if there had been an examination of traffic patterns in the City of Bethlehem where Route 378 acts as a thru-way between Route 22 and Interstate 78. Ms. Bradley stated that this was an excellent segue into the next section of this presentation.

Ms. Bradley announced that the full Employment + Population Projections Analysis will be released at the Lehigh Valley Awards Gala. The Gala will honor impactful planning, design and community development across Lehigh and Northampton Counties. Ms. Bradley noted that the event will be held on Wednesday, December 3 at the Hotel Bethlehem, and that tickets are limited.

Mr. Molchany asked if there were any questions from LVTS members or the public, and there were none.

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<sup>1</sup> These minutes reflect the narrative as intended for clarity.

### **Congestion Management Process (CMP) Update**

Dr. Kharel stated that the CMP uses data from the Regional Integrated Transportation Information System (RITIS) to understand the causes of congestion in the region. The main delay sources for the Lehigh Valley are recurrent congestion, signal delays, and incidents, showing that congestion is the result of multiple, varying factors. He stated that the CMP is a federally required framework that requires MPOs to maintain a systematic, data-driven approach to monitoring and managing congestion. It is mandated by the Federal Highway Administration under 23 U.S.C. §134 and 23 CFR 450.322.

Dr. Kharel reviewed a chart that reflects the Federal Highway Administration's guidance for conducting the CMP. The planning stage of the process requires objective identification, data analysis and performance measure selection to define the CMP network. Once the network is defined, high-congestion corridors and bottlenecks are identified, and the LVTS Technical Committee formally reviews and scores the corridors and bottlenecks. Those prioritized through the scoring process will be incorporated into the project selection processes for the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). He noted that staff are currently working on data collection and preliminary analysis, as well as developing an automated spreadsheet that will support the LVTS Technical Committee's criteria and ranking process during their meeting on November 19. Dr. Kharel stated that the CMP is scheduled to be completed by early 2026 to support the MTP update.

Mr. Molchany stated that the CMP will be an extremely important tool as the LVTS continues to work on transportation issues and make decisions. He asked if there were any questions from LVTS members and the public, and there were none.

### **Lehigh County Industrial Land Use Guide**

Mr. Gardi stated that the LVPC staff are developing the Lehigh County Industrial Land Use Guide, which will help communities address existing industrial impacts and plan for new and emerging industrial land uses. He noted that that same evening, October 15, the staff would host a municipal Land Use Workshop to gain further insight from Lehigh County communities. The Guide is planned to be adopted by the end of 2025, and deliverables will include the publication of the guide, resource tools for local governments, and local government training/technical assistance.

Mr. Molchany noted that Northampton County completed a similar guide and that, with the completion of the Lehigh County guide, the region would have a complete guide for industrial land uses. Ms. Bradley confirmed that the Northampton County guide was completed in 2023, and it addressed the mega warehouses that were being proposed in the county at that time. The Lehigh County guide addresses the dynamic industrial land uses that are being proposed now, as well as those that will likely be proposed in the future. Mr. Molchany asked if there were any questions from LVTS members or the public, and there were none.

### **US Route 22 Plan**

Ms. Bradley stated that five responses were received for the Route 22 Plan Request for Proposal (RFP) from the following firms: Alfred Benesch Company, Michael Baker International, OJB Landscape Architecture, Pennoni Associates Inc and WSP USA. The RFPs will be reviewed by a committee that includes representatives of PennDOT, the LVPC, and the counties' alternates on the LVTS. Potential consultants would be notified of the opportunity to interview on October 24, with interviews taking place from October 30 – November 3, with the anticipated notice of award occurring November 7-14. The contract is anticipated to begin in December 2025, but this is dependent on the end of the federal government shutdown and a resolution to the state budget.

Mr. Molchany asked Ms. Bradley to explain how the US Route 22 Plan will be funded. Ms. Bradley noted that the LVTS was getting a lot of requests to improve US Route 22. The adopted Route 22 Tomorrow study is outdated and lacked a strategy that meets current needs. Senator Nick Miller picked up on this need, and he forwarded it to PennDOT Secretary Mike Carroll. LVTS advocacy helped to secure this funding. Mr. Molchany noted that planning work often has long time cycles, from securing the funding to writing and implementing the plan. The work of the LVPC on these efforts is critical.

Mr. Molchany asked if there any questions from LVTS Members. Mr. Mosca confirmed Ms. Bradley's statements and that the funding secured is 100% from federal and state sources. He noted that he is looking forward to reviewing the RFP responses. Mr. Molchany asked if there were any additional questions from LVTS members or the public, and there were none.

**INFORMATION ITEM: 2027-2030 Transportation Improvement Program (TIP)**

Ms. Bradley noted that financial guidance, issued by PennDOT in partnership with USDOT and Planning Partners, includes funding buckets for highway, bridge and transit projects. Each bucket has its own regulations and can only be expended in federal fiscal year when it is anticipated to be received. Financial Guidance for the LVTS has allocated \$349,338,000 for highway and bridge projects and \$193,152,767 for transit projects, for a total regional investment of \$542,490,767 over the four-year period. This does not include any discretionary funds that may be received during the TIP cycle.

Ms. Bradley reviewed the 2027-2030 TIP schedule, noting that the LVTS is on track to adopt a draft project list by the December 17 Joint Technical and Coordinating Committee meeting. She stated that the LVPC staff have been working with PennDOT and LANTA to develop a list of carryover projects, as well as data updates and compiling federal and state funding criteria. These criteria will be ready for the LVTS Technical Committee Workshop on October 22 so the committee can finalize selection criteria. Staff will analyze the finalized criteria against the projects from *FutureLV: The Regional Plan* for discussion at the Joint Technical and Coordinating Committee workshop on November 5.

Ms. Bradley noted that the upcoming workshops for the TIP development would be held virtually because of the federal government shutdown and travel restrictions for state employees, and that this format change was advertised. Mr. Molchany stated that advocacy from the LVTS helped to get the regional allocation to \$550 million. It will also not cover the needs of the region, and the decisions made at the workshops will be critical because of limited funds. He noted that the TIP is the most important part of the MTP because it is where the funding is allocated to the projects listed in the MTP, which can be viewed at [www.lvpc.org](http://www.lvpc.org).

Mr. Molchany asked if there were any questions from LVTS members or the public. Mr. Harney asked in the meeting chat: "When is the next time that you will be accepting requests from municipalities for projects to be added to the list of candidate projects?" Ms. Bradley answered that the next MTP update will an open call for projects, likely taking place in Spring 2026. She noted that communities have a chance to make new requests for projects on a four-year cycle.

Mr. Molchany reiterated that the TIP is how funding comes into the region to address transportation infrastructure needs, and that project requests should be thoughtfully assembled to be added to the MTP and subsequently the TIP. Ms. Bradley noted that the staff prequalify projects through the MTP update process, and any project who makes it in the MTP, including the Unmet Needs section, is eligible for federal funding. This prequalification can also help municipal partners seek additional funding outside of the regional TIP.

Mr. Molchany stated that the takeaway from this presentation is that the updates to the TIP and MTP are extremely important, especially because the TIP is actual monies spent in the region. The MTP update includes a long list of projects, including many that are classified as "Unmet Needs" because the financially constrained budget cannot cover all regional needs. He noted that, while it may be frustrating for a project to be on the Unmet Needs list instead of the fiscally constrained project list, it does help the chances of the project being eventually funded. He asked if there were any additional questions from LVTS members or the public, and there were none.

**INFORMATION ITEM: 2025-2028 TIP Administrative Actions**

Ms. Ruth noted that, from September 6 to October 3, there were 2 administrative actions.

- Administrative Action #1: Lehigh Street Betterment, Lehigh County
- Administrative Action #2: August Redistributions
  - Cementon Bridge, Lehigh County

- Farmersville Road, Northampton County
- Route 248 Realignment, Northampton County
- Route 309 + Tilghman Street Interchange, Lehigh County

Mr. Molchany asked if there were any questions from LVTS members or the public, and there were none.

**INFORMATION ITEM: Update on Transportation Funding + PA Budget**

Ms. Bradley stated that the Commonwealth of Pennsylvania has not had a budget for 106 days, and the federal government has not had a budget for 15 days. She noted that all the member organizations of the LVTS are affected by the lack of state and federal budgets. The LVPC has reached out to legislative partners and is hopeful to have some kind of resolution within the next few weeks. The LVPC will continue to advocate for more sustainable funding solutions, and it has a strong reserve policy to weather these kinds of events. This situation cannot continue, but there will continue to be budget issues because of the political climate.

Mr. O'Neil noted that LANTA submitted a request to PennDOT on September 15 for flexing of capital dollars to LANTA over a two-year period. He received a confirmation letter from PennDOT that the request was received, and the letter stated that PennDOT hoped to make a determination in the near future. LANTA's current fiscal year is a projected deficit, so the organization is being very careful with funding to cover costs. Mr. O'Neil noted that the systems LANTA uses for invoice submissions and payments is still running. However, the longer the state goes on without a budget, the more likely it is that nonessential employees will be furloughed and unable to process these requests. LANTA is also transitioning to a new grant, which requires processing, and Mr. O'Neil expressed concern that this may be impacted by the budget situation.

Mr. Molchany noted that local and county governments have learned from previous budget impasses, and most have been able to establish stabilization funds. It is recommended that entities have 2-3 months of reserves on hand, but that does not account for simultaneous federal and state budget pauses. The LVTS and its members will continue to make cases to support local legislators to get the state budget approved because it is undoubtedly a huge concern for all local government entities. He stated that, ten years ago, Pennsylvania went 250 days without a state budget.

Ms. Bradley thanked Mr. Molchany for this perspective, and she explained that this is why the LVPC established a robust rainy-day fund. The LVPC is not eligible for the state borrowing program because it is not a taxing entity. She noted that these shutdowns are hurting MPOs across the commonwealth and country, as deadlines are not being moved and the expectations of the speed and quality of work remains the same. Ms. Bradley stated that it is unacceptable that the federal and state governments do not have budgets. Mr. Molchany added that budgets are extremely important, and that payments will be made up to all parties. It is an extremely challenging situation that highlights the need for the strategic plan and rainy-day fund planning.

Mr. Molchany asked if there were any questions from LVTS members. Mr. Mosca stated that PennDOT recognizes the challenges that MPOs and RPOs are facing. He noted that there is currently no contract authority on the state or federal side. Federal Fiscal Year (FFY) 2026 funding for planning and construction cannot be obligated. PennDOT can pay invoices for work done on or before June 30, and July 1 and beyond invoices can be accepted but are not being paid. He voiced PennDOT's support for the LVTS and its member organizations, and expressed hope that the situations would resolve soon. Mr. Molchany asked if there were more questions from LVTS members or the public, and there were none.

**New Business**

**INFORMATION ITEM: PennDOT Truck Parking Focus**

Mr. Mosca stated that PennDOT recognizes that truck parking is a nationwide issue, and it is committed to addressing the issue with short term measures and long-term solutions. Many partners are involved in this work, including the PA State Police, the PA Turnpike, and local partners. PennDOT Secretary Mike Carroll is currently holding press conferences to announce that 133 truck parking spaces will be added to

commonwealth-owned facilities by the end of 2026. Each location will have truck parking signs, and the addition of other basic amenities are still to be determined. He noted that there are two types of locations: facilities that are not immediately next to active roadway lanes, and facilities that are along interstate on-ramps that have no sight or entrance concerns.

Mr. Mosca noted that Secretary Carroll will hold several press conferences around the commonwealth, including one that was held on October 9 at the Park and Ride at William Penn Highway and State Route 33 in Northampton County. He stated that public truck parking information will also be included on PA511, including truck parking options and bridge height/weight restrictions. Long-term solutions for truck parking issues will build on local and statewide studies, including one issued by the Pennsylvania State Transportation Advisory Committee in 2023. He also stated that the truck parking task force is active within the freight working group.

Mr. Molchany stated that truck parking is extremely important for roadway safety and air quality in the region, and that this initiative will be important to the Lehigh Valley. Mr. Molchany asked if there were any questions from LVTS members or the public. Ms. Mitman asked if truck drivers are required to turn off their engines at William Penn Highway, as there is a school and several residential developments close to the site. Mr. Mosca stated that he would need to check that offline and get an answer for Ms. Mitman. Mr. Slingerland wrote in the chat that “PA has a no idling law for trucks, with exceptions.

<https://www.pa.gov/agencies/dep/programs-and-services/air/bureau-of-air-quality/automobiles/diesel-idling-and-act-124>”

### **Status Reports**

Mr. Molchany said the status reports on PennDOT District 5 Highway Projects and the Public Engagement, Grants and Education memo were included in the meeting packet. There were no questions or comments from the committees or public.

### **Adjournment**

Mr. Molchany stated that the next LVTS meeting would be a Technical Committee Workshop on October 22 at 8 AM. This would be followed by a Joint Technical + Coordinating Committee Workshop on November 5 at 8 AM. The next regular LVTS meeting would be a Technical Committee meeting on November 19 at 9 AM. All workshops and meetings would be held virtually. Mr. Kufro made a motion to adjourn, and the meeting was adjourned.



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Technical Committee

**Lehigh Valley Transportation Study  
Minutes from Wednesday, November 5, 2025  
Joint Technical and Coordinating Committee Workshop**

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on October 15, 2025. Mr. Rick Molchany chaired the meeting.

Mr. Molchany welcomed the members and the public participants and called the meeting to order.

**Roll Call**

Ms. Milagio took Roll Call.

**Attendees:**

Technical Committee

Brendan Cotter	LANTA
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office

LVTS Coordinating Committee

Rick Molchany (Alt.)	Lehigh County
David Hopkins (Alt.)	City of Easton
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Michael Alkhal (Alt.)	City of Bethlehem
Michael Emili (Alt.)	Northampton County
James Mosca	PennDOT Central Office
Owen O'Neill	LANTA

**Members Absent:**

Technical Committee

Ryan Meyer	LNAA
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton

Coordinating Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Lamont McClure	Northampton County
Chris Kufro	PennDOT District 5-0
Thomas Stoudt	LNAA

**Staff Present:** Becky Bradley, Evan Gardi, Mackenzie Geisner, Clay Karnis, Subham Kharel, Hannah Milagio, Giovanna Rizkallah

**Public Present:**

Jeff Rai, Mike McGuire, Scott Vottero, Scott Cressman, Kerry Cox, Andrew Trela

**Workshop**

**INFORMATION ITEM: 2027-2030 Transportation Improvement Program (TIP) Funding Buckets**

Mr. Gardi reviewed the different buckets of funding that pool together for the highway and bridge projects on the TIP:

- Off System Bridges (BOF) supports minor collector and local functional classification bridges greater than 20 feet in length. It is sourced from federal funds from the Surface Transportation Block Grant Program (STBG) and the Bridge Formula Investment Program (BRIP), and the project funding is split 80% federal and 20% state. The allocation is formula-based, determined by bridge deck area, and covers both state and local bridges
- Bridge Formula Investment Program (BRIP) is used for replacement, rehabilitation, preservation, protection and construction of highway bridges greater than 20 feet in length. It is sourced from federal funds, and the project funding is split 80% federal and 20% state. Funds are distributed by national formula; 40% of funds are distributed to bridges over 20 feet that is not on the National Highway System (NHS), and 60% are distributed to NHS and Interstate bridges over 20 feet.
- Carbon Reduction Program (CRP) supports projects that reduce transportation emissions through carbon reduction, efficiency improvements, and Transportation Systems Management and Operations (TSMO) initiatives. It is sourced from federal funds, and project funding is split 80% federal and 20% state. \$10 million has been reserved statewide for TSMO initiatives. Allocations distributed by formula, and they are based on 2020 census population.
- Carbon Reduction Program – Urban (CRP-U) is an urban-specific carve-out of the CRP, reserved for MPOs serving populations over 200,000.
- Highway Safety Improvement Program (HSIP) focuses on safety infrastructure projects addressing both systemic and site-specific crash patterns and priority safety initiatives. It is sourced from federal funds, and project funding is split 90% federal and 10% state. \$50 million is reserved statewide for safety initiatives, with \$12 million distributed equally across regions. Projects must align with the State Strategic Highway Safety Plan (SHSP).
- Highway Safety Improvement Program Spike (sHSIP) funds are held in statewide reserve and are not regionally allocated. These spike funds are used to cover high-cost, unexpected, or statewide priority projects that are beyond a region's normal allocation.
- National Highway Performance Program (NHPP) supports interstate management, NHS projects, and bridge inspection activities for state and local bridges. It is primarily sourced through federal funds, and project funding is split 80% federal 20% state. \$150 million was initially set aside for interstate management in 2021, and that investment will increase by \$50 million annually until reaching \$1 billion in 2028. \$8.6 million is set-aside annually for bridge inspection. The remaining funds are distributed to regions based on bridge and highway factors such as deck area, lane miles, vehicle travel miles (VTM), and pavement.
- Surface Transportation Block Grant Program (STP) is a broad program that funds a wide range of highway, bridge, transit, and other eligible transportation projects. It is sourced from federal funds, and project funding is split 80% federal and 20% state. Twenty percent of funds are held in a statewide reserve for large/high cost "spike" projects. Each year, \$17 million is reserved for bridge inspection and agency use. The remaining funds are distributed regionally based on factors like bridge deck area, lane miles, VTM, and pavement.
- Surface Transportation Block Grant Program Set-Aside, also known as the Transportation Alternatives Program (TAU), supports active transportation, trails, Safe Routes to School projects, and community enhancement initiatives. It is sourced from federal funds, and project funding is split 80% federal and 20% state. Under the Infrastructure Investment and Jobs Act (IIJA), 59% of funds must be suballocated by population and 41% of funds may be used for statewide projects. MPOs serving populations over 200,000 receive allocations directly under the federal formula.



- Congestion Mitigation and Air Quality Improvement Program (CMAQ) supports projects in air quality non-attainment or maintenance areas that improve air quality and relieve congestion. Eligible projects include transit enhancements, traffic flow improvements, and emission reduction initiatives. It is sourced from federal funds, and project funding is split 80% federal and 20% state. Funds are distributed to qualifying areas (counties with non-attainment or maintenance status) based on air quality classification and 2020 Census data, and \$25 million per year may be flexed to transit uses.

Mr. Molchany stated that this presentation shows the importance of determining what projects can be funded and of long-range planning. The regional funding allocation is not a general pool; there is a lot of work to ensure that every project meets funding standards and requirements. He asked if there were any questions from LVTs members or the public, and there were none.

**INFORMATION ITEM: Project Selection Criteria**

Mr. Gardi displayed the project selection criteria spreadsheet that was approved by the Technical Committee at its workshop on October 22, which reflects the following scoring rubric:

- Safety: 15 points
  - Number of Fatalities
  - Number of Serious Injuries
  - Number of Vulnerable Road User Crashes
  - High Injury Network
  - Alignment with the Highway Safety Network Screening Tool
  - Frequency of All Crashes
- Congestion Management: 10 points
  - Alignment with Congestion Management Plan
- Accessibility and Mobility: 10 points
  - Access to Jobs
  - Access to LANTA Stops and Routes
  - Access to EBS Stops and Routes
  - Percentage of Zero Vehicle Households
  - Access to Institutional Land-Uses
- Non-Motorized Needs: 5 points
  - Alignment with *Walk/RollLV: The Active Transportation Plan*
  - Alignment with the Lehigh Valley Walk Audit Initiative
- Environmental: 10 points
  - Impact to Natural Resources
  - Impact to Cultural Resources
  - Impact to Air Quality
- Freight: 5 points
  - Alignment with Eastern PA Freight Alliance's *Freight Infrastructure Plan*
  - Commodity Flows and Volumes
  - Access to Ports
- Land Use: 5 points
  - Transportation Efficient Land Use
  - Population Density
- Infrastructure: 15 points
  - Bridge Condition
  - Pavement Condition
  - Asset Management Factor
- LVTs Factors: 25 points
  - Project Value
  - Leveraging of Other Projects or Funds
  - Project Delivery/Shovel Readiness
  - Project Timeframe

Mr. Molchany thanked the Technical Committee for their work on the criteria. There were no questions from LVTS members or the public.

**DISCUSSION ITEM: 2027-2030 Transportation Improvement Program Project (TIP) Scoring**

Mr. Molchany began the discussion by asking if the scored project list included every project from *FutureLV: The Regional Plan*. Ms. Bradley explained that the project list, which was part of the meeting packet, includes the following data points for each project: category from *FutureLV: The Regional Plan*, reference number, page number from *FutureLV: The Regional Plan*, project name and description, municipality, county, the funding allocated across the short, mid- and long-range, and the final score. The project list was included in the meeting packet. Ms. Bradley noted that Mr. Porochniak of the Federal Highway Administration (FHWA) participated in the October 22 workshop. She explained that the dollar values in the short, mid- and long-range categories include the active TIP.

Mr. Molchany asked for clarification on how the active TIP is incorporated into the project list. Ms. Bradley explained that highlighted lines are projects that are carrying over from the current TIP, and that the costs reflect the initially programmed costs from *FutureLV: The Regional Plan* with the currently programmed funds deducted from that initial cost.

Ms. Bradley reiterated that the projects were scored based on the criteria approved by the Technical Committee. After programming funds for active projects that must be carried over from the current TIP to the 2027-2030 TIP, there is \$35,038,756 left to program for highway and bridge projects. There is \$30,249,713 in additional money that is coming into the region for specific projects. Ms. Bradley noted that \$163,485,000 in transit funding is programmed on the 2027-2030 TIP, but that the draft project list from LANTA came to \$193,152,767, leading to a shortfall of \$29,667,767.

Ms. Bradley stated that the LVTS should pick several projects that are scored highest in each category, and then staff would go back and match the projects with the appropriate funding sources. Mr. Molchany expressed concern that the region only has \$35 million to allocate, and that it would be unfair to the region to use \$29 million of that funding for the transit shortfall. Ms. Bradley clarified that the initial \$35,038,756 to allocate to the region is from CMAQ specifically, which is the funding source that LANTA can use, but that the total regional allocation that is available for distribution is \$198,523,756.

Mr. O'Neil stated that the LANTA TIP includes operating expenses as well as capital projects, and that the shortfalls mentioned come from projections that are required by PennDOT. Mr. Cotter added that the transit TIP is complicated, and that it would be easier for the LVTS to focus on selecting projects rather than this projected shortfall. Ms. Bradley suggested that LANTA, PennDOT and the LVPC staff have a follow up meeting to discuss. Mr. Molchany agreed that focusing on highway and bridge projects was the best course of action, and he expressed regret that the transit TIP has a projected shortfall.

Ms. Bradley stated that *FutureLV: The Regional Plan*, the current Metropolitan Transportation Plan (MTP), has a line item for two subcategories: county bridges and municipal bridges. She noted that staff would follow up with Mr. Molchany and Mr. Emili to schedule a joint meeting before the end of November to discuss county bridge priorities that are in the MTP.

Ms. Bradley noted that there is \$9.1 million available for bridges, and she recommended that the LVTS pick five bridges so the staff could work on costing them out to determine how much the allocation can cover. Mr. Molchany expressed concern that the highest scoring projects were programmed into the mid-range, and he asked if those projects would be available for the next TIP. Ms. Bradley stated that they were programmed in the mid-range for the MTP, which begins with the 2027-2030 TIP. Federal partners are specifically looking for projects with higher scores, which will advance certain projects because they have a higher utility across the data factors.

Ms. Bradley stated that the current TIP already has projects that were programmed onto the long-range in the MTP. Mr. Molchany asked if there were opportunities for cost savings because costs for projects in the long-range were projected with inflation. Ms. Bradley agreed and noted that the staff would work with PennDOT to recost these projects.

Mr. Molchany asked for confirmation that the scores presented were determined by the criteria that the Technical Committee established in their workshop on October 22, and that the Technical Committee did not look at the project list during that workshop. Ms. Bradley confirmed that this was true, and that the process is data-driven. Mr. Molchany asked if Mr. Porochniak of FHWA was satisfied with the criteria and process. Ms. Bradley stated that he was and that he was an active participant in the October 22 workshop. Federal partners are looking for consistency, and to ensure that projects helping the highest number of people are funded because that was the directive from the Infrastructure Investment and Jobs Act (IIJA). Mr. Molchany stated that it was important for all LVTS members to understand how the scoring was done. Mr. Mosca agreed, and he added that the process will also support the Statewide TIP (STIP) submittal to FHWA.

Ms. Bradley stated that the recommendation to the LVTS was to consider the following bridge projects for further analysis, as they obtained the highest scores, noted here in parentheses:

- Union Boulevard Bridge (State Route 1002), City of Allentown (68.82)
- Reading Road Bridge, City of Allentown (66.32)
- Front Street Bridge, City of Allentown (63.82)
- South 10<sup>th</sup> Street Bridge, City of Allentown (58.07)
- State Route 611 Bridge, City of Easton (57.98)
- Cedar Crest Boulevard (State Route 222) Culvert Replacement, South Whitehall Township (57.57)
- South Fifth Street Bridge, City of Allentown (57.57)
- Hamilton Street Bridge (over the Jordan Creek), City of Allentown (56.32)
- Main Street Ramp Bridge Rehabilitation, City of Bethlehem (55.07)
- Eight Avenue Bridge Replacement, City of Bethlehem (53.57)
- Hamilton Street Bridge (over the Lehigh River), City of Allentown (53.07)
- Box Culvert Bundle #5, Various Municipalities (51.98)
- Freight Impacted Bridges Line Item, Various Municipalities (51.98)

Ms. Bradley noted that Box Culvert Bundle and the Freight Impacted Bridges Line Item need specific locations, and that the staff would follow up with PennDOT. She asked for consensus from the committee to move forward with these projects to see which projects would fit within the funding allocation and establish a good project mix for the region.

Mr. Yandem stated that the Main Street Ramp in the City of Bethlehem is already being designed, so the cost reflected on the spreadsheet would be much lower. Ms. Bradley noted that this was an excellent example of why the staff needed to conduct further analysis to establish the final project list. Mr. Yandem added that the City is looking to get this project out to bid in conjunction with the Hill-to-Hill Bridge project. Mr. Molchany and Mr. Cotter both expressed support for the list that Ms. Bradley proposed.

Ms. Bradley moved onto a discussion of the rail projects. Mr. Gardi stated that the only funding source available for rail projects was HSIP, but Ms. Ruth noted that these projects are covered by statewide railroad crossing funds. She stated that this funding is from PennDOT Central Office, and that the projects keep getting pushed out. Ms. Bradley asked if these projects would stay on the TIP for this cycle, and Ms. Ruth stated that she would check with Central Office on the status of the projects.

Ms. Bradley displayed the table of road projects. Mr. Cotter asked if they would need to establish a list like the one created for bridge projects, and Ms. Bradley confirmed that this would be the best course of action. She added that studies are no longer allowed, and stated that she would follow up with Mr. Mosca and Ms. Ruth on the Airport Road Corridor. She noted that other MPOs are allowed to flex money into planning work and was confused as to why the LVPC was not able to do the same.

Ms. Bradley stated that the recommendation to the LVTS was to consider the following road projects for further analysis, as they obtained the highest scores, noted here in parentheses:

- American Parkway (Ridge Avenue to Union Street), City of Allentown (82.48)

- American Parkway Pedestrian Improvements, City of Allentown (82.48)
- US Route 22, State Route 33, and Interstate 78 Landscape Project, Various Municipalities (78.31)
- Tilghman Street Resurface Betterment, City of Allentown + South Whitehall Township + Upper Macungie Township (76.23)
- State Route 33 Betterment, Bethlehem Township (72.98)
- Emmaus Avenue Signal Improvements, City of Allentown (72.98)
- Emmaus Avenue Intersection Upgrades, City of Allentown (72.98)
- State Route 145/Seventh Street Betterment, City of Allentown + Whitehall Township (72.49)
- State Route 378 Betterment Project, City of Bethlehem + Upper Saucon Township (72.48)
- Wyandotte Street (State Route 378) Corridor Improvements, City of Bethlehem (72.48)

There was a consensus of support for the list provided.

Ms. Bradley stated that multimodal funding sources are overprescribed, as there are many multimodal needs greatly outweigh the funding available. CRP and CRP-U funding has already been allocated through 2028, but TASA funding was only allocated through 2026. She added that CMAQ funding is very limited.

Ms. Bradley stated that staff would like to look at multimodal projects that were not funded and bring back what projects may be eligible for specific funding buckets. Because some projects have already received TASA funding, a separate analysis is required. Mr. Porochniak added the following message in the meeting chat: FHWA CMAQ Cost Effectiveness Tables: [Cost Effectiveness Tables - CMAQ - Air Quality - Environment - FHWA](#) Cost Effectiveness Tables - CMAQ - Air Quality - Environment – FHWA. PennDOT Central Office also has a CMAQ benefits calculation spreadsheet that can assist with prioritizing CMAQ projects based on their estimated effectiveness at reducing emissions.

Ms. Bradley proposed that the next LVTS Workshop for the 2027-2030 TIP be held on Friday, December 5 at 9 AM. She noted that there will be a lot of work involved between the two workshops to ensure that the final project list is ready for review. Mr. Molchany stated that it is essential to have a solid project list to review at the final workshop, as the list needs to be voted on at the December LVTS Joint Technical and Coordinating Committee meeting. He asked LVTS members if Friday, December 5 at 9 AM worked with their schedules. Ms. Ruth, Mr. Mosca and Mr. Porochniak all were not available to meet at that time, but supported a workshop on that date and would ensure that they were available to support the LVTS leading up to the workshop. Mr. Gardi confirmed that the staff had what they needed to move forward with analyses and other work to support a TIP workshop on December 5.

### **Adjournment**

Mr. Molchany stated that the next LVTS meeting would be a Technical Committee meeting on November 19 at 9 AM. The next Joint Technical and Coordinating Committee meeting would be the TIP Workshop on December 5 at 9 AM. All workshops and meetings would be held virtually. Mr. Mosca made a motion to adjourn, and the meeting was adjourned.



**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

**Lehigh Valley Transportation Study  
Minutes from Wednesday, November 19, 2025  
Technical Committee Meeting**

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on January 8, 2025. Mr. Brendan Cotter chaired the meeting.

Mr. Cotter welcomed the members and the public participants and called the meeting to order.

**Roll Call**

Ms. Milagio took Roll Call.

**Attendees:**

Brendan Cotter	LANTA
Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office

**Members Absent:**

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton

**Staff Present:** Hannah Milagio, Subham Kharel, Minsoo Park, Clay Karnis, Evan Gardi, Matt Assad, Jeanette Torrales

**Public Present:** Toni Mitman, Brian Miller, Tim Phillips, Lawrence Peterson, Brett Webber, Scott Harney, Jeff Rai, Tim Phillips, Rich Ames, Scott Slingerland, Scott Vottero, Gene Porochniak, Heather Heeter, Evan Jones

**Courtesy of the Floor**

Mr. Cotter asked if there were comments for items not on the morning's agenda. Ms. Bradley stated that she has remained in contact with the Federal Rail Administration (FRA) on the issue of a presentation to the LVTS regarding the next steps in a potential passenger rail project in the region. At this time, there is a presentation targeted for January 21, 2026, which is reliant on FRA staffing availability. Mr. Cotter thanked her for her coordination efforts.

Mr. Slingerland expressed gratitude for PennDOT's Local Technical Assistance Program (LTAP) that assisted elementary schools in the cities of Bethlehem and Allentown with multimodal concerns. He noted that most schools are not built for individual cars, and that drivers should be especially careful when driving around schools.

Ms. Torrales introduced herself as the new Executive Administrative Assistant on the LVPC staff. Mr. Cotter welcomed her to the LVTS.

Ms. Bradley reminded meeting participants that tickets are still available for the Lehigh Valley Awards Gala, which will be held on December 3 at the Hotel Bethlehem. She also thanked the event's sponsors.

### **Minutes**

Mr. Cotter stated that the last Joint Technical and Coordinating Committee monthly meeting was held on October 15, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the September 17<sup>th</sup>, 2025, Joint Technical and Coordinating Committee Meeting
- Adjournment

Mr. Cotter asked for a motion to approve the October 15, 2025 minutes. Mr. Hopkins made the motion, and the motion was seconded by Mr. Petrik. There were no questions or comments from members of the public. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Cotter stated that the Technical Committee held a workshop on October 22, 2025. Ms. Milagio noted the actions voted on:

- 2027-2030 Transportation Improvement Program Project Selection Criteria
- Adjournment

Mr. Cotter asked for a motion to approve the October 22, 2025 minutes. Mr. Raio made the motion, seconded by Mr. Yandem. Mr. Cotter asked if there were any questions or comments from the members and the public. Hearing none, Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

### **Old Business**

#### ***INFORMATION/DISCUSSION ITEM: 2027-2030 Transportation Improvement Program (TIP)***

Ms. Bradley noted that there had been meetings with the LVPC and PennDOT, and she asked Ms. Ruth to explain why the highway and bridge line item was essential to the TIP. Ms. Ruth stated that the draft TIP starts with carryover projects from the current TIP, with update estimates and schedules of the projects carefully considered. Three large projects remain on the TIP in the next cycle: Route 309 at Tilghman Street, Route 309 at Center Valley, and the Hill-to-Hill Bridge. Potential increases for these and other projects could have significant impact to the 2027-2030 TIP. Line items on the TIP are intended to cover unforeseen project cost increases, and they are generally the recipient of funding that is left unallocated to a project. If every dollar allocated to the region is assigned to a project, there will be no line items that can cover unexpected costs. Without a line item to cover unexpected cost increases, money would need to be removed from other projects, prolonging projects and creating a backlog.

Ms. Ruth stated that there is limited Highway Safety Improvement Program (HSIP) funding available to assign to new projects. She noted that one of the other MPOs that she works with has very large projects that require funds to be reallocated from other projects, which delays those projects and creates a logjam. Ms. Bradley added that the Infrastructure Investment and Jobs Act (IIJA), the federal surface transportation legislation that authorizes the funding, will expire at the end of Federal Fiscal Year 2026, and that the future of the regional allocation of transportation infrastructure funding beyond that year is still uncertain.

Ms. Bradley thanked Mr. Cotter for helping to address some questions on the transit TIP, and Ms. Ruth for her informal update and explanation of the line items.

Ms. Bradley stated that the LVTS hosted two public workshops on the TIP. The first was held on October 22 for the Technical Committee to determine the project selection criteria, which was included in the meeting packet. The second was held on November 5 for the Technical and Coordinating Committees to discuss the initial analysis of the project list from *FutureLV: The Regional Plan*. The third workshop will be held on December 5 to review the final analysis of selected projects. Once the projects are selected, the

draft list will be finalized and brought to the LVTS Joint Technical and Coordinating Committee meeting on December 17.

Mr. Cotter asked if there were any questions from LVTS members. Mr. Hopkins asked Ms. Bradley what the process is or will be for reprioritizing projects after they have been submitted. Ms. Bradley stated that the open call for projects will happen with the update to the Metropolitan Transportation Plan (MTP) next year. This current TIP project selection process has developed database prioritization tools that meet federal standards, and new projects came to the top. This system is testable, and the LVTS is in a better position to reprioritize as a lot has changed since the last update to the MTP in 2023. In previous TIP cycles, the LVTS was aware that some of these projects would be so large that funding for other projects would be limited. The “What to Do with 22” Study will also help the LVTS determine priorities moving forward. It will be challenging to combine an open call for projects with new surface transportation legislation, but the new tools developed through this process will make it easier.

Mr. Hopkins asked if, given the financial constraints of the regional allocation, the LVTS would consider a matching requirement. He stated that if something is truly important to a municipality, then it would find funds to provide a match. Ms. Bradley said that could be considered. The LVTS is one of the few MPOs in the country that does not ask for a match, and that most fast-growing regions require a match. Even a small match requirement would show that a municipality is committed to a project. She added that further questions, including whether a municipal governing body has made any official action in support of the project, should be asked in the next open call for projects. Ms. Bradley suggested that this be a discussion held with the Technical Committee during the first Technical Committee meeting of 2026.

Mr. Petrik asked if the LVTS should formalize a policy on how much of the regional allocation should be set aside for line items in future TIPs. He also asked if there was a way to quantify what the LVTS is willing to accept as the risk. Ms. Bradley noted this could be a good way to address the potentially political aspect of this work, which would provide flexibility for PennDOT. There would need to be follow-up with PennDOT, and a potential policy should be in place for the MTP update. Mr. Cotter asked if other MPOs or PennDOT Districts have similar policies. Ms. Ruth noted that she was not aware of any similar policies within PennDOT Districts, but that the Interstate Program did. Ms. Bradley and Ms. Ruth agreed to check with other MPOs, PennDOT Districts, and the Interstate Program.

Mr. Petrik asked if spike funds overlap with line items. Ms. Bradley answered that spike funds are discretionary from the PennDOT Secretary. Mr. Cotter asked for confirmation that, if a programmed project received spike funds, the programmed funds would be reallocated. Ms. Ruth confirmed that this was true for certain types of spike funding, but others functioned in different ways. Mr. Petrik noted that a policy for line items could help the LVTS avoid reliance on spike funds and maximize its resources. Mr. Cotter asked if there were any more questions from LVTS members or the public, and there were none.

#### **INFORMATION ITEM: 2025-2028 TIP Administrative Actions**

Ms. Ruth noted that, from October 4 to November 7, there were 9 administrative actions and 2 interstate administrative action.

- Administrative Action #1: Main Street – 21<sup>st</sup> Street to Cherryville Road, Northampton County
- Administrative Action #2: Lehigh Race Street Intersection, Lehigh County
- Administrative Action #3: Hecktown Road Bridge over US 22, Northampton County
- Administrative Action #4: Donats Peak Road Bridge over Kistler Creek, Lehigh County
- Interstate Administrative Action #1: LVTS Interstate Truck and Safety Study, Lehigh County
- Interstate Administrative Action #2: District Wide Interstate Concrete Patching, Northampton County
- Administrative Action #5: Transportation Alternative Project Management, Lehigh County
- Administrative Action #6: State Route 512 over Brush Meadow Creek, Northampton County
- Administrative Action #7: State Route 309 Resurface, Lehigh County
- Administrative Action #8: Mauch Chunk Road Signal Upgrade, Lehigh County
- Administrative Action #9: Shimersville Hill Safety Improvements, Lehigh County

Mr. Cotter asked if there were any questions from LVTS members or the public, and there were none.

**DISCUSSION/ACTION ITEM: Congestion Management Process (CMP) Project Selection Criteria**

Dr. Kharel stated that the CMP is a federally required framework, mandated by the Federal Highway Administration under 23 U.S.C. §134 and 23 CFR 450.322. It requires MPOs to maintain a systematic, data-driven approach to monitoring and managing congestion. It allows MPOs to identify where congestion occurs, understand why it happens, and determine which solutions are most effective.

Dr. Kharel reviewed the steps to complete the CMP, which were provided through the Federal Highway Administration's *Congestion Management Process: A Guidebook*. He noted that staff collected data and developed preliminary analyses to identify congested corridors and bottlenecks. LVPC staff also designed an automated spreadsheet that, using hypothetical scoring scenarios, identifies which corridors and bottlenecks would be considered regional priorities.

Mr. Park reviewed the key components that must be scored to identify priority corridors and bottlenecks: Enhancing System Reliability and Mobility; Ensuring Cross-Border Mobility and Network Modernization; Supporting the Goals Identified in *FutureLV: The Regional Plan*. Mr. Karnis explained that Enhancing Mobility and System Reliability, evaluates congestion using Performance Measure (PM) 3: Reliability Measures and Congestion Intensity Measures. Mr. Park noted that Ensuring Network Modernization and Cross-Border Mobility, evaluates freight congestion using three categories of performance measures: Truck Reliability Measures, Network Modernization Measures, and Truck Congestion Intensity Measures. Dr. Kharel stated that Advancing *FutureLV: The Regional Plan*: Environmental, Multimodal, Safety, and Infrastructure Resilience, evaluates corridors and bottlenecks using four categories of performance measures: Air Quality, Multimodal Accessibility, Safety, and Infrastructure Resilience.

Dr. Kharel requested that LVTS assign scores for each of the broad components. The LVPC staff will use the scores to identify the top 10 corridors and bottlenecks, which will be incorporated into the Congestion Management Plan to guide future improvements and investments in the region's transportation network. Mr. Cotter thanked the LVPC staff for their work on the CMP, and opened the floor for comments and questions from LVTS members and the public.

Mr. Webber asked if the recent air quality surveys, which did not include any monitoring in the City of Easton and Wilson Borough, had a connection to the LVPC. Ms. Bradley said that it did not, and that the LVPC has not been kept informed on the work of those surveys. Any future air quality work done with the LVPC and/or LVTS would need to meet federal standards. The LVPC is releasing its regional climate action plan, *Pathway to a Resilient Greater Lehigh Valley*, which recommends the establishment of a formal air quality monitoring program that ties to transportation funding.

Mr. Webber asked what modes would be included in the "freight centers" mentioned during the presentation. Ms. Bradley noted that this term includes all modes of freight. Mr. Webber stated that All Aboard Lehigh Valley promotes continued support for intermodal freight facilities, especially those that utilize rail.

Mr. Petrik asked for what the criteria for the CMP would be used. Dr. Kharel noted that the criteria would be used to identify and rank congested corridors and bottlenecks. Mr. Petrik asked how whether this criteria would be used to identify new projects or be applied to existing projects. Ms. Bradley stated that it would do both, especially since this CMP will include PMs. These PMs may identify locations that are not reported or included in the current MTP. Mr. Cotter asked if there was a stronger push with PM requirements, and Ms. Bradley confirmed that there was.

Mr. Petrik suggested that the first two components (Enhancing System Reliability and Mobility, Ensuring Cross-Border Mobility and Network Modernization) should receive 30 points each, and the last component (Supporting the Goals Identified in *FutureLV: The Regional Plan*) should receive 40 points. Mr. Yandem agreed with this breakdown, stating that this would then further breakdown the subcomponents evenly; those for the first two components receiving 15 points each, and those under the last component would receive 10 points each. Mr. Hopkins agreed with the breakdown, and he asked if it



would be possible to have these types of discussions in separate workshop meetings. Ms. Bradley noted that there typically are workshops held to have these discussions, but there have been several workshops recently and did not want to overcrowd members' schedules. Mr. Cotter asked if there were any additional questions from LVTS members or the public, and there were none.

Mr. Cotter asked for a motion to accept the CMP Criteria Scoring as established during the meeting. Mr. Yandem made a motion to accept the CMP Criteria Scoring as established, seconded by Mr. Petrik. Ms. Bradley called for the vote, and the motion carried.

## **New Business**

### **DISCUSSION/ACTION: 2026 LVTS Meeting Schedule**

Mr. Cotter noted that the proposed 2026 meeting schedule, which was included in the meeting packet, carries forward the same meeting pattern. The Technical Committee would meet every month on the third Wednesday of the month, except in October. The Coordinating Committee is scheduled to meet jointly with the Technical Committee in January, February, April, June, August, October and December. He asked if any LVTS members had any questions or concerns with the proposed schedule.

Mr. Hopkins asked if the committees would consider returning to a meeting schedule with separate meetings. The joint meetings run long and are full of information that can be difficult to process all at once. In person, separate meetings was a burden, especially for members who sit on both committees. Mr. Hopkins stated that he thought separate, virtual meetings would be more streamlined. Ms. Bradley noted that, if the committee wanted to discuss the possibility of separate meetings, then the discussion should also include the Coordinating Committee as their meeting times would be impacted. She also noted that having separate meetings the same week would be more effective for staffing purposes.

Mr. Cotter, Mr. Hopkins and Ms. Bradley discussed the benefits and challenges of previous LVTS meeting schedules in which the Technical and Coordinating Committees met separately. Ms. Bradley stated that she and Ms. Milagio would develop different schedule options for the committees' review at the December meeting. Ms. Ruth added that PennDOT staff also attend other MPO meetings, and that those schedules should be considered.

Mr. Cotter asked if there could be an option to meet in January if consensus is not achieved at the December meeting. Ms. Bradley noted that this could happen, but it would mean running an additional legal advertisement, which can be costly. She stated that the staff would include a memo in the packet to explain the different scheduling scenarios, and that she would connect with Mr. Molchany of the Coordinating Committee to get his perspective.

Mr. Cotter stated that he was open to discussion with the Coordinating Committee on the meeting schedule, but that the meetings should remain virtual as LVTS member and public attendance has remained strong since the switch to a virtual format. He made a motion to table the vote on the meeting schedule until a discussion could be had with the Coordinating Committee, seconded by Ms. Bradley. Mr. Cotter asked for questions from LVTS members and the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

### **INFORMATION ITEM: 2026-2027 Technical and Coordinating Committee Nominations**

Mr. Cotter stated that both committees have a Chair, a Vice Chair and a Secretary that serve a two-year term. LVTS officers may serve for two consecutive terms, and Mr. Cotter is nearing the end of his second term. He stated that being Chair provides an interesting perspective on LVTS business and understanding what needs to be accomplished. The Chair has opportunities to provide their perspective, but that Chair's main role is to listen and keep the meeting and dialogue moving. He noted that he has enjoyed his time as Chair, and it has provided a lot of opportunities and dialogue with staff. Ms. Bradley stated that the Vice Chair serves in place of the Chair as needed. She noted that the LVPC has always been the Secretary, but that is not mandated by the bylaws, and anyone could fill that role.

Mr. Hopkins noted that, in previous years, a PennDOT representative has served as Chair. This was effective because it meant that, if there was a concern with a project, you could call the Chair, and they would introduce the project to the committee. Ms. Bradley noted that FHWA took issue with this method of business and wanted other members to be more active, so the LVTS adjusted its processes to meet federal standards.

Mr. Cotter noted that, because he is finishing his second term as Chair, a new candidate for Chair of the Technical Committee will need to be nominated. There were no further questions from LVTS members or the public.

## **Status Reports**

### **INFORMATION ITEM: Highway Performance Monitoring System: Monthly Traffic Report**

Mr. Karnis stated that report is a synopsis of traffic at active continuous counters in the region through the end of October:

- Route 309 near Coopersburg: 39,035 vehicles
- Route 22 in Palmer Township (between Route 33 and 25<sup>th</sup> Street exit): 53,402 vehicles
- Route 33 (just south of the Route 248 exit): 84,892 vehicles
- Route 22 (between Airport Road and Lehigh River bridge): 105,707 vehicles

Truck traffic counters in the region recorded the following:

- Route 33 (just south of the Route 248 exit): 10,470 trucks
- Route 22 in Palmer Township (between Route 33 and 25<sup>th</sup> Street exit): 2,566 trucks

Mr. Cotter said the Public Engagement, Grants and Education memo was included in the meeting packet. There were no questions or comments from the committees or public on the presentation or packet items.

## **Adjournment**

Mr. Cotter stated that the next Joint Technical and Coordinating Committee Meeting would be a TIP workshop held on December 5 at 9 AM. He noted that the next monthly Joint Technical and Coordinating Committee Meeting would be held on December 17 at 9 AM. Mr. Raio made a motion to adjourn, and the meeting was adjourned.



**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

**Lehigh Valley Transportation Study**  
**Minutes from Thursday, December 4, 2025**  
**Joint Technical and Coordinating Committee Workshop**

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on December 3, 2025. Mr. Rick Molchany chaired the meeting.

Mr. Molchany welcomed the members and the public participants and called the meeting to order.

**Roll Call**

Ms. Milagio took Roll Call.

**Attendees:**

Technical Committee

Brendan Cotter	LANTA
Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office

LVTS Coordinating Committee

Rick Molchany (Alt.)	Lehigh County
David Hopkins (Alt.)	City of Easton
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Michael Alkhal (Alt.)	City of Bethlehem
Michael Emili (Alt.)	Northampton County
Chris Kufro	PennDOT District 5-0
James Mosca	PennDOT Central Office
Owen O'Neill	LANTA

**Members Absent:**

Technical Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton

Coordinating Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Lamont McClure	Northampton County
Thomas Stoudt	LNAA

**Staff Present:** Becky Bradley, Evan Gardi, Mackenzie Geisner, Clay Karnis, Subham Kharel, Hannah Milagio, Giovanna Rizkallah

**Public Present:** Andrzej Trela, Jeff Rai, Scott Vottero, Craig Beavers, Scott Cressman, Kerry Cox, Michael McGuire, Gene Porochniak

## Workshop

### **DISCUSSION/ACTION ITEM: 2027-2030 Transportation Improvement Program (TIP) Project List**

Ms. Ruth stated that there are several projects that will carry over from the 2025-2028 TIP to the 2027-2030 TIP, as they are included in the state's Twelve-Year Plan (TYP). There is some Highway Safety Improvement Program (HSIP) funding that can be allocated in 2029 and 2030. She noted that PennDOT, and LVPC met with both counties to determine priorities for the county bridge line item. Mr. Trela, Bridge Engineer for PennDOT District 5, reviewed municipal bridges to develop the municipal bridge bundle. Bundling will support cost savings and more projects. Individual bridges in bundles will be listed in the draft TIP description. Much of the remaining funds will need to be programmed to line items to cover unforeseen cost increases. Ms. Ruth underscored the need for the line items, particularly highway and bridge to ensure projects can be completed and timelines for completion not to be extended beyond reasonable expectations.

Ms. Ruth shared the list of draft list submitted by PennDOT, which included a few new projects that were included based on the LVTS scoring criteria:

- Line Items:
  - LVTS CMAQ-Lanta Flex (MPMS #64729)
    - This is supporting LANTA from the Congestion Mitigation and Air Quality (CMAQ) program at the same level as previous TIPs. It also includes Carbon Reduction Program (CRP) funding.
  - CMAQ Reserve Line Item (MPMS #82804)
    - This line item will be supported by funding that is not allocated to a project.
  - LVTS Traffic Review Assist (MPMS #102761)
  - In-House GeoTech Assist (MPMS #117522)
  - In-House Bridge Design Assist (MPMS #80073)
  - Construction Assistance (MPMS #97953)
  - Construction Assistance (MPMS #97325)
  - Delivery + Consultant Assistance (MPMS #83086)
  - Environmental Impacts Resolution Line Item (MPMS #95400)
  - BPN-4 Guide Rail Upgrades (MPMS #123451)
    - This line item supports a statewide goal.
  - Transportation Enhancement/Alternative Program Management (MPMS #89055)
  - Transportation Alternative Program (TAP) Reserve Line Item (MPMS #82806)
  - Safety Reserve Line Item (MPMS #82807)
  - Urban Reserve Line Item (MPMS #82810)
  - LVTS Highway + Bridge Line Item (MPMS #102201)
  - All Weather Pavement Markers (MPMS #123450)
  - High Friction Surfaces (MPMS #123452)
    - An application for HSIP set-aside funding has been submitted for this project. If HSIP set-aside funding is awarded, the funding programmed in this line item will be allocated elsewhere.
  - Freeway Service Patrol (MPMS #68190)
  - Traffic Operation Center Operator (MPMS #114344)
- LVTS Bridge Preservation + Repair #7 (MPMS #112231)
  - Route 22 and Route 309 Interchange, South Whitehall Township
  - Route 309 over tributary to Jordan Creek, Heidelberg Township
  - North Dauphin Street over tributary to Lehigh River, City of Allentown
  - Gerryville Pike over branch of Macoby Creek, Lower Milford Township
  - Huckleberry Road over tributary to Jordan Creek, South Whitehall Township

- Delaware Avenue over tributary to Delaware River, Portland Borough
- LVTS Bridge Preservation + Repair 8 (MPMS #114345)
  - Route 378 Northbound Center City Exit, City of Bethlehem
  - Mountain Road over Trout Creek, Washington Township (Lehigh County)
  - Game Preserve Road over Jordan Creek, Lowhill Township
  - Pennsylvania Avenue over Martins Creek, Bangor Borough
  - North 3rd Street over Bushkill Creek, City of Easton
  - Main Street over Lehigh River Canal, City of Bethlehem + Freemansburg Borough
  - Penn Allen Road over tributary to Monocacy Creek, Upper Nazareth Township
- LVTS Bridge Preservation + Repair 9 (MPMS #117152)
  - Bridges have not yet been determined for this new/proposed bundle and will be assigned when preliminary engineering (PE) starts based on priorities at that time.
- LVTS Bridge Preservation + Repair 10 (MPMS #120953)
  - Bridges have not yet been determined for this new/proposed bundle and will be assigned when PE starts based on priorities at that time.
- LVTS Bridge Preservation + Repair 11 (MPMS #123478)
  - Bridges have not yet been determined for this new/proposed bundle and will be assigned when PE starts based on priorities at that time.
- LVTS Bridge Preservation + Repair 12 (MPMS #123480)
  - Bridges have not yet been determined for this new/proposed bundle and will be assigned when PE starts based on priorities at that time.
- LVTS Bridge Overlay #4 (MPMS #123481)
  - Bridges have not yet been determined for this new/proposed bundle and will be assigned when PE starts based on priorities at that time.
- LVTS Bridge Overlay Bundle #5 (MPMS #123483)
  - Bridges have not yet been determined for this new/proposed bundle and will be assigned when PE starts based on priorities at that time.
- County Bridge Line Item (MPMS #117515)
  - Springhouse Road over Ontelaunee Creek (MPMS #118880)
  - Columbus Street over Roseto Creek (MPMS #123470)
- Municipal Bridge Line Item (MPMS #117517)
  - South 10<sup>th</sup> Street Bridge, City of Allentown
  - 8<sup>th</sup> Avenue Bridge, City of Bethlehem
  - Male Road Bridge, Wind Gap Borough
  - Wood Street Bridge, Catasauqua Borough
  - North Halbea Street Bridge, East Allen Township
  - Township Line Road Bridge, Upper Macungie Township
- Culvert Box Bundle Round 2 (MPMS #110066)
  - Martins Creek Belvidere Highway over tributary to Delaware River, Lower Mount Bethel Township
  - Main Street over tributary to Martins Creek, Lower Mount Bethel Township
  - Frost Hollow Road over tributary to Delaware River, Forks Township
  - Kings Highway over tributary to Ontelaunee Creek, Lynn Township
  - Vera Cruz Road over branch of Hosensack Creek, Upper Milford Township
  - Breinigsville Road over Breinig Run, Upper Macungie Township
  - Donats Peak Road over Kistler Creek, Lynn Township
  - South Hokendauqua Road, Moore Township
- Allentown LED Streetlight Conversion (MPMS #123375)
- US 22 Widening – 15<sup>th</sup> to Mauch Chunk + Route 145 (MPMS #96384)
- Route 22 Fullerton Interchange (MPMS #117610)
- US 22 Widening – Lehigh River to Airport Road (MPMS #119690)
- Shimersville Hill Safety Improvements (MPMS #110183)
- Route 145 over Jordan Creek (MPMS #110076)
- Summit Lawn to American Parkway Connectivity (MPMS #110396)

- Funding is programmed in the outer years of the TYP, no dollar amount to be included in the 2027-2030 TIP.
- 7<sup>th</sup> Street Multimodal Corridor (MPMS #99697)
- MacArthur Road Multimodal Study (MPMS #110388)
  - Funding is programmed in the outer years of the TYP, no dollar amount to be included in the 2027-2030 TIP.
- Route 222 North Widening (MPMS #97227)
  - Funding is programmed in the outer years of the TYP, no dollar amount to be included in the 2027-2030 TIP.
- Route 309 + Tilghman Interchange Reconstruction (MPMS #96432)
- Route 309 Resurface (MPMS #102312)
- Coopersburg Signal Upgrade (MPMS #110173)
  - Funding is programmed in the outer years of the TYP, no dollar amount to be included in the 2027-2030 TIP.
- Route 309 Center Valley Interchange (MPMS #102160)
- Sand Springs Road to Route 100 (MPMS #96386)
- Cementon Bridge (MPMS #11413)
- Route 378 Lighting (MPMS #110398)
- Hill to Hill Bridge Rehabilitation (MPMS #93630)
- Box Culvert Bundle 3 (MPMS #120955)
  - Route 873 over tributary to Lehigh River, Washington Township (Lehigh County)
  - Church View Road over tributary to Saucon Creek, Lower Milford Township
  - Neffs Laurys Road over Fells Creek, North Whitehall Township
  - Brown Street over tributary to Trout Creek, Washington Township (Lehigh County)
- Box Culvert Bundle 4 (MPMS #123484)
  - Kings Highway over tributary to Ontelaunee Creek, Lynn Township (Bridge Key: 23100)
  - Kings Highway over tributary to Ontelaunee Creek, Lynn Township (Bridge Key: 23103)
  - Kings Highway over tributary to Ontelaunee Creek, Lynn Township (Bridge Key: 23104)
  - Vera Cruz Road over branch of Hosensack Creek, Upper Milford Township
  - Breinigsville Road over Breinig Run, Upper Macungie Township
  - Newside Road over tributary to Mill Creek, Heidelberg Township
- Box Culvert Bundle 5 (MPMS #123486)
  - Route 248 over tributary to Bertsch Creek, Lehigh Township
  - Mountain View Drive over Indian Creek, Lehigh Township
  - Monocacy Drive over West Branch of Monocacy Creek, Moore Township
  - Raubsville Road over Tributary to Frey's Run, Williams Township
  - Whitetail Deer Drive over Monocacy Creek, Moore Township
- Box Culvert Bundle 6 (MPMS #123487)
  - Buckeye Road over tributary to Swope Creek, Lower Macungie Township
  - Main Road over Branch of Leiberts Run, Upper Milford Township
  - Old Route 22 over Unnamed Stream, Weisenberg Township
  - Bake Oven Road over Tributary to Jordan Creek, Heidelberg Township
  - Holbens Valley Road over Tributary to Lyon Creek, Weisenberg Township
- Box Culvert Bundle 7 (MPMS #123489)
  - Route 191 over Tributary to Schoeneck Creek, Lower Nazareth Township
  - Route 191 over Schoeneck Creek, Upper Nazareth Township
  - Route 512 over Tributary to Bushkill Creek, Wind Gap Borough
  - Route 611 over Tributary to Delaware River, Williams Township
  - Route 611 over Tributary to Delaware River, City of Easton
- American Parkway Safety Improvements (MPMS #123473)
  - This project was added to the draft based on the scoring and criteria that LVTS had approved in previous workshops.
- Front Street Bridge (MPMS #11406)
- Mauch Chunk Road Signal Upgrade (MPMS #110174)
- Fifth Street Bridge (MPMS #94873)

- Lehigh Street Betterment (MPMS #96413)
- Fish Hatchery Road over Little Lehigh Creek (MPMS #119933)
- Schantz Road over Tributary to Cedar Creek (MPMS #92049)
- Indian Creek Road over Leibert Creek (MPMS #79127)
- Powder Valley Road over Indian Creek (MPMS #109237)
- Limeport Pike over Tributary to Saucon Creek (MPMS #94249)
  - Funding is programmed in the outer years of the TYP, no dollar amount to be included in the 2027-2030 TIP.
- Limeport Pike over Hosensack Creek (MPMS #119936)
- Hollenbachs Bridge over Mill Creek (MPMS #11390)
- Church Road New Side over Tributary to Mill Creek (MPMS #85689)
- Werley's Corner Road over Sweitzer Creek (MPMS #94329)
- Donats Peak Road Bridge over Kistler Creek (MPMS #11588)
- South Albert Street over Lehigh Canal Replacement (MPMS #118870)
- Walnut Street Bridge over Trout Creek (MPMS #94680)
- Riverside Drive RAISE Grant (MPMS #118070)
- Linden Street Two-Way Conversion (MPMS #120976)
- Broad Street Multimodal Project (MPMS #123053)
- Route 22 + Route 191 Interchange (MPMS #117606)
  - All phases of this project are carried on this TIP.
- Bridge Overlay Bundle #3
  - Bridges have not yet been determined for this new/proposed bundle and will be assigned when PE starts based on priorities at that time.
- Route 33 Pavement from I-78 to Route 22 (MPMS #96423)
  - This is funded with spike funding.
- Route 191 + Newburg Road Intersection (MPMS #116936)
- Route 191/Hecktown/Hanover Study (MPMS #120954)
  - This study is currently underway and does not have funding listed with it.
- Route 248 Realignment (MPMS #86853)
- Route 248 + Airport Road Intersection Improvements (MPMS #120952)
- Traffic Calming + Pedestrian Accommodation Improvements (MPMS #123037)
- Route 512 over Brush Meadow Creek (MPMS #85945)
- Beth-Bath Pike over Monocacy Creek (MPMS #85946)
- Route 512 over Martins Creek (MPMS #92007)
- Route 512 Bangor Borough Study (MPMS #117511)
  - This project is nearly underway and does not currently have funding allocated to it during the 2027-2030 TIP cycle.
- Route 611 Retaining Wall Rehabilitation (MPMS #110179)
- South Main Street over Martins Creek, Bangor (MPMS #85931)
- Church Road over tributary to Little Bushkill Creek (MPMS #12106)
- Lower Saucon Road over east branch of Saucon Creek (MPMS #119940)
- St. John Street (MPMS #120975)
- Easton Road over Saucon Creek east branch (MPMS #93631)
- 25<sup>th</sup> Street Hill Improvement (MPMS #105959)
- 25<sup>th</sup> Street Resurface (MPMS #101564)
- Freemansburg Avenue Safety Improvements (MPMS #117509)
- Main Street over Little Bushkill Creek (MPMS #91931)
- Hecktown Road Bridge over Route 22 (MPMS #89614)
- Culvert Box Bundle Round 1 (MPMS #110062)
  - Church Road over tributary to Mill Creek, Heidelberg Township
  - North Hoch Road over tributary to Hokendauqua Creek, Moore Township
  - West Scenic Drive over branch of Hokendauqua Creek, Moore Township
  - Mountain Road over Horn Creek, Bushkill Township
  - Glase Road over Hokendauqua Creek, Moore Township

- Bushkill Drive over tributary to Bushkill Creek, Bushkill Township
- The following bridges were proposed for addition to the TIP by Mr. Trela:
  - Delabole Road over Waltz Creek (MPMS #123495)
  - Hill Top Road over Little Lehigh Creek (MPMS #123497)
  - Tatamy Road over Schoeneck Creek (MPMS #123498)
  - Brookside Road over Little Lehigh Creek (MPMS #123499)
  - 8<sup>th</sup> Avenue over Norfolk Southern Railroad (MPMS #123500)
  - Holbens Valley Road over Switzer Creek (MPMS #123501)
  - Hamilton Boulevard over Breinig Run (MPMS #123502)
  - Spring Creek Road over Little Lehigh Creek (MPMS #79135)
  - Route 22 – Cemetery Curve Bridge (MPMS #123503)

Ms. Ruth stated that this draft project list allowed for some funding to be added to the line items to address any potential increases to project costs. Mr. Molchany stated that the criteria and scoring processes ensured that the LVTS continues to make sound investments in the transportation grid. He thanked Ms. Ruth for her review of all the projects in the draft TIP, and he asked for confirmation that the LVTS would vote on the draft 2027-2030 TIP at its monthly meeting on December 17. Mr. Gardi confirmed that this was true. Mr. Molchany asked if the LVTS would receive this list before the meeting on December 17, and Ms. Ruth noted that she would share the spreadsheet with Ms. Milagio to be sent to members. Mr. Molchany asked if there were any questions or comments from LVTS members.

Mr. Mosca thanked Ms. Ruth and the PennDOT District 5 staff, as well as the LVPC staff and Mr. Raio, for their work to figure out how to use limited resources to move projects forward. Draft TIPs across Pennsylvania are due by the end of the year, along with the TYP, so the regional TIP needs to look at later years for its inclusion in the statewide TYP. He noted that PennDOT Central office provides an opportunity to review draft documents in early 2026 to finalize details including cash flow, eligibility of projects and funding sources. A date has been selected for the review of the Lehigh Valley draft TIP, and there will be a lot of work done between draft list adoption and final adoption of the TIP. Mr. Mosca added that there is also a lot of work being done with performance measures, as well as the development of a tool that combines information and aids in project selection. This tool will be fully available for the 2029 TIP update.

Mr. Yandem stated that the Main Street ramp on Route 378 is currently in designed, and that the City of Bethlehem had hoped that it could be constructed with the Hill-to-Hill Bridge Rehabilitation project. Ms. Ruth noted that \$3,000,000 was allocated to the Main Street ramp project in the 2025-2028 TIP and that amount is being carried over into the 2027-2030 draft. Mr. Yandem replied that the project needs \$6,000,000 to be fully funded, and that the City is looking to apply for a grant to cover the costs, once the grant application opens. He asked if there would be anything available to cover the difference if grant funding does not become available, and Ms. Ruth said there was not.

Mr. Porochniak added to the meeting chat: “Just to note - our FHWA partners will be attending the Central Office TIP Review meetings, where possible, in January/February 2026 to provide additional input on the draft TIPs submitted by 12/31 from the federal perspective.”

Mr. Cotter provided an overview of the draft transit TIP project list:

- LANTA Operating Assistance (MPMS #106703)
- LANTA Shared Ride Operating Assistance (MPMS #106704)
- Associated Capital maintenance Items (MPMS #110171)
- LANTA Facility Improvements + Equipment (MPMS #110172)
  - This project does not have any funding allocated to it at this time. Should funding become available for this project, the TIP will be amended to include it.
- Purchase Van/Minibuses (MPMS #95008)
- PM Maintenance (Federal) (MPMS #95010)
- Americans with Disabilities Act (ADA) Para Transit Service Capital (MPMS #95015)
- Service Vehicles Replacement (MPMS #95180)



- Heavy Duty Bus Purchase (MPMS #95019)
  - Mr. Cotter noted that there is a large need for heavy duty buses. PennDOT replacement criteria is when a vehicle reaches 12 miles and 500,000 miles of service, and LANTA buses often surpass this criteria because of the expense.
- ITS + Security Project (MPMS #95178)
- Signs, Shelters and Enhancements (MPMS #95183)
  - This project does not have any funding allocated to it at this time. Should funding become available for this project, the TIP will be amended to include it.
- LANTA Capital Reserve (MPMS #120873)
  - This project does not have any funding allocated to it at this time. Should funding become available for this project, the TIP will be amended to include it.
- LANTA Engine Vehicle Overhaul (VOH) Program (MPMS #97977)
- LANTA Enhanced Bus/BRT (MPMS #106530)

Mr. O'Neil noted that the financial constraints on the transit TIP use LANTA's projections to maintain consistency, and it includes all operating funds. PennDOT issues guidance to transit agencies to list non-federal match, including capital grants from the Bureau of Public Transportation, as "local" funding.

Mr. Molchany asked if LANTA's Enhanced Bus Service (EBS) has added costs in capital planning and other expenditures that relate to the TIP. Mr. O'Neil stated that the only additional capital costs for the EBS would be enhanced bus stop infrastructure. The vision of EBS is to create station-like stops with shelters, pedestrian improvements, signage etc. Mr. Molchany asked if infrastructure to support EBS, such as bus lanes and traffic light sequencing, would be include in the transit TIP or the highway and bridge TIP. Mr. O'Neil stated that this would be part of the highway and bridge TIP, and that LANTA looks to support the projects that are happening with municipal partners. LANTA works with municipalities and PennDOT District 5 to make sure that existing projects consider EBS infrastructure.

Ms. Bradley added that the working group between LVPC staff, PennDOT and LANTA staff to prioritize the station stops along EBS would be reconvening in early 2026. She also noted that the CMAQ funding flex to transit is important, and that CMAQ resources are very limited. Moving forward with EBS and pedestrian safety projects will be challenging, and the pressure to raise outside funding will grow. The LVTS will need to figure out different funding mechanisms and programs to support this work.

Mr. Molchany asked if there were any additional questions or comments from LVTS members or the public, and there were none.

### **Adjournment**

Mr. Molchany stated that the next LVTS meeting would be a Joint Technical and Coordinating Committee meeting on December 17 at 9 AM. Mr. Mosca made a motion to adjourn, and the meeting was adjourned.

		Fund Type		FFY 27			FFY 28			FFY 29			FFY 30			FFY 2031			FFY 2032			FFY 2033			FFY 2034			FFY 2035 and beyond				
		Fed.	Sta.	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185		
Allocation		BOF	185	5,614,000		8,171,000	5,614,000		7,961,000	5,614,000		7,754,000	5,614,000		7,779,000	5,614,000		7,777,000	5,614,000		7,773,000	5,614,000		7,773,000	5,614,000		7,769,000	22,455,000		30,997,000		
		BRIP		8,526,000			8,526,000			8,526,000			8,526,000			8,526,000			8,526,000			8,526,000			8,526,000			34,104,000				
		CAQ		7,014,000			7,014,000			7,014,000			7,014,000			7,014,000			7,014,000			7,014,000			7,014,000			28,058,000				
		CRP		572,000			572,000			572,000			572,000			572,000			572,000			572,000			572,000			2,290,000				
		CRPU		1,626,000			1,626,000			1,626,000			1,626,000			1,626,000			1,626,000			1,626,000			1,626,000			6,505,000				
		HSIP		5,461,000			5,461,000			5,461,000			5,461,000			5,461,000			5,461,000			5,461,000			5,461,000			21,842,000				
		sHSIP																														
		NHPP	581	14,811,000	13,762,000		13,383,000	13,593,000			13,383,000	14,813,000		13,383,000	15,852,000		13,383,000	15,850,000		13,383,000	15,846,000		13,383,000	15,845,000		13,383,000	15,841,000		53,530,000	63,287,000		
		STP	s581	7,210,000			7,193,000			7,193,000			7,193,000			7,193,000			7,193,000			7,193,000			7,193,000			7,193,000		28,773,000		
		sSTP																														
		STU		13,868,000			13,868,000			13,868,000			13,868,000			13,868,000			13,868,000			13,868,000			13,868,000			13,868,000		55,471,000		
		TAU		1,295,000			1,295,000			1,295,000			1,295,000			1,295,000			1,295,000			1,295,000			1,295,000			1,295,000		5,179,000		

		Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033			FFY 2034			FFY 2035 and beyond		
		Fed.	Sta.	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed (\$)	581	185	Fed (\$)	581	185	Fed (\$)	581	185
Programmed Amounts		BOF	185	5,258,196		7,988,439	5,233,420		7,827,453	4,875,855		7,651,317	5,328,744		7,549,314	5,354,044		7,192,974	5,274,566		6,492,578	250,000		6,701,849	143,568	1,957,200		25,254,083		
		BRIP		8,062,360			7,995,600			8,328,100			8,393,372			8,200,640			2,015,950			100,000			342,764		5,688,928			
		CAQ		7,005,000			6,972,836			6,962,700			6,980,000			6,980,000			2,793,200			480,000			480,000		2,441,920			
		CRP		572,000			572,000																							
		CRPU		1,626,000			1,626,000																							
		HSIP		5,429,060			5,323,551			1,068,375						440,000						440,000						880,000		
		sHSIP																												
		NHPP	581	14,564,490	13,697,480		13,045,000	13,404,267		13,136,680	14,629,988		13,207,660	15,587,634		13,086,000	15,570,466		9,531,528	15,328,650		9,450,000	11,750,450		10,652,688	13,007,282	52,435,680	42,118,684		
		STP	s581	6,734,400	8,000,000		6,844,604			6,480,316			7,093,596			7,179,624			6,839,724			6,992,320			5,496,388		24,209,600			
		sSTP																												
		STU		13,560,540			13,750,400			13,442,241			13,622,040			13,620,800			12,794,912			11,419,796			12,308,504		54,055,884			
		TAU																												

Legend:	
Available to program	
Over programmed	

- County Selected Bridges Priorities to use County Bridge Line Item \$\$
- Needs to Smile to be able to attach - Needs locations.
- PennDOT Proposed Additions
- Place funding was Programmed Initially - Matching Project Schedule
- Anticipated AC Carry Over Phase Costs from 2025
- HSIP Set Aside Applications Submitted
- Changes since the 11/5/2025 Meeting

Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033			FFY 2034			FFY 2035 and beyond		
Fed.	Sta.	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185	Fed	581	185
BOF	185	355,804		182,561	380,580		133,547	738,145		102,683	285,256		229,686	259,956		584,026	339,434		1,280,422	5,364,000		1,071,151	5,470,432		602,804	20,497,800	5,742,917	
BRIP		463,640			530,400			197,900			132,628			325,360			6,510,050			8,426,000			8,183,236			28,415,072		
CAQ		9,000			41,164			51,300			34,000			34,000			4,220,800			6,534,000			6,534,000			25,616,080		
CRP								572,000			572,000			572,000			572,000			572,000			572,000			2,290,000		
CRPU								1,626,000			1,626,000			1,626,000			1,626,000			1,626,000			1,626,000			6,505,000		
HSIP		31,940			137,449			4,392,625			5,461,000			5,021,000			5,461,000			5,021,000			5,461,000			20,962,000		
sHSIP																												
NHPP	581	246,510	64,520		338,000	188,733		246,320	183,012		175,340	264,366		297,000	279,534		3,851,472	517,351		3,933,000	4,094,550		2,730,312	2,833,718		1,094,320	21,168,316	
STP	s581	475,600	(8,000,000)		348,396			712,684			99,404			13,376			353,276			200,680			1,696,612			4,563,400		
sSTP																												
STU		307,460			117,600			425,759			245,960			247,200			1,073,088			2,448,204			1,559,496			1,415,116		
TAU					1,295,000			1,295,000			1,295,000			1,295,000			1,295,000			1,295,000			1,295,000			5,179,000		

Other Regional \$280,160,532.50  
R \$609,313,262.00  
L \$95,247,687.50  
N \$68,012,926.00  
TIP Total 349,339,000

County	Priority	LVTS Highway & Bridge						Estimate	Fund Type		FFY 2027 Costs			FFY 2028 Costs			FFY 2029 Costs			FFY 2030 Costs			FFY 2031 Costs			FFY 2032 Costs			FFY 2033 Costs			FFY 2034 Costs			FFY 2035 and beyond			Totals	Remarks
		Project Title	MPMS	CB?	Phase	BRKEY	Fed.		Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
R	1	LVTS CMAQ-Lanta Flex	64729	N/A	C		CAQ		480,000			480,000			480,000			1,480,000			480,000			480,000			480,000			480,000			1,920,000		6,760,000.00				
R	2	CMAQ Reserve Line Item	82804	N/A	C		CRP		279,000			198,000																						477,000.00					
R	3	LVTS Traffic Review/Assist	102761	N/A	P		CAQ																											0.00					
R	4	In-House GeoTech Assist	117522	N/A	P			581		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		200,000	600,000.00				
R	5	In-House Bridge Design Assist	80073	N/A	P			185		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		200,000	600,000.00				
R	6	Construction Assistance	97953	N/A	C		STP		75,000			75,000		75,000		75,000		75,000		75,000		75,000		75,000		75,000		75,000		75,000		300,000	900,000.00						
R	7	Construction Assistance	97325	N/A	C			581		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		200,000	600,000.00				
R	8	Delivery_Consult Assist	83086	N/A	P			581		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		1,000,000		4,000,000	12,000,000.00						
R	9	Environmental Impacts Resolution LI	95400	N/A	P			581		185,000		185,000		200,000		200,000		225,000		225,000		225,000		225,000		250,000		250,000		250,000		1,100,000	2,820,000.00						
R	10	BPN-4 Guide Rail Upgrades	123451	N/A	C			581		50,000		50,000																					100,000.00						
R	11	Transp Enhance/Alt program Mgmt	89055	N/A	P		STP		125,000			125,000		125,000		125,000		125,000		125,000		125,000		125,000		125,000		125,000			500,000	1,500,000.00							
R	12	TAP Reserve Line Item	82806	N/A	+C		TAU																										0.00						
R	13	Safety Reserve Line Item	82807	N/A	C		HSIP																										0.00						
R	14	Urban Reserve Line Item	82810	N/A	C		CRP																										0.00						
CRPU																																			0.00				
STU																																				0.00			
BOF							185																														0.00		
R	15	LVTS Hwy & Bridge Reserve Line Item	102201	N/A	C		BRIP																										0.00						
NHPP																																				0.00			
STP							581																														0.00		
STP																																					0.00		
R	16	All Weather Pavement Markers	123450	N/A	C		STP		400,000					400,000		400,000		400,000		400,000		400,000		400,000		400,000				800,000	2,400,000.00								
R	17	High Friction Surfaces	123452	N/A	C		HSIP		440,000				440,000		440,000		440,000		440,000		440,000		440,000		440,000					880,000	2,640,000.00								
R	18	Freeway Service Patrol	68190	N/A	C+		NHPP	Toll	364,490		375,000		375,000		386,000		386,000		400,000		400,000		400,000		400,000		400,000		400,000		1,600,000	4,686,490.00							
sSTP							Toll																												0.00				
R	19	Traffic Operation Center Operator	114344	N/A	C+	BRKEY 22946, 23174, 23230, 23296, 23359, 23639		50,000	NHPP	Toll	50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		50,000		200,000	600,000.00							
R	20	High	LVTS Bridge Preservation & Repair 7 Let = 8/8/2024 Completion Date - 11/8/2027	112231	Yes	C	Work Orders		185		50,000																						50,000.00						
R	21	High	LVTS Bridge Preservation & Repair 8 Let = 4/1/2027	114345	Yes	P	Active		185																								0.00						
C																																				5,500,000.00			
R	22	High	LVTS Bridge Preservation & Repair 9	117152	Yes	P	BR Key		185		650,000		350,000						1,600,000														1,000,000.00						
R	23	High	LVTS Bridge Preservation & Repair 10	120953	No	C	TBD		185									2,500,000															5,000,000.00						
P						BR Key																400,000														1,000,000.00			
R	NEW	High	LVTS Bridge Preservation & Repair 11	123478	No	C	TBD		185									2,200,000		2,800,000													5,000,000.00						
P						BR Key																600,000		600,000												1,200,000.00			
R	NEW	High	LVTS Bridge Preservation & Repair 12	123480	No	C	TBD		185																								6,000,000.00						
P						BR Key																		3,000,000		3,000,000									1,300,000.00				
R	NEW	High	LVTS Bridge Overlay Bundle #4 SRXXXX - BOB	123481	No	C	TBD		185									550,000															6,500,000.00						
P						BR Key																	2,000,000		1,500,000										3,500,000.00				
R	NEW	High	LVTS Bridge Overlay Bundle #5 SRXXXX - BOB	123483	No	C	TBD		581																								600,000.00						
P						BR Key																			600,000										2,500,000	3,750,000.00			

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County	LVTS Highway & Bridge					Estimate	Fund Type	FFY 2027 Costs				FFY 2028 Costs			FFY 2029 Costs			FFY 2030 Costs			FFY 2031 Costs			FFY 2032 Costs			FFY 2033 Costs			FFY 2034 Costs			FFY 2035 and beyond			Totals	Remarks
	Priority	Project Title	MPMS	CB?	Phase			BRKEY	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
R R																																					

County	LVTS Highway & Bridge					Estimate	Fund Type	FFY 2027 Costs			FFY 2028 Costs			FFY 2029 Costs			FFY 2030 Costs			FFY 2031 Costs			FFY 2032 Costs			FFY 2033 Costs			FFY 2034 Costs			FFY 2035 and beyond			Totals	Remarks			
	Priority	Project Title	MPMS	CB?	Phase			Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)								
L	55	Low	Limeport Pike over Hosensack Creek 2029 - 04B Let = 4/22/2027	119936	No	C	and 23	2,000,000	STP	185																							0.00						
						P		Active	BOF	Toll																										0.00			
						F	BR Key		FFY 26	BOF	185																										0.00		
						U	23305 FC 08	50,000	BOF	185		16,480		4,120																								20,600.00	
						R	SL 29		FFY 26	BOF	185																											0.00	
L	56	High	Hollenbachs Bridge 4009 - 01B Let = 6/18/2026	11390	Yes	C		1,375,000	BOF	185		850,000		212,500		283,000		70,750																1,416,250.00					
						P		Obl. = 8/6/2021	BOF	185																										0.00			
						F	BR Key		Active	BOF	185																										0.00		
						U	23366 FC 09		FFY 26	BOF	185																										0.00		
						R	SL 31		Active	BOF	185																										0.00		
L	57		Church Road Newside over Trib to Mill Creek 4014 - 01B Let = 11/6/2025	85689	Yes	C		AC Carryover	BOF	185		719,984		179,996																				899,980.00					
						P		Active		185																										0.00			
						F	BRKEY		N/A		185																										0.00		
						U	23372 FC = 07		Active		185																										0.00		
						R	SL = 5 ft NBIS - N		Active		185																										0.00		
L	58		Werleys Corner Road over Sweitzer Creek 4019 - 02B Lehigh County	94329	No	C		Work Orders		581				50,000																				50,000.00					
						P		AC Carryover	BOF	185		331,924		82,981																						414,905.00			
						F	BRKEY		450,000	BOF	185					200,000		50,000		181,924		45,481														477,405.00			
						U	23385 FC = 08		25,000	BOF	185								21,856		5,464															27,320.00			
						R	SL = 47 ft NBIS - Y		25,000	BOF	185					21,220		5,305																			26,525.00		
L	59		Donats Peak Road Bridge over Kistler Creek 4027 - 02B Let = 11/6/2025	11588	Yes	C		1,800,000	BOF	185								800,000		200,000		820,720		205,180									2,025,900.00						
						P		Active		185																										0.00			
						F	BRKEY		N/A		185																										0.00		
						U	23411 FC = 09		N/A		185																										0.00		
						R	SL = 12 ft NBIS - N		Active		185																										0.00		
L	60		South Albert Street over Lehigh Canal Replacement 7301 - 0XB Lehigh County	118870	Yes	C		Work Orders		185				50,000																				50,000.00					
						P		300,000	BOF	Toll		100,000				209,000																				309,000.00			
						F	BRKEY		200,000	BOF	Toll						150,000		68,540																	218,540.00			
						U	42272 FC = 19		25,000	BOF	Toll													28,983												28,983.00			
						R	SL = 25 ft NBIS - Y		50,000	BOF	Toll						54,635																				54,635.00		
N	61	High - Due to Signal MTF Project	Walnut Street Bridge 7408 - WSB Obl. = 10/30/2015 Let = 3/2/2025 Anticipated Completion = 7/1 1/2028	94680	Yes	C		1,300,000	BOF	Toll											1,000,000				507,090								1,507,090.00						
						F		Active	BOF	183																										0.00			
						U	BR Key		Active	BOF	183																										0.00		
						R	23533 FC 19		Obl. = 8/31/2022	BOF	183																										0.00		
						C	SL 88		Work Orders	BOF	183		240,000		45,000		15,000																					300,000.00	
L	62		Riverside Drive RAISE Grant Obligation required by 9/30/2024 Fully expended by 9/30/2029	118070	No	P		FFY 24	RAISE																									0.00					
						F		FFY 25																												0.00			
						U		FFY 26	RAISE																											0.00			
						R		FFY 25																												0.00			
						C		1,800,000	CRP							174,000																							

County	LVTS Highway & Bridge						Estimate		Fund Type		FFY 2027 Costs			FFY 2028 Costs			FFY 2029 Costs			FFY 2030 Costs			FFY 2031 Costs			FFY 2032 Costs			FFY 2033 Costs			FFY 2034 Costs			FFY 2035 and beyond			Totals	Remarks
	Priority	Project Title	MPMS	CB?	Phase	BRKEY	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)							
N	73	High	SR 512 over Bruch Meadow Cr Stand Along pulled from 110062 512 - 05B Let = 10/9/2025 Anticipated Completion =	85945	Yes	F	Active	STP	581																										0.00				
						U	Active	STP	581																												0.00		
						R	Active	STP	581																												0.00		
						C	Work Orders??	STP																													0.00		
N	74	Med/High	Beth-Bath Pike over Monocacy Creek 512 - 04B Let = 4/1/2029	85946	Yes	P	Active	STP	185																										0.00				
						F	BR Key	STP	185	453,200	113,300																										566,500.00		
						U	28605	STP	185																												273,175.00		
						R	FC 06 SL 20	STP	185																												824,000.00		
N	75		SR 512 over Martins Creek 512 - 06B Northampton County	92007	No	C	4,000,000	BRIP	581																										4,370,800.00				
						P	Active	STP	581																												0.00		
						F	BRKEY	STP	185																												530,450.00		
						U	28613	STP	581																												39,395.00		
N	76		SR 512 Bangor Borough Study	117511	N/A	Study	R	100,000	STP	185																									106,090.00				
							C	2,500,000	STP	581																											2,813,750.00		
								FFY 26	STP	581																											0.00		
							P	Obl = 6/9/2021	STU	LOC																												0.00	
R	77	High	611 Retaining Wall Rehab - Easton 611 - RWR Let = 4/1/2029	110179	N/A	FC 16	F	750,000	STU	LOC	400,000																									772,500.00			
							U	100,000	STU	LOC																												109,270.00	
							R	100,000	STU	LOC	50,000																											103,000.00	
							C	4,000,000	STU	Toll																												4,370,800.00	
N	78		S. Main Street o' Martins Creek, Bangor SR 1015 - 04B Northampton County	85931	Yes	P	AC Carryover	STP	581	290,000	72,500																									417,790.00			
						F	BRKEY	STP	185																												546,350.00		
						U	28678	STP	581																												40,575.00		
						R	FC = 17 SL = 30 ft NBIS - Y	STP	185																												109,270.00		
N	79	High	Church Road over Trib to Little Bushkill Creek 1016 - 02B Let = 3/1/2027 Anticipated Completion =	12106	Yes	C	2,500,000	STP	185																										2,985,250.00				
						P	Active	BOF	Toll																												0.00		
						F	BR Key	BOF	185	139,488	34,872																											174,360.00	
						U	28690	BOF	185	41,200	10,300																											51,500.00	
N	80	High	Lower Saucon Road over E. Branch of Saucon Creek 2001 - 01B Let = 3/1/2027 Anticipated Completion =	119940	No	R	FFY 26	BOF	185																										0.00				
						C	2,500,000	BOF	185	1,200,000	300,000																										2,575,000.00		
						P	Active	BOF	Toll																												0.00		
						F	BR Key	BOF	185																													0.00	
R	81		St John Street 2005 - LSI Northampton County	120975	No	U	50,000	BOF	185	41,200	10,300																									51,500.00			
						R	FFY 26	BOF	185																												0.00		
						C	2,000,000	BOF	185																												2,060,000.00		
						P	Active	STU	Toll																												0.00		
N	82	Med/Low	Easton Rd over Saucon Crk E. Branch 2006 - 02B Let = 5/13/2027	93631	Yes	P	FFY 25/26	BRIP	185																										0.00				
						F	DOI	BRIP	185																												0.00		
						U	28711	BRIP	185	15,000	12,360	3,090																										15,450.00	
						R	Span 31	STP	185																												0.00		
N	83	Low	25th Street Hill Improvement 2012 - 02S Let = 4/1/2029	105959	Yes	C	1,500,000	BRIP	185	850,000	212,500																									1,545,000.00			
						P	500,000	STP	581																												597,050.00		
						F	350,000	STP	581																													430,465.00	
						U	50,000	STP	581																													65,240.00	
N	84	Low	25th Street Resurface 2012 - 01M (Previously M89) Let = 4/1/2029	101564	Yes	R	150,000	STP	581																										190,020.00				
						C	1,500,000	STP	581																												1,957,200.00		
						P	In House - OH																														0.00		
						F																															0.00		
N	85		Freemansburg Ave Safety Improvements 2018 - 02S Let = 12/4/2025	117509	No	U																													0.00				
						R																														0.00			
						C																														0.00			
						P	AC Carryover	HSIP	Toll	1,457,310																											1,855,911.00		
N	86		SR 2025 over Little Bushkill Creek 2025 - 0XB Northampton County	91931	No	F	450,000	BRIP	185																														

County	Priority	LVTS Highway & Bridge					Estimate		Fund Type		FFY 2027 Costs					FFY 2028 Costs			FFY 2029 Costs			FFY 2030 Costs			FFY 2031 Costs			FFY 2032 Costs			FFY 2033 Costs			FFY 2034 Costs			FFY 2035 and beyond			Totals	Remarks
		Project Title	MPMS	CB?	Phase	BRKEY	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)									
L N N N N N L 																																									

Project	Project Title	Sponsor	FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						Totals
			Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	
106703	LANTA Operating Assistance	LANTA			-	1513	26,208,284	1,542,022	27,750,306			-	1513	26,208,284	1,618,461	27,826,745			-				-		-		27,750,306
106703	LANTA Operating Assistance	LANTA			-		-	-				-	1513	26,208,284	1,618,461	27,826,745			-				-		-		27,826,745
106703	LANTA Operating Assistance	LANTA			-		-	-				-					1513	26,208,284	1,699,385	27,907,669			-		-		27,907,669
106703	LANTA Operating Assistance	LANTA			-		-	-				-					-		-				-	1513	26,208,284	1,784,354	27,992,638
106704	LANTA Shared Ride Operating Assistance	LANTA			-	OTH	3,346,000	-	3,346,000			-		-			-		-				-		-		3,346,000
106704	LANTA Shared Ride Operating Assistance	LANTA			-		-	-				-	OTH	3,346,000	-	3,346,000			-				-		-		3,346,000
106704	LANTA Shared Ride Operating Assistance	LANTA			-		-	-				-		-			-	OTH	3,346,000	-	3,346,000			-	-		3,346,000
106704	LANTA Shared Ride Operating Assistance	LANTA			-		-	-				-		-			-		-				-	OTH	3,346,000	-	3,346,000
110171	Associated Capital Maintenance Items	LANTA	5339	92,160	OTH		-	23,040	115,200			-		-					-				-		-		115,200
110171	Associated Capital Maintenance Items	LANTA			-		-	-		5339	92,160	OTH		-	23,040	115,200			-				-		-		115,200
110171	Associated Capital Maintenance Items	LANTA			-		-	-				-		-	5339	92,160	OTH		-	23,040	115,200			-	-		115,200
110171	Associated Capital Maintenance Items	LANTA			-		-	-				-		-			-		-		5339	92,160	OTH		-	23,040	115,200
110172	LANTA Facility Improvements and Equip	LANTA	5307	-	OTH		-	-	-			-		-			-		-				-		-		-
110172	LANTA Facility Improvements and Equip	LANTA			-		-	-		5307	-	OTH		-	-	-			-				-		-		-
110172	LANTA Facility Improvements and Equip	LANTA			-		-	-				-		-	5307	-	OTH		-	-			-		-		-
110172	LANTA Facility Improvements and Equip	LANTA			-		-	-				-		-			-		-		5307	-	OTH		-	-	-
95008	Purchase Van/Minibuses	LANTA	5310	837,000	OTH		-	1,504,290	2,341,290			-		-			-		-				-		-		2,341,290
95008	Purchase Van/Minibuses	LANTA			-		-	-	-	5310	837,000	OTH		-	1,574,535	2,411,535			-				-		-		2,411,535
95008	Purchase Van/Minibuses	LANTA			-		-	-	-			-		-	5310	837,000	OTH		-	1,646,880	2,483,880			-	-		2,483,880
95008	Purchase Van/Minibuses	LANTA			-		-	-	-			-		-			-		-		5310	837,000	OTH		-	1,721,385	2,558,385
95010	PM Maintenance (Federal)	LANTA	5307	6,545,422	OTH		-	1,636,356	8,181,778			-		-			-		-				-		-		8,181,778
95010	PM Maintenance (Federal)	LANTA			-		-	-	-	5307	6,545,422	OTH		-	1,636,356	8,181,778			-				-		-		8,181,778
95010	PM Maintenance (Federal)	LANTA			-		-	-	-			-		-	5307	6,545,422	OTH		-	1,636,356	8,181,778			-	-		8,181,778
95010	PM Maintenance (Federal)	LANTA			-		-	-	-			-		-			-		-		5307	6,545,422	OTH		-	1,636,356	8,181,778
95015	ADA Para Trans Serv Cap	LANTA	5307	960,000	OTH		-	240,000	1,200,000			-		-			-		-				-		-		1,200,000
95015	ADA Para Trans Serv Cap	LANTA			-		-	-	-	5307	960,000	OTH		-	240,000	1,200,000			-				-		-		1,200,000
95015	ADA Para Trans Serv Cap	LANTA			-		-	-	-			-		-	5307	960,000	OTH		-	240,000	1,200,000			-	-		1,200,000
95015	ADA Para Trans Serv Cap	LANTA			-		-	-	-			-		-			-		-		5307	960,000	OTH		-	240,000	1,200,000
95180	Service Vehicles Replace	LANTA	5307	-	OTH		-	40,000	40,000			-		-			-		-				-		-		40,000
95180	Service Vehicles Replace	LANTA			-		-	-	-	5307	-	OTH		-	40,000	40,000			-				-		-		40,000
95180	Service Vehicles Replace	LANTA			-		-	-	-			-		-	5307	-	OTH		-	40,000	40,000			-	-		40,000
95180	Service Vehicles Replace	LANTA			-		-	-	-			-		-			-		-		5307	-	OTH		-	40,000	40,000
95019	Heavy-Duty Bus Purchase	LANTA	5307	737,657	OTH		-	184,414	922,071			-		-			-		-				-		-		922,071
95019	Heavy-Duty Bus Purchase	LANTA	5339	787,840	OTH		-	196,960	984,800			-		-			-		-				-		-		984,800
95019	Heavy-Duty Bus Purchase	LANTA	OTH-F	480,000	OTH		-	120,000	600,000			-		-			-		-				-		-		600,000
95019	Heavy-Duty Bus Purchase	LANTA			-		-	-	-	5307	948,038	OTH		-	237,009	1,185,047			-				-		-		1,185,047
95019	Heavy-Duty Bus Purchase	LANTA			-		-	-	-	5339	760,000	OTH		-	190,000	950,000			-				-		-		950,000
95019	Heavy-Duty Bus Purchase	LANTA			-		-	-	-	OTH-F	480,000	OTH		-	120,000	600,000			-				-		-		600,000
95019	Heavy-Duty Bus Purchase	LANTA			-		-	-	-			-		-	5307	930,220	OTH		-	232,555	1,162,775			-	-		1,162,775
95019	Heavy-Duty Bus Purchase	LANTA			-		-	-	-			-		-	5339	760,000	OTH		-	190,000	950,000			-	-		950,000
95019	Heavy-Duty Bus Purchase	LANTA			-		-	-	-			-		-	OTH-F	480,000	OTH		-	120,000	600,000			-	-		600,000
95019	Heavy-Duty Bus Purchase	LANTA			-		-	-	-			-		-					-		5307	848,466	OTH		-	212,116	1,060,582
95019	Heavy-Duty Bus Purchase	LANTA			-		-	-	-			-		-			-		-		5339	760,000	OTH		-	190,000	950,000
95019	Heavy-Duty Bus Purchase	LANTA			-		-	-	-			-		-					-		OTH-F	480,000	OTH		-	120,000	600,000
95178	ITS and Security Project	LANTA	5307	576,635	OTH		-	576,635	1,153,270			-		-			-		-				-		-		1,153,270
95178	ITS and Security Project	LANTA			-		-	-	-	5307	593,934	OTH		-	593,934	1,187,868			-				-		-		1,187,868
95178	ITS and Security Project	LANTA			-		-	-	-			-		-	5307	611,752	OTH		-	611,752	1,223,504			-	-		1,223,504
95178	ITS and Security Project	LANTA			-		-	-	-			-		-			-		-		5307	630,105	OTH		-	630,105	1,260,209
95183	Sign, Shelters and Enhancements	LANTA	5307	-	OTH		-	-	-			-		-			-		-				-		-		-
95183	Sign, Shelters and Enhancements	LANTA			-		-	-	-	5307	-	OTH		-	-	-			-				-		-		-
95183	Sign, Shelters and Enhancements	LANTA			-		-	-	-			-		-	5307	-	OTH		-	-			-		-		-
95183	Sign, Shelters and Enhancements	LANTA			-		-	-	-			-		-			-		-		5307	-	OTH		-	-	-
120873	LANTA Capital Reserve	LANTA	5307	-	OTH		-	-	-			-		-			-		-				-		-		-
120873	LANTA Capital Reserve	LANTA			-		-	-	-	5307	-	OTH		-	-	-			-				-		-		-
120873	LANTA Capital Reserve	LANTA			-		-	-	-			-		-	5307	-	OTH		-	-			-		-		-
120873	LANTA Capital Reserve	LANTA			-		-	-	-			-		-			-		-		5307	-	OTH		-	-	-
97977	LANTA Engine VOH Program	LANTA	5307	780,286	OTH		-	195,071	975,357			-		-			-		-				-		-		975,357
97977	LANTA Engine VOH Program	LANTA			-		-	-	-	5307	580,446	OTH		-	145,111	725,557			-				-		-		725,557
97977	LANTA Engine VOH Program	LANTA			-		-	-	-			-		-	5307	580,446	OTH		-	145,111	725,557			-	-		725,557
97977	LANTA Engine VOH Program	LANTA			-		-	-	-			-		-			-		-		5307	643,847	OTH		-	160,962	804,809
106530	LANTA Enhanced Bus/BRT	LANTA	5307	-	OTH		-	-	-			-		-			-		-				-		-		-
106530	LANTA Enhanced Bus/BRT	LANTA	CRP	279,000	OTH		-	-	279,000			-		-			-		-				-		-		279,000
106530	LANTA Enhanced Bus/BRT	LANTA			-		-	-	-	CRP	198,000	OTH		-	-	198,000			-				-		-		198,000
106530	LANTA Enhanced Bus/BRT	LANTA			-		-	-	-			-		-			-		-				-		-		-
106530	LANTA Enhanced Bus/BRT	LANTA			-		-	-	-			-		-	5307	-	OTH		-	-	-	CMAQ	1,000,000		-	250,000	1,250,000
106530	LANTA Enhanced Bus/BRT	LANTA			-		-	-	-			-		-			-		-		5307	-	OTH		-	-	-
Totals for: LANTA Overall Totals:				12,076,000		29,554,284	6,258,788	47,889,072		11,995,000		29,554,284	6,418,446	47,967,730		11,797,000		29,554,284	6,585,079	47,936,363		12,797,000		29,554,284	7,008,317	49,359,601	193,152,767



**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

**FFY 2025-2028 TIP Highway Element**

*PMC Request/Administrative Action Request*

MPO Tech Meeting: December 17, 2025

MPO Coord Meeting: December 17, 2025

Amendment				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Main Street and Polk Valley Road Improvements 412 - MPI Northampton County	123036	PE	Before	CRPU					0												0.00	Add selected project to TIP.
			Adjust	CRPU					90,000												90,000.00	
			After	CRPU					90,000												90,000.00	
Main Street and Polk Valley Road Improvements 412 - MPI Northampton County	123036	CON	Before	CRPU					0												0.00	Add selected project to TIP.
			Adjust	CRPU					510,000												510,000.00	
			After	CRPU					510,000												510,000.00	
Martin Luther King, Jr. Drive Ped Improvements - MLP Lehigh County	123056	CON	Before	CRPU					0												0.00	Add selected project to TIP.
			Adjust	CRPU					300,000												300,000.00	
			After	CRPU					300,000												300,000.00	
Allentown LED Streetlight Conversion  - LED  Lehigh County	123375	CON	Before	CRP																	0.00	Add selected project to TIP.
			Before	CRPU					0			0									0.00	
			Adjust	CRP					274,000			219,000									493,000.00	
			Adjust	CRPU					226,000												226,000.00	
			After	CRP					274,000			219,000									493,000.00	
			After	CRPU					226,000												226,000.00	
Traffic Calming & Ped Accomodation Improve 248 - ETC Northampton County	123037	PE	Before	CRPU					0												0.00	Add selected project to TIP.
			Adjust	CRPU					100,000												100,000.00	
			After	CRPU					100,000												100,000.00	
Traffic Calming & Ped Accomodation Improve  249 - ETC Northampton County	123037	CON	Before	CRP											0						0.00	Add selected project to TIP.
			Before	CRPU					0			0									0.00	
			Adjust	CRP											200,000						200,000.00	
			Adjust	CRPU					400,000			300,000									700,000.00	
			After	CRP											200,000						200,000.00	
			After	CRPU					400,000			300,000									700,000.00	
Carbon Reduction Monitoring and Evaluation  Northampton County	120973	Study	Before	CRP					181,000			500,000			500,000						1,181,000.00	Release due to project not qualifying for funds.
			Adjust	CRP					(181,000)			(219,000)			(200,000)						(600,000.00)	
			After	CRP					0			281,000			300,000						581,000.00	
Urban Line Item Reserve    Lehigh County	82810	CON	Before	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	Source.
			Before	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00	
			Before	STU					186,604			159,064			21,745			73,246,508			73,613,921.00	
			Adjust	CRP					(93,000)												(93,000.00)	
			Adjust	CRPU					(1,626,000)			(300,000)									(1,926,000.00)	
			After	CRP					0			93,000			93,000			4,744,000			4,930,000.00	
			After	CRPU					0			1,326,000			1,626,000			13,009,000			15,961,000.00	
			After	STU					186,604			159,064			21,745			73,246,508			73,613,921.00	
			Before FFY Totals						0	0	0	2,086,604	0	0	2,378,064	0	0	2,240,745	0	0	90,999,508	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
After FFY Totals						0	0	0	2,086,604	0	0	2,378,064	0	0	2,240,745	0	0	90,999,508	0	0	97,704,921.00	

**NOTES:**

## **TIP Amendment #1: Carbon Reduction Program Projects**

### **Main Street and Polk Valley Road Improvements (MPMS # 123036) - \$600,000**

**Project Sponsor:** Borough of Hellertown

Addition of Main Street and Polk Valley Road Improvements (MPMS # 123036) Carbon Reduction Program regionally selected project to the Transportation Improvement Program (TIP).

**Funding Source:** \$600,000 of Carbon Reduction Program – Urban (CRPU) funding is being moved from the Urban Line Item (MPMS # 82810).

### **Martin Luther King, Jr. Drive Pedestrian Improvements (MPMS # 123056) - \$300,000**

**Project Sponsor:** City of Allentown

Addition of Martin Luther King, Jr. Drive Pedestrian Improvements (MPMS # 123056) Carbon Reduction Program regionally selected project to the Transportation Improvement Program (TIP).

**Funding Source:** \$300,000 of Carbon Reduction Program – Urban (CRPU) funding is being moved from the Urban Line Item (MPMS # 82810).

### **Allentown LED Streetlight Conversion (MPMS # 123375) - \$719,000**

**Project Sponsor:** City of Allentown

Addition of Allentown LED Streetlight Conversion (MPMS # 123375) Carbon Reduction Program regionally selected project to the Transportation Improvement Program (TIP).

**Funding Source:** \$719,000 of Carbon Reduction Program – Urban (CRPU) funding is being moved from the Urban Line Item (MPMS # 82810).

### **Traffic Calming & Pedestrian Accommodation Improvements (MPMS # 123037) - \$1,000,000**

**Project Sponsor:** City of Easton

Addition of Traffic Calming & Pedestrian Accommodation Improvements (MPMS # 123037) Carbon Reduction Program regionally selected project to the Transportation Improvement Program (TIP).

**Funding Source:** \$1,000,000 of Carbon Reduction Program – Urban (CRPU) funding is being moved from the Urban Line Item (MPMS # 82810).

**LVTS Metropolitan Planning Organization**  
FISCAL CONSTRAINT TABLE  
**FFY 2025-2028 TIP Highway and Bridge Element**  
Technical Committee  
TIP Modifications from October 4, 2025 through December 5, 2025

MPO Tech Meeting: November 19, 2025 & December 17, 2025

MPO Coord Meeting: December 17, 2025

Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Main St - 21st St to Cherryville Rd 4003 - 02M Northampton County	113812	CON	Before	STU	Toll	350,000			360,700												710,700.00	Increase to cover low bid.
			Adjust	STU	Toll				228,751											228,751.00		
			After	STU	Toll	350,000			589,451											939,451.00		
Urban Line Item Reserve	82810	CON	Before	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	Source.
			Before	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00	
			Before	STU					604,068			159,064			21,745			73,246,508			74,031,385.00	
Lehigh County			Adjust	STU				(228,751)													(228,751.00)	
			After	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	
			After	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00	
After	STU					375,317			159,064			21,745			73,246,508			73,802,634.00				
Administrative Action #2				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Lehigh Race Street Intersection 1004 - 03S Lehigh County	57433	CON	Before	STP	581				200,000	50,000											250,000.00	Increase to cover additional inspection costs due to contract time extension.
			Adjust	STP	581				161,540	40,385											201,925.00	
			After	STP	581				361,540	90,385											451,925.00	
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185				1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00	Source.
			Before	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00	
			Before	NHPP					3,973,548			1,519,940			319,000			67,372,480			73,184,968.00	
			Before	STP	581				2,298,566	1,019,083		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,509,099.00	
			Adjust	STP	581				(161,540)	(40,385)											(201,925.00)	
			After	BOF	185				1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00	
			After	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00	
			After	NHPP					3,973,548			1,519,940			319,000			67,372,480			73,184,968.00	
			After	STP	581				2,137,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,307,174.00	
Administrative Action #3				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Hecktown Road Bridge over US 22 2027 - 01B Northampton County	89614	CON	Before	STU	Toll	4,649,468			800,532												5,450,000.00	Release due to low bid savings.
			Adjust	STU	Toll				(57,211)												(57,211.00)	
			After	STU	Toll	4,649,468			743,321												5,392,789.00	
Urban Line Item Reserve	82810	CON	Before	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	Balancing source to maintain fiscal constraint.
			Before	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00	
			Before	STU					375,317			159,064			21,745			73,246,508			73,802,634.00	
			Adjust	STU					57,211												57,211.00	
			After	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	
			After	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00	
			After	STU					432,528			159,064			21,745			73,246,508			73,859,845.00	
Administrative Action #4				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Donats Peak Road Bridge over Kistler Creek 4037 - 02B Lehigh County	11588	CON	Before		185					1,450,000											1,450,000.00	Increase to cover PS&E estimate.
			Adjust		185					92,162											92,162.00	
			After		185					1,542,162											1,542,162.00	
Donats Peak Road Bridge over Kistler Creek 4037 - 02B Lehigh County	11588	UTL	Before		185					5,305											5,305.00	Release due to phase not being needed.
			Adjust		185					(5,305)											(5,305.00)	
			After		185					0											0.00	
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185				1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00	Source.
			Before	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00	
			Before	NHPP					3,973,548			1,519,940			319,000			67,372,480			73,184,968.00	
			Before	STP	581				2,137,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,307,174.00	
			Adjust	BOF	185					(86,857)											(86,857.00)	
			After	BOF	185				1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00	
			After	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00	
			After	NHPP					3,973,548			1,519,940			319,000			67,372,480			73,184,968.00	
			After	STP	581				2,137,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,307,174.00	
Interstate Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
LVTS Interstate Truck and Safety Study 78 - DPS Lehigh County	122987	STUDY	Before		581			0													0.00	Adding Study phase to 2025 program.
			Adjust		581			879,994													879,994.00	
			After		581			879,994													879,994.00	
Interstate Contingency	75891	CON	Before	NHPP	581				104,165,148	4,265,518		57,226,060	5,245,021		22,471,909	8,857,144					203,504,588.00	Source.
			Before	BRIP	185				3,893,013			1,026,000			10,917,437			7,593,024			23,429,474.00	
			Adjust	NHPP	581				(879,994)												(879,994.00)	
Line Item			Adjust	BRIP	185																0.00	
			After	NHPP	581				393,794			104,165,148	4,265,518		57,226,060	5,245,021		22,471,909	8,857,144		202,624,594.00	
			After	BRIP	185				3,893,013			1,026,000			10,917,437			7,593,024			23,429,474.00	

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

**FFY 2025-2028 TIP Highway and Bridge Element**

Technical Committee

TIP Modifications from October 4, 2025 through December 5, 2025

MPO Tech Meeting: November 19, 2025 & December 17, 2025

MPO Coord Meeting: December 17, 2025

Interstate Administrative Action #2				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks		
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
District Wide Interstate Concrete Patching 78 - DCP Northampton County		120146	CON	Before	NHPP	Toll	4,740,600			0												4,740,600.00	Increase to meet low bid.	
				Adjust	NHPP	Toll					649,452													649,452.00
				After	NHPP	Toll	4,740,600				649,452													5,390,052.00
Interstate Contingency Line Item Central Office		75891	CON	Before	NHPP					103,624,848			57,226,060			22,471,909						183,322,817.00	Source.	
				Adjust	NHPP					(649,452)												(649,452.00)		
				After	NHPP					102,975,396			57,226,060			22,471,909						182,673,365.00		
Administrative Action #5				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks		
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Transp Alternative Project Management - TEM Lehigh County		89055	PE	Before	STP	Toll	162,000			75,000			75,000			75,000			600,000			987,000.00	Increase for ongoing TASA management of ongoing and new projects.	
				Adjust	STP	Toll					185,000										185,000.00			
				After	STP	Toll	162,000				260,000			75,000			75,000			600,000				1,172,000.00
LVTS TOC Operator 22 - TOC Lehigh County		114344	CON	Before	NHPP	Toll	50,000			50,000			50,000			50,000			400,000			600,000.00	Increase to cover negotiated agreement.	
				Adjust	NHPP	Toll					79,626										79,626.00			
				After	NHPP	Toll	50,000				129,626			50,000			50,000			400,000				679,626.00
LVTS Highway & Bridge LI          Lehigh County		102201	CON	Before	BOF	185			1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00	Source.		
				Before	BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00			
				Before	NHPP				3,973,548			1,519,940			319,000			67,372,480			73,184,968.00			
				Before	STP	581			2,137,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,307,174.00			
				Adjust	NHPP				(79,626)												(79,626.00)			
				Adjust	STP	581				(185,000)													(185,000.00)	
				After	BOF	185			1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00			
				After	BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00			
				After	NHPP				3,893,922			1,519,940			319,000			67,372,480			73,105,342.00			
				After	STP	581			1,952,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,122,174.00			
Administrative Action #6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks		
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
SR 512 w/ Brush Meadow Creek  512 - 05B  Northampton County		85945	CON	Before	STP	Toll	1,381,402			292,198												1,673,600.00	Increase to cover PS&E estimate.	
				Before	STU	Toll	400,000				426,400										826,400.00			
				Adjust	STU	Toll					245,924										245,924.00			
				After	STP	Toll	1,381,402				292,198										1,673,600.00			
				After	STU	Toll	400,000				672,324										1,072,324.00			
Urban Line Item Reserve      Lehigh County		82810	CON	Before	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	Source.	
				Before	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00		
				Before	STU					432,528			159,064			21,745			73,246,508			73,859,845.00		
				Adjust	STU					(245,924)											(245,924.00)			
				After	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00		
				After	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00		
				After	STU					186,604			159,064			21,745			73,246,508			73,613,921.00		
Administrative Action #7				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks		
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
PA 309 Resurface 309 - 14M Lehigh County		102312	UTL	Before	STU	581				0	0											0.00	Increase to cover PPL agreement amount.	
				Adjust	STU	581					155,216	38,804										194,020.00		
				After	STU	581					155,216	38,804										194,020.00		
Urban Line Item Reserve      Lehigh County		82810	CON	Before	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	STU source.	
				Before	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00		
				Before	STU					186,604			159,064			21,745			73,246,508			73,613,921.00		
				Adjust	STU					(155,216)											(155,216.00)			
				After	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00		
				After	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00		
				After	STU					31,388			159,064			21,745			73,246,508			73,458,705.00		
LVTS Highway & Bridge LI          Lehigh County		102201	CON	Before	BOF	185			1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00	581 source.		
				Before	BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00			
				Before	NHPP				3,893,922			1,519,940			319,000			67,372,480			73,105,342.00			
				Before	STP	581			1,952,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,122,174.00			
				Adjust	STP	581					(38,804)										(38,804.00)			
				After	BOF	185			1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00			
				After	BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00			
				After	NHPP				3,893,922			1,519,940			319,000			67,372,480			73,105,342.00			
				After	STP	581			1,952,026	939,894		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,083,370.00			
				Administrative Action #8				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028				FFYs 2029-2032 and Beyond	
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Mauch Chunk Rd Signal Upgrade 1017 - 02S Lehigh County		110174	CON	Before	CAQ					345,000			0									1,545,000.00	Increase to cover PS&E estimate, including incorporated non- participating UTL costs.	
				Adjust	CAQ						359,852			18,429								378,281.00		
				After	CAQ					704,852			18,429									1,923,281.00		
SR 512 Bath Boro Corridor Signal Optimization 512 - 04S Northampton County		113887	CON	Before																		0.00	Deobligation returned to region for reassignment.	
				Adjust	CAQ						(359,852)											(359,852.00)		
				After																		0.00		

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

**FFY 2025-2028 TIP Highway and Bridge Element**

Technical Committee

TIP Modifications from October 4, 2025 through December 5, 2025

MPO Tech Meeting: November 19, 2025 & December 17, 2025

MPO Coord Meeting: December 17, 2025

Administrative Action #9				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Shimersville Hill Safety Improvements	29 - 05S	110183	CON	Before	HSIP	Toll	3,208,806			2,255,675					1,700,000			1,590,519			8,755,000.00	Release HSIP funds to match maximum approved amount and increase to cover PS&E estimate.
				Before	STP	Toll					0										0.00	
				Before	STU	Toll					0										0.00	
				Adjust	HSIP	Toll					914,669			(1,700,000)			(1,590,519)				(2,375,850.00)	
				Adjust	STP	Toll					3,000,000										3,000,000.00	
				Adjust	STU	Toll					1,214,654											
Lehigh County			After	HSIP	Toll	3,208,806			3,170,344			0		0							6,379,150.00	
			After	STP	Toll					3,000,000											3,000,000.00	
			After	STU	Toll					1,214,654											1,214,654.00	
SR 191 Lower Nazareth Intersection Improvements	191 - 04S	116936	CON	Before	HSIP	Toll				1,150,000			1,000,000			1,032,700				3,182,700.00	Align funds with anticipated need. Carried on draft TIP.	
				Adjust	HSIP	Toll					(914,669)			914,669								0.00
Northampton County				After	HSIP	Toll				235,331			1,914,669			1,032,700					3,182,700.00	
				Before	HSIP						289,363			96,000			1,893,169			39,246,000		41,524,532.00
Lehigh County			CON	Adjust	HSIP								785,331			1,590,519					2,375,850.00	
				After	HSIP						289,363			881,331			3,483,688			39,246,000		43,900,382.00
309 & Tilghman I/S Recon		96432	CON	Before	NHPP	581	7,424,300	4,750,000		3,785,700	5,375,000			708,745							22,043,745.00	Release funds due to receiving August Redistribution.
				Before	STP		4,806,000			3,694,000											8,500,000.00	
				Before	STU		8,500,000			7,511,436				2,834,980							18,846,416.00	
				Adjust	STP					(3,000,000)											(3,000,000.00)	
				Adjust	STU					(1,214,654)											(1,214,654.00)	
				After	NHPP	581	7,424,300	4,750,000		3,785,700	5,375,000				708,745						22,043,745.00	
Lehigh County			After	STP		4,806,000			694,000											5,500,000.00		
			After	STU		8,500,000			6,296,782				2,834,980							17,631,762.00		
Statewide Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Coplay Multimodal Street Improvements - CSI	123418	CON	Before		411			0	0												0.00	Add project to TIP.
			Adjust		411			1,000,000	301,186											1,301,186.00		
			After		411			1,000,000	301,186											1,301,186.00		
Multimodal Reserve Line Item	102893	CON	Before		411			46,117,201			77,617,821			87,340,000			89,867,000				300,942,022.00	Source.
			Adjust		411			(1,000,000)												(1,000,000.00)		
Central Office			After		411			45,117,201			77,617,821			87,340,000			89,867,000				299,942,022.00	
Administrative Action #10				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
St. John Street Improvements	120975	PE	Before		STU			215,412			212,000										427,412.00	Increase for additional survey
			Adjust		STU						15,881									15,881.00		
			After		STU			215,412			227,881									443,293.00		
PA 33 Resurface - Chrin to US 22	114351	CON	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust		STU						(15,881)									(15,881.00)		
			After																	0.00		
Administrative Action #11				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
LVTS CMAQ-Lanta Flex	64729	CON	Before		CAQ			2,920,000			480,000			480,000			480,000			4,840,000	9,200,000.00	Assign funds to regionally selected project to allow flexing of funds by FFY deadline.
			Before		CRP			366,000			0									366,000.00		
			Adjust		CRP						319,000									319,000.00		
			After		CAQ			2,920,000			480,000			480,000			480,000			9,200,000.00		
Lehigh County			After		CRP			366,000			319,000							4,840,000		685,000.00		
Carbon Reduction Monitoring and Evaluation	120973	Study	Before		CRP					500,000			500,000			500,000					1,500,000.00	Release due to project not qualifying for funds.
			Adjust		CRP						(319,000)									(319,000.00)		
			After		CRP						181,000			500,000			500,000				1,181,000.00	

**OPTION ONE:** Tech Meeting every third Wed; Joint Tech + Coord Meeting Jan, Mar, May, Jun, Sep, Oct, Dec

**2026**

JANUARY							FEBRUARY							MARCH							APRIL						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
28	29	30	31	1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7	29	30	31	1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14	5	6	7	8	9	10	11
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30	31	1	2	3	4	5	6	7	29	30	31	1	2	3	4	26	27	28	29	30	1	2
1	2	3	4	5	6	7	8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
MAY							JUNE							JULY							AUGUST						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
26	27	28	29	30	1	2	31	1	2	3	4	5	6	28	29	30	1	2	3	4	26	27	28	29	30	31	1
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
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31	1	2	3	4	5	6	5	6	7	8	9	10	11	2	3	4	5	6	7	8	30	31	1	2	3	4	5
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
30	31	1	2	3	4	5	27	28	29	30	1	2	3	1	2	3	4	5	6	7	29	30	1	2	3	4	5
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4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9

**Exceptions:** No August meeting; October meeting date

<b>Tech meeting</b>	<b>Technical Committee Meetings:</b> Feb 18, Apr 15, July 15, Nov 18
<b>Joint meeting</b>	<b>Joint Technical + Coordinating Committee Meetings:</b> Jan 21, Mar 18, May 20, Jun 17, Sep 16, Oct 14, Dec 16

# 2026

JANUARY							FEBRUARY							MARCH							APRIL						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
28	29	30	31	1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7	29	30	31	1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14	5	6	7	8	9	10	11
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9

MAY							JUNE							JULY							AUGUST						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
26	27	28	29	30	1	2	31	1	2	3	4	5	6	28	29	30	1	2	3	4	26	27	28	29	30	31	1
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
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31	1	2	3	4	5	6	5	6	7	8	9	10	11	2	3	4	5	6	7	8	30	31	1	2	3	4	5

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
30	31	1	2	3	4	5	27	28	29	30	1	2	3	1	2	3	4	5	6	7	29	30	1	2	3	4	5
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
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4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9

**Exceptions:** No August meeting; October Coord meeting date; November Tech meeting date

<b>Tech meeting</b>	<b>Tech Committee Meetings:</b> Jan 14, Feb 11, Mar 11, Apr 8, May 13, Jun 10, Jul 8, Sep 9, Oct 14, Nov 18, Dec 9
<b>Coord meeting</b>	<b>Coord Committee Meetings:</b> Jan 21, Mar 18, May 20, Jun 17, Sep 16, Oct 28, Dec 16





2025-2028

# TRANSPORTATION IMPROVEMENT PROGRAM

Accomplishments + Annual Listing of Obligated Projects

A green-tinted photograph of a city street scene. On the left, a white bus is stopped. A person is riding a bicycle in the foreground. A person is walking on the sidewalk. The scene is set in an urban environment with trees and buildings in the background.

OCTOBER 1, 2024 THROUGH SEPTEMBER 30, 2025



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

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**Simplified Chinese:**

根据适用的州和联邦法律，本文件可按要求提供其他格式。LVPC将根据要求提供翻译或口译服务。如需更多信息，请致电610-264-4544联系LVPC。

**Arabic:**

تيل اردفل او فيموكحلا نين اوقلل أقفو ،بلطل ا دن ع ىرخأ غيصب حاتم دنتسمل ا اذم<sup>١</sup> بلطل ا دن ع ريسفتل ا وأ قمچرتل ا تامدخ ميدقتب LVPC قنجل موقتس .امب لومعمل ا ٦10-264-4544 مقرلا ىلع LVPC قنجلب لاصتال ا ىچري ،تامولعمل ا نم ديزمل

**Vietnamese:**

Chúng tôi có thể cung cấp tài liệu này theo các định dạng khác nếu quý vị yêu cầu, chiếu theo luật hiện hành của tiểu bang và liên bang. LVPC sẽ cung cấp các dịch vụ thông dịch và chuyển ngữ tài liệu khi có yêu cầu. Để biết thêm thông tin, vui lòng gọi LVPC tại số 610-264-4544.



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J. William Reynolds, City of Bethlehem

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# INTRODUCTION

# PURPOSE OF THE ACCOMPLISHMENTS + ANNUAL LISTING OF OBLIGATED PROJECTS

This report was prepared as an overview of transportation investments in the Lehigh Valley. It also serves as a reference to specifically highlight the accomplishments of transportation improvement projects within the region. Additionally, this report is the convey to the public the Annual Listing of Obligated Projects to fulfill federal transportation requirements. Federal regulation states that: “An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding program year shall be published or otherwise made available through the cooperative effort of the state, public transportation operator(s), and metropolitan planning organization. The listing shall be consistent with the categories identified in the TIP.”

These requirements were first established under the Fixing America’s Surface Transportation Act (FAST Act) and continued in the subsequent Infrastructure Investment and Jobs Act (IIJA) commonly referred to as the Bipartisan Infrastructure Law (BIL), which authorizes federal funding for transportation projects. The BIL enables the United States Secretary of Transportation to authorize funding to Metropolitan Planning Organizations (MPOs) across the United States, through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

## 2025 ACCOMPLISHMENTS

A listing of projects and programs that were completed or substantially completed where no additional federal funding obligations have been authorized and the project is open for public use.

## 2025 UNDER CONSTRUCTION

Projects that are actively under construction where physical work is happening during the federal fiscal year 2025. Not all projects that are accomplished or under construction were obligated funding during 2025. These projects may have had prior federal fiscal years obligations that authorized the project to commence, however construction time frames can sometimes last many years, sometimes past the original obligation year.

## DEOBLIGATED PROJECTS

Deobligations are monies not used during a particular phase of the project and have funding that can be reallocated to other eligible phases of other projects. The deobligations or funding may not reflect the current federal fiscal year obligations, and they may have been obligated several years prior as the project progressed through the various phases.



# WHAT IS THE TRANSPORTATION IMPROVEMENT PROGRAM?

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

The TIP details the planned expenditure of federal funds and state capital funds for specific projects and programs within specified limits of fiscal constraint. Fiscal constraint requires only utilizing the amount of money allocated for specific funding categories and project types. TIP development is a rigorous process that includes significant opportunities for public engagement to provide for involvement and comment on transportation projects considered with a look at the region as a whole and indiscriminate of individual municipal boundaries within Lehigh and Northampton Counties.

The TIP and the overall plan are administered by the Lehigh Valley Transportation Study (LVTS), the federally designated Metropolitan Planning Organization (MPO) for Lehigh and Northampton Counties. As the MPO, the LVTS completes and implements two major foundational planning products, along with additional plans, studies and report. All of this work is done with the input of local officials, transportation agencies and the public. This is achieved through collaboration and meetings of the LVTS Technical and Coordinating Committees.

## Federal Regulations Require That the TIP Shall:



Cover a period of at least  
**3 YEARS**



Consist of projects from  
*FutureLV: The Regional  
Plan*, the locally developed  
transportation plan



Reflect the area's  
transportation needs  
and priorities

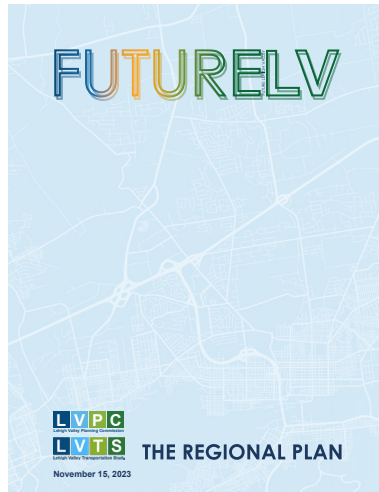


Include realistic cost  
and revenue estimates  
for all projects



Include all highway,  
bridge and transit  
projects to be funded  
with federal money

## PLANNING PRODUCTS



### The Metropolitan Transportation Plan (*FutureLV: The Regional Plan*)

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



### The Transportation Improvement Program (TIP)

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





# ACCOMPLISHMENTS

October 1, 2024 Through September 30, 2025

**The Transportation Improvement Program (TIP) is the locally endorsed list of highway, bridge and transit projects proposed to be implemented with federal assistance. The federal and state governments designated the Lehigh Valley Transportation Study (LVTS) as the body responsible for preparing the TIP for Lehigh and Northampton Counties. This report of completed projects in federal fiscal year 2025 for the 2025-2028 TIP that was adopted June of 2024.**

Every two years, the LVTS works in partnership with PennDOT, LANTA and area local officials to identify priority transportation needs and develop a new TIP to address these needs over the next four-year period. The TIP sources projects from the Metropolitan Transportation Plan (MTP) within *FutureLV: The Regional Plan*, the comprehensive plan for Lehigh and Northampton Counties.

MTP delineates how available and projected transportation funds will be spent over a 25-year period. MTP also outlines a vision of the future of transportation in the Lehigh Valley through a series of projects that involve the Goals and Policies of *FutureLV: The Regional Plan*.

The TIP details the planned expenditure of federal funds and state capital funds for specific projects and programs within specified limits of fiscal constraint. Fiscal constraint requires only utilizing the amount funding allocated for specific funding categories and project types. TIP development is a rigorous process that includes significant opportunities for public engagement to provide for involvement and comment on transportation projects considered with a look at the region as a whole and indiscriminate of individual municipal boundaries within Lehigh and Northampton Counties.

# PERFORMANCE-BASED PLANNING + PROGRAMMING

The LVTS TIP follows a Performance-Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and the LVTS at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of various plans and programs. The 3C process enables valuable coordination and public engagement with a focus on the policies of the LVTS and state and federal guidelines.

The completion of these projects also aligns with the FHWA and PennDOT Asset Management as well as Transportation Performance Management through Performance Measures. These Performance Measures are a set of targets to address various aspects of transportation. These targets and goals are related to safety, infrastructure condition and system performance with a relationship to air quality. Projects are selected to align with adopted Transportation Performance Management, Performance Measures by LVTS to ensure a safe and efficient transportation system.

**Transportation Performance Management (TPM)** is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 CFR 490 outlines the national performance goal areas for the federal-aid program. TPM is systematically applied through a regular ongoing process. It provides key information to help decision makers understand the consequences of investment decisions across transportation assets or modes or transportation. Communication between decision makers, stakeholders and the public is provided through this management strategy. Ensuring targets and measures developed in cooperative partnerships and based on data and objective information.

These goals are embedded within three specific Performance Measures and targets adopted by the Lehigh Valley Transportation Study. Performance targets should be data-driven, realistic, and attainable and should align with the performance management framework and legislative intent.

# PERFORMANCE MEASURES

## Safety Performance Measures (PM1)

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

### Safety Performance Measures:

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

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

Projects for the MTP and the TIP have been selected to align with adopted Performance Measures by LVTS to ensure a safe and efficient transportation system consistent with state and national transportation objectives.

## Pavement/Bridge Performance Measures (PM2)

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

## System Performance Measures (PM3)

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

### System Performance Measures:

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

# Total for **ACCOMPLISHED PROJECTS**

October 1, 2024 through September 30, 2025

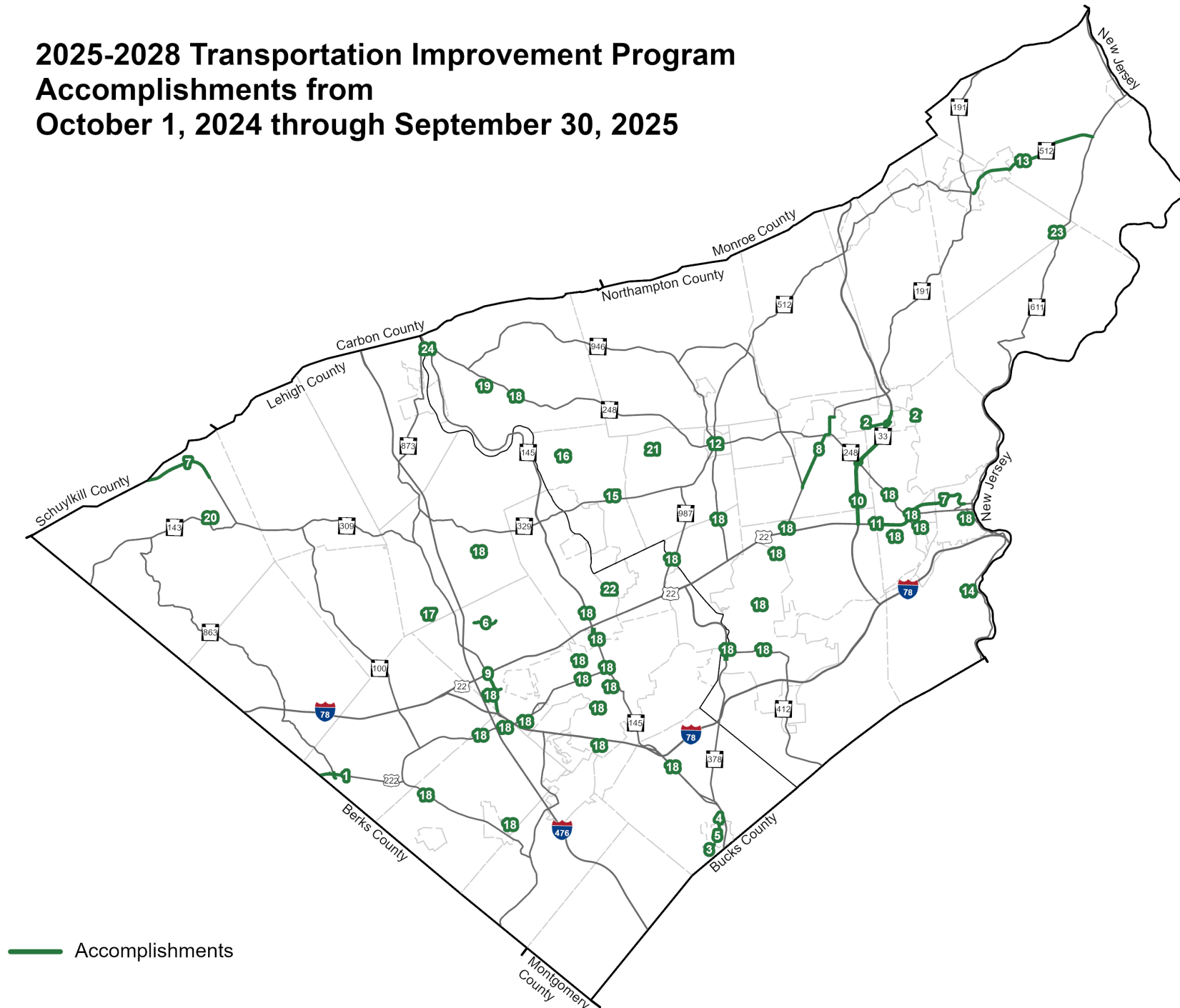
During 2025, TIP projects with investments of

# \$92,846,194

were completed and open for public use.

The following projects are critical infrastructure projects to the long-term sustainability and mobility of the Lehigh Valley. These projects were the result of a comprehensive planning and programming of various current and prior Transportation Improvement Programs.

# 2025-2028 Transportation Improvement Program Accomplishments from October 1, 2024 through September 30, 2025



— Accomplishments

# HIGHLIGHTED ACCOMPLISHMENTS

October 1, 2024 through September 30, 2025

## Coopersburg Main Street Streetscape Phase 3

**Description:** Installation of crosswalks, Americans with Disabilities Act-compliant (ADA) ramps, curb, sidewalk and pedestrian lighting along Main Street (Route 2045) between East Fairmont Street and Tilghman Street.

**Location:** Coopersburg Borough

**Performance Measure:** PM1

**Total Project Cost:** \$175,000

**MPMS #:** 110988

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 3

## Coopersburg Main Street Streetscape Phase 5

**Description:** Bicycle and pedestrian improvements along Main Street (Route 2045) from East Fairmont Street to Fairview Street that will include ADA ramps, crosswalks, pedestrian lighting, signage, on-street parking and sharrows, in Coopersburg Borough.

**Location:** Coopersburg Borough

**Performance Measure:** PM1, PM2, PM3

**Total Project Cost:** \$609,128

**MPMS #:** 112628

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 4

## Coopersburg Main Street Streetscape Phase 7

**Description:** Bicycle and pedestrian improvements along Main Street (Route 2045) from East Fairmont Street to Fairview Street that will include ADA ramps, crosswalks, pedestrian lighting, signage, on-street parking and sharrows, in Coopersburg Borough.

**Location:** Coopersburg Borough

**Performance Measure:** PM1

**Total Project Cost:** \$1,131,515

**MPMS #:** 113303

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 5



### Howertown Road Bridge Replacement/Rehabilitation

**Description:** Replacement/rehabilitation of the Howertown Road Route 3017) bridge over Dry Run in Allen Township.

**Location:** Allen Township

**Performance Measure:** PM2

**Total Project Cost:** \$2,912,857

**MPMS #:** 105371

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 15

### Jordan Creek Greenway in Covered Bridge Park

**Description:** Extension of the Jordan Creek Greenway Trail.

**Location:** South Whitehall Township

**Total Project Cost:** \$1,000,000

**MPMS #:** 118438

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 6

**Performance Measure:** PM3

### Route 309 & Tilghman Street Interchange Demolition

**Description:** Demolition of properties needed for the Route 309 and Tilghman Street Interchange project in South Whitehall Township.

**Location:** South Whitehall and Upper Macungie Townships

**Performance Measure:** PM2, PM3

**Total Project Cost:** \$667,207

**MPMS #:** 121093

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 9



### Race Street Bridge Replacement/Rehabilitation

**Description:** Replacement and rehabilitation of the precast deck of the Race Street (Route 1004) bridge over the Lehigh River in Whitehall Township and in the Borough of Catasauqua.

**Location:** Whitehall Township and Catasauqua Borough      **Performance Measure:** PM2, PM3

**Total Project Cost:** \$6,879,075      **MPMS #:** 108134

**Project Administrator/Owner:** PennDOT District 5      **Map ID #:** 22

### Route 512 Resurface S. Main Street to Route 611

**Description:** Resurfacing Bill Scott Boulevard, Central Avenue and Mount Bethel Highway(all section of Route 512) from Main Street in Bangor through East Bangor to Route 611 in Upper Mount Bethel Township.

**Location:** Upper Mount Bethel Township, and the      **MPMS #:** 101571

Boroughs of Bangor and East Bangor

**Total Project Cost:** \$6,879,075      **Map ID #:** 13

**Project Administrator/Owner:** PennDOT District 5

**Performance Measure:** PM2, PM3

# TOTAL ACCOMPLISHMENTS

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Project Administrator/ Owner	Total Cost of Project
1	79554	Route 222 & Shantz Road & Route 863 Improvements	Safety improvements in Upper Macungie Township.		\$26,529,510
14	110055	Route 611 Culvert Replacement	Emergency project in Williams Township.		\$1,530,319
2	112129	Amazon Offsite Improvements	Highway reconstruction in Forks and Palmer Townships.		\$5,000,000
16	12310	Indian Trail Road over Hokendauqua Creek Bridge Replacement	Replacement of the bridge carrying Indian Trail Road over Hokendauqua Creek, in Allen Township.		\$5,118,330
17	89627	Kernsville Road Bridge Restoration	Restoration Kernsville Road Bridge.		\$4,310,710
7	117521	All Weather Pavement Markers 2023	Installation of all weather pavement markings at various locations in Lehigh and Northampton Counties.		\$539,181
18	116663	Low Cost Signal Upgrades	Signal upgrades at various locations throughout Lehigh and Northampton Counties.		\$198,675

Map ID	MPMS #	Project Title	Project Description	Project Administrator/ Owner	Total Cost of Project
19	12318	Maple Drive over Tributary to Bertsch Creek	Replacement of bridge carrying Maple Drive over Bertsch Creek.		\$1,233,473
20	85692	Mosserville Road over Ontelaunee Creek	Replacement of bridge carrying Mosserville Road over Ontelaunee Creek.		\$2,283,183
8	101560	Nazareth Pike Resurfacing	Resurfacing of Nazareth Pike in Lower Nazareth Township and Nazareth Borough.		\$2,627,510
21	110058	Old Carriage Road Bridge Replacement	Replacement of Old Carriage Road Bridge.		\$2,081,469
10	114351	Route 33 Resurfacing	Resurfacing of Route 33 from the Tatamy interchange to Route 22 in Whitehall Township and Catasauqua Borough.		\$6,879,075
23	12084	Richmond Bridge Replacement	Replacement of the Richmond Bridge in Washington Township.		\$2,982,010

Map ID	MPMS #	Project Title	Project Description	Project Administrator/ Owner	Total Cost of Project
11	114350	Route 22 Resurface, Bethman Road to 25th Street	Highway restoration on Route 22 from Bettman Road to 25th Street in Bethlehem and Palmer Townships, and Wilson Borough.		\$3,988,792
24	110176	Route 248 Signal Upgrade	Signal upgrades along Route 248 in Lehigh Township.		\$2,449,928
12	113887	Route 512 Bath Borough Corridor Signal Optimization	Signal upgrades along Route 512 in Bath Borough.		\$1,890,797



# UNDER CONSTRUCTION

October 1, 2024 Through September 30, 2025

# Total for Projects **UNDER CONSTRUCTION**

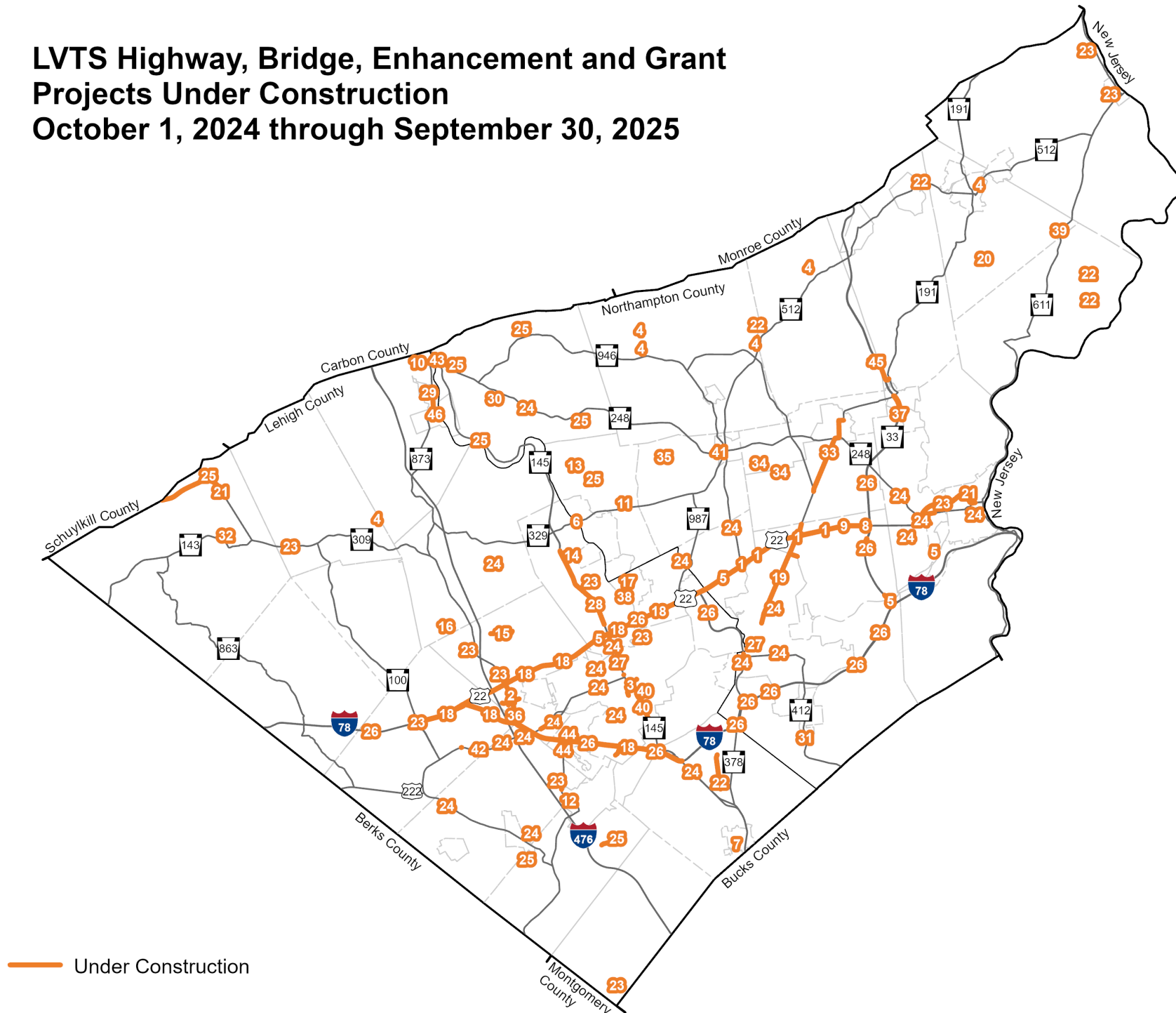
October 1, 2024 through September 30, 2025

# \$401,659,004

Projects listed in this section are physical construction for Federal Fiscal Year (FFY) 2025. There are certain projects that may appear to be complete and are in fact open for transportation purposes. However, there are elements remaining to close out the project. These projects also may have small amounts of funding in the 2025-2028 TIP and will be closed out in the current FFY 2025 annual listing of obligated projects and accomplishments element within the report. Dollar totals are programmed amounts combined with past expenditures. These amounts are subject to change as projects develop.

# LVTS Highway, Bridge, Enhancement and Grant Projects Under Construction

October 1, 2024 through September 30, 2025



# HIGHLIGHTED UNDER CONSTRUCTION

October 1, 2024 through September 30, 2025

## Route 22 from Farmersville Road to Route 512

**Description:** Highway resurfacing/restoration of Route 22 from Farmersville Road to the Route 512 and restoration of Route 191 and Route 512 Interchange ramps in Bethlehem and Hanover Townships. Will include replacing all guiderails.

**Location:** Bethlehem Township, Hanover Township

**Status:** Started Summer 2022, Estimated Completion Fall 2023

**Total Project Cost:** \$24,099,476

**MPMS #:** 110070

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 1

## Route 309 & Tilghman Street I/C Recon

**Description:** Reconfiguration of the Route 309/Tilghman Street (Route 1002) Interchange and two bridge replacements at Route 309 over Tilghman Street and Route 309 over Broadway Street. Will also include rehabilitation of the Route 309 culvert over Little Cedar Creek, roadway drainage improvements, base repair, overlay, and two new signals at the end of the reconfigured ramps.

**Location:** South Whitehall Township, Lehigh County

**Status:** Started Summer 2024, Estimate Completion Spring 2030

**Total Project Cost:** \$129,594,328

**MPMS #:** 96432

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 2



## Cementon Bridge Replacement

**Description:** Replacement of the Cementon Bridge carrying Route 329 over the Lehigh River in Whitehall Township.

**Location:** Whitehall Township, Northampton Borough

**Status:** Started Winter 2023, Estimated Completion Fall 2028

**Total Project Cost:** \$34,871,088

**MPMS #:** 11413

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 6

## Lehigh Race Street Intersection

**Description:** Corridor improvements to Race Street (State Route 1004) in Catasauqua Borough, including installation of traffic signals at the intersections of Race Street/Lehigh Street, Race Street/Front Street and Race Street/Second Street. Will also include widening the Race Street structure over the Lehigh Canal, and installation of a right turn lane eastbound onto Lehigh Street (State Route 1007). A westbound left turn lane will be provided for westbound Race Street onto Lehigh Street. The widening of Lehigh Street to provide separate right turn lane will require the removal and replacement of the existing bridge over Catasauqua Creek which will also accommodate pedestrian traffic from the Delaware and Lehigh (D&L) trail. A left turn lane will be provided for eastbound Race Street onto Second Street. Both Front Street and Second Street will be converted into two-way streets.

**Location:** Catasauqua Borough

**Status:** Started Winter 2023, Estimated Completion Summer 2026

**Total Project Cost:** \$18,256,853

**MPMS #:** 57433

**Project Administrator/Owner:** PennDOT District 5

**Map ID #:** 17

## Newburg Road over Trib Monocacy Creek

**Description:** This project involves a replacement of the bridges that carry Newburg Road (SR 3020) over a tributary of Monocacy Creek in Lower Nazareth Township and East Branch Monocacy Creek, Upper Nazareth Township.

**Location:** Lower Nazareth Township,  
Upper Nazareth Township

**Status:** Started Fall 2023, Actual Completion Spring 2025

**MPMS #:** 85940

**Total Project Cost:** \$9,620,635

**Map ID #:** 34

**Project Administrator/Owner:** PennDOT District 5

## Route 33 Bushkill Creek Bridges

**Description:** PA 33 Northbound and Southbound bridge replacements over Bushkill Creek in Stockertown Borough, Northampton County.

**Location:** Stockertown Borough

**Total Project Cost:** \$28,382,770

**Project Administrator/Owner:** PennDOT District 5

**Status:** Started Winter 2023, Estimated Completion Fall 2025

**MPMS #:** 96431

**Map ID #:** 37

## Route 248 Realignment

**Description:** The proposed realignment would straighten Route 248 and reduce the number of turning movements in the Borough, reduce traffic on Main Street between Bridge Street and Chestnut Street, and direct traffic away from the Downtown Historic Area. The length of Northampton Street up to its intersection with Main Street will be designated as Route 248.

**Location:** Bath Borough

**Total Project Cost:** \$8,645,693

**Project Administrator/Owner:** PennDOT District 5

**Status:** Started Summer 2024, Estimated Completion Summer 2027

**MPMS #:** 86853

**Map ID #:** 41

## Walnut Street Bridge

**Description:** Replacement of the bridge that carries South Walnut Street over Trout Creek in the Borough of Slatington, Lehigh County.

**Location:** Slatington Borough

**Total Project Cost:** \$14,291,380

**Project Administrator/Owner:** PennDOT District 5

**Status:** Started Winter 2024, Estimated Completion Summer 2028

**MPMS #:** 94680

**Map ID #:** 46

# TOTAL UNDER CONSTRUCTION

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/ Owner	Total Cost of Project
3	116849	Allentown Martin Luther King Jr. Drive	Installation of a Rectangular Rapid Flashing Beacons at Martin Luther King Jr. Drive and 4th Street to cross pedestrians between the parking lot and Parkettes. School flashers will be placed at the Building 21 at MLK Jr. Drive and Lehigh Street in the City of Allentown.	Started Winter 2023, Estimated Completion Spring 2025	PennDOT	\$181,471
4	110062	Box Culvert Bundle-Round 1	Box culvert replacements at various locations in Lehigh and Northampton Counties.	Started Fall 2024, Estimated Completion Fall 2026	PennDOT	\$6,074,638
5	117154	Bridge Overlay Bundle #2	Bridge overlays and other preventative maintenance activities of various structures in Lehigh and Northampton Counties.	Started Fall 2022, Estimated Completion Summer 2025	PennDOT	\$2,545,883
N/A	116648	Coalition for Appropriate Transportation Bicycle Education 2021	Bicycle education for grades K-8, in the Easton Area School District, and the Cities of Allentown and Bethlehem.	Started Summer 2022, Actual Completion Summer 2025	PennDOT	\$154,036

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/ Owner	Total Cost of Project
7	118434	Coopersburg Streetscape Improvements Phase 6	Traffic, pedestrian and bicycle improvements to South Main Street (Route 2045) from Thomas Street to Tilghman Street in Coopersburg Borough.	Started Spring 2024, Estimated Completion Summer 2025	PennDOT	\$1,534,014
8	89616	Country Club Road over Route 22	Replacement of the bridge that carries Country Club Road (Route 2031) over Route 22 in Bethlehem Township.	Started Summer 2022, Actual Completion Fall 2024	PennDOT	\$5,985,188
9	71707	Farmersville Road Bridge over Route 22	Replacement of the Farmersville Road (Route 2029) bridge over Route 22 in Bethlehem Township.	Started Fall 2024, Estimated Completion Summer 2027	PennDOT	\$6,144,395
10	107552	Gap Bridge Repairs	Rehabilitation of the Lehigh Gap Bridge (Route 873) over the Lehigh River & Norfolk Southern Railroad in Washington Township, Lehigh County.	Started Summer 2024, Estimate Completion Spring 2026	PennDOT	\$10,736,235
11	105371	Howertown Road Bridge	Replacement/Rehabilitation of the Howertown Road (Route 3017) Bridge over Dry Run in Allen Township.	Started Spring 2023, Estimated Completion Fall 2024	PennDOT	\$2,912,857
12	79127	Indian Creek Road over Leibert Creek	Replacement/Rehabilitation of the Indian Creek Road (Route 2018) bridge over Leibert Creek in Upper Milford Township.	Started Spring 2025, Estimated Completion Winter 2027	PennDOT	\$1,603,447

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/ Owner	Total Cost of Project
13	12310	Indian Trail Road over Hokendauqua Creek	Replacement of the bridge carrying Indian Trail Road Route 3016) over Hokendauqua Creek in Allen Township.	Started Winter 2023, Actual Completion Fall 2024	PennDOT	\$5,118,330
14	118436	Ironton Rail Trail Trailhead Improvement Project	Bicycle/Pedestrian safety improvements at Ironton Rail Trail Trailhead at the intersection of North Ruch Street and Chestnut Street in Whitehall Township.	Started Winter 2024, Estimated Completion Fall 2025	PennDOT	\$320,000
15	118438	Jordan Creek Greenway in Covered Bridge Park	Extension of the Jordan Creek Greenway Trail through Covered Bridge Park in South Whitehall Township.	Started Winter 2023, Actual Completion Fall 2024	PennDOT	\$1,000,000
16	89627	Kernsville Road Bridge	This project consists of a rehabilitation of the bridge carrying Kernsville Road (Route 4003) over Jordan Creek in Whitehall Township.	Started Summer 2023, Actual Completion Fall 2024	PennDOT	\$4,310,710
18	68190	Lehigh Valley Freeway Service Patrol	Two roaming tow trucks to respond quickly to incidents on Interstate 78 in Lower Macungie Township, from Route 100 to Route 22, and along Route 22 from the split with I-78, and Route 33 in Bethlehem Township.	Ongoing	PennDOT	\$1,340,592

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/ Owner	Total Cost of Project
19	11981	Linden Street Improvements	Selective highway reconstruction and paving of Linden Street (Route 3015) from Elizabeth Avenue to Brodhead Road within the City of Bethlehem and Bethlehem Township. Improvements include milling and overlay throughout the corridor with select sections of base repair. Additionally, there will be Americans with Disabilities Act (ADA) ramps updated to current standards, traffic signal updates, the installation of pedestrian push buttons, pedestrian crossing improvements, signing and pavement marking improvements.	Started Summer 2023, Estimated Completion Fall 2024	PennDOT	\$8,266,545
20	85930	Lower South Main Street over Martins Creek	Replacement of the bridge carrying Route 1015 over Martins Creek in Washington Township.	Started Winter 2023, Estimated Completion Winter 2024	PennDOT	\$3,521,496
21	117521	All Weather Pavement Markers 2023	Installation of All Weather Pavement Markings at various locations, in Lehigh and Northampton Counties.	Started Spring 2023, Actual Completion Summer 2024	PennDOT	\$539,181
22	117528	BPN-4 Guide Rail Upgrades	Addressing guide rail upgrades at various locations, in Lehigh and Northampton Counties.	Started Summer 2024, Estimated Completion Summer 2026	PennDOT	\$100,000



Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/ Owner	Total Cost of Project
23	112231	Bridge Preservation #7	Consultant design and construction of bridge repairs and preservation of various bridges in Lehigh and Northampton Counties.	Started Winter 2024, Estimated Completion Fall 2027	PennDOT	\$5,295,878
24	116663	Low Cost Signal Upgrades	Adding retroreflective backplates and increasing signal head size from 8-inch to 12-inch lens at urban intersections at various locations in Lehigh and Northampton Counties.	Started Summer 2023, Actual Completion Fall 2024	PennDOT	\$198,675
25	117823	Systemic Safety Improvements	This districtwide design build project involves implementing low-cost safety systemic countermeasures to address lane departure sites on curves in various locations in Lehigh and Northampton Counties. Combined with similar projects in Berks, Carbon, Monroe and Schuylkill Counties.	Started Fall 2022, Estimate Completion Fall 2025	PennDOT	\$4,706,567
26	110086	Urban Intelligent Transportation Systems	Installation of Dynamic Message Signs (DMS) & Closed Circuit Television Cameras (CCTV) at various locations along Route 22 in Lehigh County. Locations added after the 2021 TIP adoption were various locations along Route 22, Route 33, Route 378 and Interstate 78.	Started Spring 2023, Estimated Completion Summer 2025	PennDOT	\$6,297,006

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/ Owner	Total Cost of Project
27	119413	Vulnerable Road User Project - Tier 1	Implementation of a systemwide safety improvement for Vulnerable Road User by implementing pedestrian countdown timers on various routes in Lehigh and Northampton Counties.	Started Fall 2023, Estimated Completion Summer 2025	PennDOT	\$748,591
28	110170	MacArthur Road Signal Upgrades	Synchronization of twelve signalized intersections along MacArthur Road (Route 145), including two signalized adjacent ramp intersections in Whitehall Township.	Started Fall 2022, Estimated Completion Fall 2025	PennDOT	\$8,196,320
29	113099	Main Street (Route 873) & Walnut Street Intersection Improvements	The realignment of the /North Walnut Street (Route 873) intersection in the Borough of Slatington.	Started Summer 2025, Esitmed Completion Summer 2028	PennDOT	\$440,000
30	12318	Maple Drive over Tributary to Bertsch Creek	Replacement of the Route 4020 bridge over tributary to Bertsch Creek in Lehigh Township.	Started Spring 2023, Actual Completion Summer 2024	PennDOT	\$1,233,473
31	12286	Meadows Road Bridge (County Bridge #15)	Bridge improvements of the Meadows Road Bridge over Saucon Creek in Lower Saucon Township.	Started Spring 2024, Estimated Completion Summer 2026	PennDOT	\$5,855,085
32	85692	Mosserville Road over Ontelaunee Creek	Replacement of the Mosserville Road (Route 4024) bridge over Ontelaunee Creek in Lynn Township.	Started Spring 2024, Actual Completion Fall 2024	PennDOT	\$2,283,183



Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/ Owner	Total Cost of Project
33	101560	Nazareth Pike Resurface	Milling, base repair, ADA ramps, resurfacing and new pavement markings on Route 191, from Newburg Road in Lower Nazareth Township to North New Street in Nazareth Borough.	Started Winter 2023, Actual Completion Spring 2024	PennDOT	\$2,627,510
35	110058	Old Carriage Road Bridge Replacement	Replacement of the Old Carriage Road (Route 3018) bridge over a tributary of the Catasauqua Creek in East Allen Township.	Started Winter 2023, Actual Completion Spring 2024	PennDOT	\$2,081,469
36	121093	Route 309 & Tilghman Street Interchange Demolition	Demolition of properties needed for the Route 309 and Tilghman Street Interchange project in South Whitehall Township.	Started Spring 2024, Actual Completion Fall 2024	PennDOT	\$667,207
38	108134	Race Street Bridge over Lehigh River	Precast deck replacement and rehabilitation of the Race Street (Router 1004) bridge over the Lehigh River in Whitehall Township and the Borough of Catasauqua.	Started Fall 2022, Actual Completion Winter 2023	PennDOT	\$8,226,856
39	12084	Richmond Bridge Replacement	Replacement of the bridge that carries Route 611 over Oughoughton Creek in Washington Township, Northampton County.	Started Spring 2023, Actual Completion Fall 2024	PennDOT	\$2,982,945

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/ Owner	Total Cost of Project
40	109971	Route 145 Safety Improvements	Safety improvements on Fourth Street/Susquehanna Street (Route 145)) from Emmaus Avenue to West Wyoming Street in the City of Allentown. Includes milling, overlay, ADA, restriping of protected left turn bays at signals, alignment of opposing left turns, installation of two-way left turn signals throughout the corridor, and implementation of access management.	Started Fall 2023, Estimated Completion Fall 2026	PennDOT	\$11,313,390
42	118306	Route 222 & Grange Road Improvements	Intersection improvements, pedestrian crosswalks and traffic signal improvements at Route 222 and Grange Road/Mill Creek Road in Upper Macungie Township.	Started Spring 2023, Actual Completion Summer 2024	PennDOT	\$140,041
43	110176	Route 248 Signal Upgrades	Improvements to the traffic signal operation at two intersections along Route 248 in Lehigh Township.	Started Summer 2023, Actual Completion Fall 2024	PennDOT	\$2,449,928
44	110169	Route 29/Cedar Crest Boulevard Signal Upgrades	Improvements of the traffic signal operation at four intersections along Route 29 in Salisbury Township.	Started Fall 2022, Estimated Completion Fall 2025	PennDOT	\$5,109,603
45	107761	Two Rivers Trail Gap 9A Construction	Construction of a pedestrian trail along Route 33 from Sullivan Trail to Henry Road in Plainfield and Bushkill Townships. The trail installation will include signage, pavement markings and fencing.	Started Summer 2022, Estimated Completion Summer 2024	PennDOT	\$654,036



# ANNUAL LISTING OF OBLIGATED PROJECTS

October 1, 2024 Through September 30, 2025

**Obligations are shown for all projects in Lehigh and Northampton Counties, including those projects outside of the control of the Lehigh Valley Transportation Study funding allocations and formulas such as the Interstate Program. Obligations for the Interstate System for example are shown in this report. The Interstate Management Program is administered by PennDOT Central Office.**

Obligations are shown by project phases and include the funding source. Projects have many phases even before construction can begin. These phases include Preliminary Engineering (PE), Rights-Of-Way (ROW), Utilities (UTL), Final Design (FD), Construction (CON) and Study/Planning (S/P) or implementation of the project.

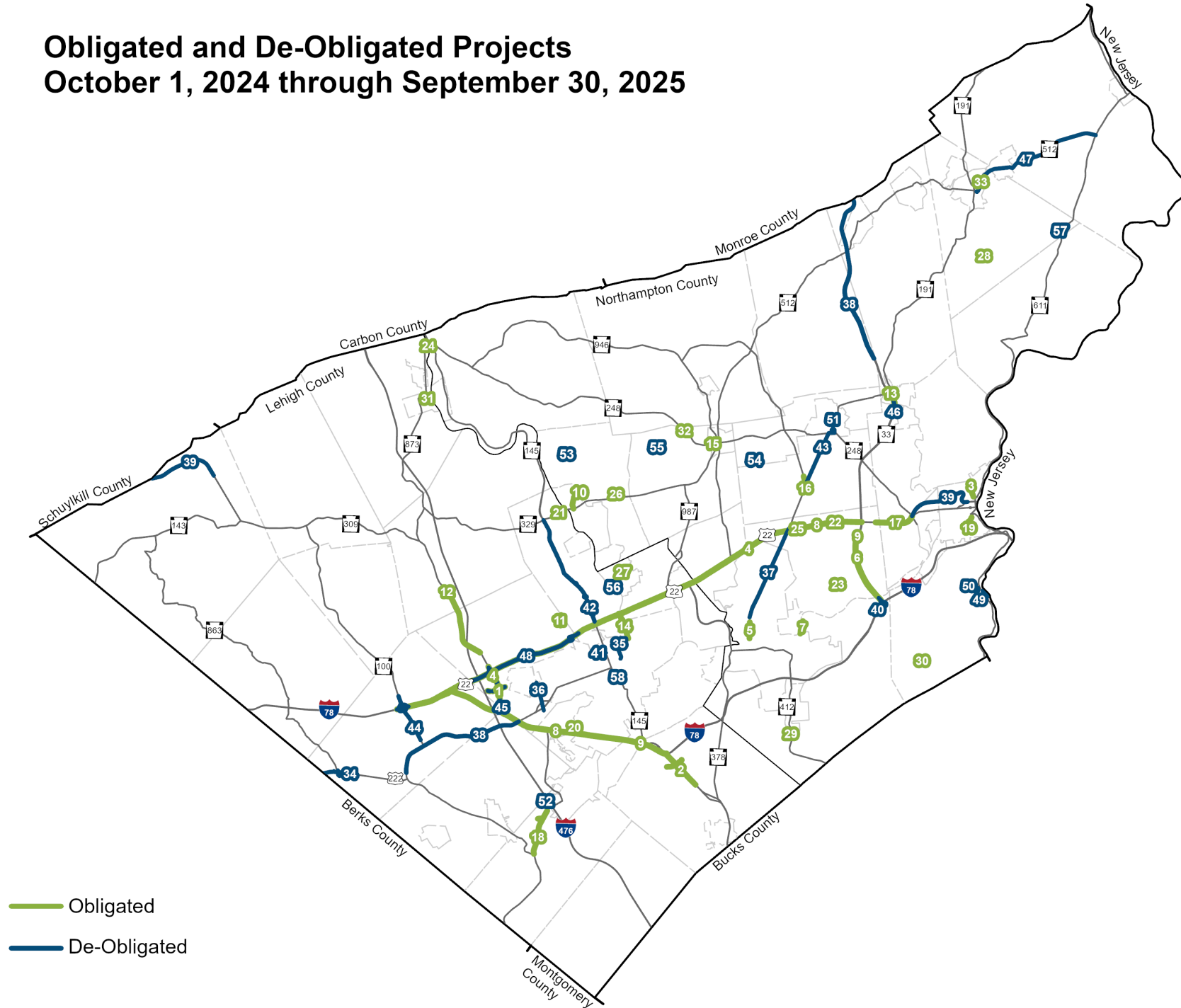
To fulfill this requirement, the 2025 LVTS Annual Listing of Obligated Projects shows all money obligated for highway, bridge, transit, bicycle and pedestrian projects within Lehigh and Northampton Counties for the Federal Fiscal Year (FFY) 2025, which is the time period of October 1, 2024, to September 30, 2025.

Total Obligations for  
**HIGHWAY/BRIDGE ENHANCEMENTS/  
GRANT PROJECTS**

October 1, 2024 through September 30, 2025

**\$53,742,280**

# Obligated and De-Obligated Projects October 1, 2024 through September 30, 2025



— Obligated  
— De-Obligated

# HIGHWAY/BRIDGE OBLIGATIONS

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
1	96432	Route 309 & Tilghman Street Interchange Reconstruction	Reconfigures the Tilghman Street (Route 309/Route 1002) Interchange. Will also include two bridge replacements at Route 309 over Tilghman Street and Route 309 over Broadway Street, rehabilitation of the Route 309 culvert over Little Cedar Creek, roadway drainage improvements, base repair, overlay, and two new signals at the end of the reconfigured ramps.	CON	PennDOT	\$20,730,300	\$17,826,116	\$38,556,416
2	102160	Route 309 Center Valley Interchange Improvements	Geometric improvements to the Route 309 Center Valley Interchange, in Upper Saucon Township. The existing signalized intersection will be converted into a full direction grade separated interchange.	PE	PennDOT	\$1,259,824	\$0	\$1,259,824
20	118404	Bogert's Bridge Rehabilitation	Rehabilitation of Bogert's Covered Bridge over Little Lehigh Creek in Lehigh Parkway to restore structural integrity and ensuring future use in the City of Allentown. Items of work include evaluation and replacement of bridge members, replacement of roof system and timber siding.	CON	PennDOT	\$200,000	\$0	\$200,000



Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
N/A	122781	Coalition of Appropriate Transportation Bike Education 2025	This project involves bicycle education for grades K-8 through bike safety assemblies, bike day events, small group events, and promotional campaign at various locations within Lehigh and Northampton Counties.	CON	PennDOT	\$468,860	\$165,262	\$634,122
21	11413	Cementon Bridge Replacement	Replacement of the Cementon Bridge carrying Route 329 over the Lehigh River in Whitehall Township and Northampton Borough.	CON	PennDOT	\$1,728,664	\$0	\$1,728,664
NA	97953	Construction Assistance	This project provides funding for consultant assistance for the inspection and/or oversight of approved Transportation Improvement Program construction projects that are eligible for federal funding. These include highway, bridge and transportation alternative projects in Lehigh and Northampton Counties.	CON	PennDOT	\$194,978	\$225,000	\$419,978
3	118435	Easton/Lafayette College Pedestrian Safety Project - Phase 3	Pedestrian safety enhancements in the College Hill neighborhoods along Cattell Street from College Avenue to High Street City of Easton.	CON	PennDOT	\$93,000	\$0	\$93,000
22	71707	Farmersville Road Bridge over Route 22	Replacement of the Route 2029 (Farmersville Road) bridge over Route 22 in Bethlehem Township.	CON	PennDOT	\$2,418,032	\$0	\$2,418,032

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
23	117509	Freemansburg Avenue Safety Improvements	Intersection safety improvements of Freemansburg Avenue (Route 2018) and Farmersville Road in Bethlehem Township. Improvements will include realignment of the northern leg of the intersection to align with the southern leg, a signalization and turning lanes.	FD	PennDOT	\$839,445	\$0	\$839,445
23	117509	Freemansburg Avenue Safety Improvements	Intersection safety improvements of Freemansburg Avenue (Route 2018) and offset Farmersville Road in Bethlehem Township. Improvements will include realignment of the northern leg of the intersection to align with the southern leg, a signalization and turning lanes.	ROW	PennDOT	\$683,000	\$0	\$683,000
4	68190	Freeway Service Patrol	Funding for two roaming tow trucks to respond quickly to incidents on Interstate 78. The service limits are from Route 100 to the Route 309 split and Interstate 78/Route 22 (at Route 100) to Route 22/Route 33 in Upper Macungie, Lower Macungie, South Whitehall, Whitehall, Hanover and Bethlehem Townships, and the City of Bethlehem.	CON	PennDOT	\$377,250	\$1,218,064	\$1,595,314

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
24	107552	Gap Bridge Repairs	Rehabilitation of Route 873 (Lehigh Gap Bridge) over the Lehigh River & Norfolk Southern Railroad in Washington Township, Lehigh County.	CON	PennDOT	\$2,941,040	\$0	\$2,941,040
25	89614	Hecktown Road Bridge over Route 22	Replacement of the Route 2027 (Hecktown Road) bridge over Route 22 in Bethlehem Township.	CON	PennDOT	\$4,649,468	\$743,321	\$5,392,789
26	105371	Howertown Road Bridge	Replacement/rehabilitation of Howertown Road (Route 3017) bridge over Dry Run in Allen Township.	CON	PennDOT	\$127,600	\$0	\$127,600
27	57433	Lehigh and Race Street Intersection Improvement	Corridor improvements to Race Street (Route 1004) in the Borough of Catasauqua. The intersections of Race Street/Lehigh Street, Race Street/Front Street and Race Street/Second Street will be signalized. The Race Street structure will be widened over the Lehigh Canal to provide a right turn auxiliary lane eastbound onto Lehigh Street (Route 1007), and the bridge over the Catasauqua Creek will be replaced. A left turn lane will be provided for eastbound Race Street onto Second Street. Front Street and Second Street will be converted into two-way streets.	CON	PennDOT	\$85,540	\$276,000	\$361,540

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
5	120976	Linden Street Two-Way Conversion	The conversion of Linden Street to improve circulation and congestion by converting Linden Street from a one-way southbound street to a two-way street in the City of Bethlehem.	PE	PennDOT	\$206,000	\$0	\$206,000
28	85930	Lower South Main Street over Martins Creek	Replacement of the bridge carrying Route 1015 over Martins Creek in Washington Township, Northampton County.	CON	PennDOT	\$40,000	\$0	\$40,000
6	120951	All Weather Pavement Markers 2025	Installation of All Weather Pavement Markings at various locations in Lehigh and Northampton Counties.	CON	PennDOT	\$165,688	\$400,000	\$565,688
7	120949	High Friction Surface - 2025	Installation of high friction surface on Routes 412, 2014 and 8018 in City of Bethlehem and Lower Saucon Township.	CON	PennDOT	\$173,840	\$440,000	\$613,840
8	114344	Traffic Operations Center	This project funds an operator working in the Traffic Operations Center in District 5-0. The operator monitors cameras, message boards and radio systems along Interstate 78, Route 309, and Route 22 in Lehigh and Northampton Counties.	CON	PennDOT	\$49,941	\$150,059	\$200,000

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
9	110086	Urban Intelligent Transportation Systems Enhancements	Installation of Dynamic Message Signs (DMS) & Closed Circuit Television Cameras (CCTV) at various locations along Route 22, Interstate 78, Route 33 and Route 378 in Lehigh and Northampton Counties.	CON	PennDOT	\$120,000	\$0	\$120,000
10	113812	Main Street—21st Street to Cherryville Road	Resurfacing Main Street from 21st Street to Cherryville Road in Northampton Borough.	CON	PennDOT	\$350,000	\$589,451	\$939,451
11	110174	Mauch Chunk Road Signal Upgrade	Improvements of the existing traffic signal operation at two existing intersections along Mauch Chunk Road in South Whitehall Township.	UTL	PennDOT	\$250,000	\$0	\$250,000
29	12286	Meadows Road Bridge Improvements	Bridge Improvements of Meadows Road Bridge, (County Bridge #15) over Saucon Creek in Lower Saucon Township.	CON	PennDOT	\$25,891	\$0	\$25,891
12	102312	Route 309 Resurfacing	Pavement restoration of Route 309 from Walbert Avenue to Shankweiler Road in North and South Whitehall Townships. This betterment work involves mill and overlay, concrete patching, guiderail upgrades and movement markings. Also included is the reconstruction of Orefield Road (Route 4003) and Route 309 intersection to accommodate truck turning movements and signal replacement.	FD	PennDOT	\$152,736	\$0	\$152,736

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
13	96431	Route 33 Bushkill Creek Bridge Replacements	Route 33 Northbound and Southbound bridge replacements over Bushkill Creek in Stockertown Borough.	CON	PennDOT	\$3,377,600	\$0	\$3,377,600
30	109914	Raubsville Road over Frey's Run	Replacement of the Raubsville Road (Route 2006) bridge over Freys Run in Williams Township.	CON	PennDOT	\$2,074,868	\$0	\$2,074,868
14	118070	Riverside Drive RAISE Grant	Convert approximately two miles of an abandoned railroad bed along the west side of the Lehigh River in Whitehall Township and the City of Allentown, from Lehigh Avenue to Furnace Street, to a complete two-lane street with an adjacent multi-use path. The multi-use path will continue north to connect to the existing Delaware and Lehigh Trail just north of Race Street. The project will also convert another 450 feet of an abandoned railroad bed between Hamilton Street and Union Street within the City of Allentown to complete the southern terminus of Riverside Drive. Proposed Riverside Drive will vary in width from 24 feet to 36 feet, providing one lane in each direction and allowing for turn lanes where warranted. The multi-use path will be 10 feet wide and located between Riverside Drive and the Lehigh River.	PE	PennDOT	\$725,000	\$0	\$725,000

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
15	86853	Route 248 Realignment	Realignment to straighten Route 248 and reduce the number of turning movements in the Borough, reduce traffic on Main Street between Bridge Street and Chestnut Street, and direct traffic away from the Downtown Historic Area. The length of Northampton Street up to its intersection with Main Street will be designated as Route 248.	CON	PennDOT	\$1,207,816	\$0	\$1,207,816
31	94680	South Walnut Street Bridge	Replacement of the bridge that carries South Walnut Street over Trout Creek in the Borough of Slatington.	ROW	PennDOT	\$480,000	\$0	\$480,000
31	94680	South Walnut Street Bridge	Replacement of the bridge that carries South Walnut Street over Trout Creek in the Borough of Slatington.	CON	PennDOT	\$4,247,718	\$3,806,906	\$8,054,624
16	116936	Route 191 Lower Nazareth Intersection Improvements	Improving signalization at the intersection of Nazareth Pike (Route 191) and Newburg Road (Route 3020) and the separate stop-controlled Y-intersection of Daniels Road (Route 946) at Nazareth Pike approximately 500 feet to the north in Lower Nazareth Township. Left turn lanes will be added at Newburg Road and Nazareth Pike and Route 946 will be realigned.	FD	PennDOT	\$67,421	\$748,330	\$815,751



Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
17	114350	Route 22 Resurface, Bethman Road to 25th Street	Milling, concrete patching, binder course, wearing course, sawing and sealing, joint cleaning and sealing, guide rail, shoulder rumble strips, pavement markings, and other miscellaneous construction, for Route 22, in Bethlehem and Palmer Townships and Wilson Borough.	CON	PennDOT	\$89,153	\$0	\$89,153
32	120952	Route 248/Airport Road Intersection Improvements	Improving traffic signalization and other upgrades such as left turning lanes at intersection of Route 248 and Airport Road in East Allen Township.	PE	PennDOT	\$645,611	\$0	\$645,611
18	110183	Route 29 - Shimersville Hill Safety Improvements	Corridor safety improvements on Shimersville Hill (Route 29) from Buckeye Road to Route 100, including the removal and relocation of fixed objects, the widening of the roadway for left turn lanes, the installation of new signal equipment and signal interconnection between signals at Buckeye Road and Ramer Street. Will also include systematic signing and pavement marking upgrades in Upper Milford Township.	FD	PennDOT	\$146,421	\$0	\$146,421

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
18	110183	Route 29 - Shimersville Hill Safety Improvements	Corridor safety improvements on Shimersville Hill (Route 29) from Buckeye Road to Route 100, including the removal and relocation of fixed objects, the widening of the roadway for left turn lanes, the installation of new signal equipment and signal interconnection between signals at Buckeye Road and Ramer Street. Will also include systematic signing and pavement marking upgrades in Upper Milford Township.	UTL	PennDOT	\$81,673	\$0	\$81,673
18	110183	Route 29 - Shimersville Hill Safety Improvements	Corridor safety improvements on Shimersville Hill (Route 29) from Buckeye Road to Route 100, including the removal and relocation of fixed objects, the widening of the roadway for left turn lanes, the installation of new signal equipment and signal interconnection between signals at Buckeye Road and Ramer Street. Will also include systematic signing and pavement marking upgrades in Upper Milford Township.	ROW	PennDOT	\$1,170,000	\$0	\$1,170,000
33	85945	Route 512 over Brush Meadow Creek	Bridge replacement of Route 512 Washington Street over Brush Meadow Creek in Bangor Borough.	FD	PennDOT	\$23,420	\$0	\$23,420

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Federal Funds Remaining	Total Cost of Project
19	120975	St. John Street Improvements	Roadway and pedestrian improvements along St. John Street in the City of Easton.	PE	PennDOT	\$215,412	\$212,000	\$427,412
NA	89055	Transportation Alternative/ Multimodal Project Management	Provides funding for a consultant contract to assist local sponsors in developing approved transportation enhancement/alternative projects in Lehigh and Northampton Counties.	PE	PennDOT	\$236,948	\$150,052	\$387,000
NA	121551	Youth Bike Education- Community Bike Works	Bicycle education for children and teens in K-12 in the Lehigh Valley is offered through Earn-a-Bike and Junior Earn-a-Bike classes, as well as organized bike rides throughout the region in various municipalities in Lehigh and Northampton Counties.	CON	PennDOT	\$634,122	\$0	\$634,122

# Total Deobligations for **HIGHWAY/BRIDGE ENHANCEMENTS/ GRANT PROJECTS**

October 1, 2024 through September 30, 2025

# -\$7,563,600

Deobligated funds represent the amount a project came in under budget. These funds can be allocated for other projects. The deobligations may not reflect the current federal fiscal year obligations, and may have been from funds obligated several years prior as the project progressed through previous phases.

# HIGHWAY/BRIDGE DEOBLIGATIONS

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
34	79554	Route 222 & Shantz Road & Route 863 Improvements	Improve safety, traffic operations and mobility at the Independent Road (Route 222/Route 863)/ Schantz Road (Route 3012) intersection through installation of a roundabout. Will include widening on Route 222, and eliminate the structural deficiency of the bridges on Schantz Road (Route 3012) and Route 222.	FD	PennDOT	\$37,212	\$0	\$0
34	79554	Route 222 & Shantz Road & Route 863 Improvements	Improve safety, traffic operations and mobility at the Independent Road (Route 222/Route 863)/ Schantz Road (Route 3012) intersection through installation of a roundabout. Will include widening on Route 222, and eliminate the structural deficiency of the bridges on Schantz Road (Route 3012) and Route 222.	ROW	PennDOT	-\$2,452,684	\$0	\$0
50	110055	Route 611 Culvert Replacement	Replacement of the South Delaware Drive (Route 611) culvert over a tributary to the Delaware River in Williams Township.	PE	PennDOT	-\$118,061	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
35	111442	Allentown Jordan Creek Greenway Trail	Construction of Jordan Creek Greenway Trail segment in the City of Allentown, from Turner Street along the Jordan Creek to Sumner Avenue.	CON	PennDOT	-\$115	\$0	\$0
51	98094	Broad Street Nazareth Railroad Crossing	Safety improvements to upgrade railroad safety equipment where Route 191 crosses the track of Norfolk Southern Railway in the Borough of Nazareth. Work includes replacement of antiquated equipment with one mast arm and one cantilever to cover three lanes of southbound traffic.	CON	PennDOT	-\$193,896	\$0	\$0
36	117879	Cedar Crest Corridor Improvements Study	Corridor safety improvements study to include signal upgrades, widening, adding turn lanes, conversion of signalized intersections into roundabouts (where warranted) along Cedar Crest Boulevard from South Drive to Shrewsbury Road in South Whitehall Township. A corridor evaluation study will be performed during the study phase, which will include a Roadway Safety Audit. Recommendations in the phase will be used to determine alternatives to move ahead within the design phase.	S/P	PennDOT	-\$34,475	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
52	11419	Chestnut Street over Norfolk Southern Railroad Bridge	Replacement of the bridge carrying Route 29 over the Reading Railroad in Upper Milford Township.	CON	PennDOT	-\$2,366	\$0	\$0
53	12310	Indian Trail Road over Hokendauqua Creek	Replacement of the bridge carrying Indian Trail Road (Route 3016 ) over Hokendauqua Creek in Allen Township.	CON	PennDOT	-\$1,006,306	\$0	\$0
37	11981	Linden Street Improvements	Selective highway reconstruction and paving of Linden Street (Route 3015) from Elizabeth Avenue to Brodhead Road within the City of Bethlehem and Bethlehem Township. The proposed roadway improvements include mill and overlay throughout the corridor with select sections of base repair. Will also include Americans with Disabilities Act (ADA) ramps updated to current standards, traffic signal updates, signal retiming, pedestrian crossing improvements, signing and pavement marking improvements, and drainage improvements.	FD	PennDOT	-\$127,600	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
37	11981	Linden Street Improvements	Selective highway reconstruction and paving of Linden Street (Route 3015) from Elizabeth Avenue to Brodhead Road within the City of Bethlehem and Bethlehem Township. The proposed roadway improvements include mill and overlay throughout the corridor with select sections of base repair. Will also include Americans with Disabilities Act (ADA) ramps updated to current standards, traffic signal updates, signal retiming, pedestrian crossing improvements, signing and pavement marking improvements, and drainage improvements.	UTL	PennDOT	-\$41,884	\$0	\$0
38	114342	All Weather Pavement Markers 2021	Installation of all weather pavement markings in various locations throughout Lehigh and Northampton Counties.	CON	PennDOT	-\$34,460	\$0	\$0
39	117521	All Weather Pavement Markers 2023	Installation of all weather pavement markings at various locations in Lehigh and Northampton Counties.	CON	PennDOT	-\$80,348	\$0	\$0
40	116659	High Friction Surface - 2023	Application of epoxy high friction surface treatment with bauxite aggregate to various locations in Lehigh and Northampton Counties.	CON	PennDOT	-\$31,511	\$0	\$0



Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
41	119413	LVTS Vulnerable Road User Project - Tier 1	Implementation of a systemwide safety improvement for Vulnerable Road User by implementing pedestrian countdown timers on various routes in Lehigh and Northampton Counties.	PE	PennDOT	-\$100,206	\$0	\$0
42	96387	MacArthur Road Resurface	This partial design/build project involves mill and overlay of MacArthur Road (Route 145) from a quarter-mile south of Grape Street to Main Street (Route 329), including pavement markings, crack-seal, guide rail updates and concrete ADA ramps in Whitehall Township.	CON	PennDOT	-\$236,539	\$0	\$0
43	101560	Nazareth Pike Resurface	Milling, base repair, ADA ramps, resurfacing and new pavement markings on Route 191 from Newburg Road in Lower Nazareth Township to North New Street in Nazareth Borough.	CON	PennDOT	-\$134,269	\$0	\$0
54	85941	Newburg Road over E. Branch Monocacy Creek	Replacement of the bridge that carries Newburg Road (Route 3020) over the East Branch of Monocacy Creek in Upper Nazareth Township.	ROW	PennDOT	-\$74,009	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
55	110058	Old Carriage Road Bridge Replacement	Replacement of the Old Carriage Road (Route 3018) bridge over a tributary of the Catasauqua Creek in East Allen Township.	ROW	PennDOT	-\$38,610	\$0	\$0
55	110058	Old Carriage Road Bridge Replacement	Replacement of the Old Carriage Road (Route 3018) bridge over a tributary of the Catasauqua Creek in East Allen Township.	CON	PennDOT	-\$52,747	\$0	\$0
44	102311	Route 100 Reconstruction	Roadway reconstruction Route 100 from Industrial Boulevard to Tilghman Street in Upper Macungie Township. The work will include overlay on the Interstate 78 ramps.	ROW	PennDOT	-\$112,843	\$0	\$0
44	102311	Route 100 Reconstruction	Roadway reconstruction Route 100 from Industrial Boulevard to Tilghman Street in Upper Macungie Township. The work will include overlay on the Interstate 78 ramps.	CON	PennDOT	-\$725,521	\$0	\$0
45	121093	Route 309 & Tilghman Interchange Demolition	Demolition of properties needed for the Route 309 and Tilghman Street Interchange project in South Whitehall Township.	CON	PennDOT	-\$92,920	\$0	\$0
46	96431	Route 33 Bushkill Creek Bridges	Route 33 Northbound and Southbound bridge replacements over Bushkill Creek in Stockertown Borough.	PE	PennDOT	-\$205,735	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
56	108134	Race Street over Lehigh River Rehabilitation	Precast deck replacement and rehabilitation of the Route 1004 (Race Street) bridge over the Lehigh River in Whitehall Township and in the Borough of Catasauqua.	ROW	PennDOT	-\$29,160	\$0	\$0
57	12084	Richmond Bridge Replacement	Replacement of the bridge that carries Route 611 over Oughoughton Creek in Washington Township.	PE	PennDOT	-\$174,007	\$0	\$0
47	101571	Route 512 Resurface South Main Street to Route 611	Resurfacing Bill Scott Boulevard, Central Avenue and Mount Bethel Highway (Route 512) from Main Street in Bangor through East Bangor to Route 611 in Upper Mount Bethel Township.	CON	PennDOT	-\$15,000	\$0	\$0
48	96385	Route 22 Resurface 15th Street to Route 309	Resurfacing of Route 22 from Route 309 to 15th Street in Whitehall and South Whitehall Townships.	CON	PennDOT	-\$712,880	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
49	79468	Williams Township Canal Wall Replacements	Replacement of the retaining wall supporting Route 611 alongside the Delaware Canal in Williams Township. Will include the full depth pavement reconstruction of northbound and southbound Route 611 in the area of the newly constructed wall, as well as the installation of new guiderail, where applicable. A temporary traffic signal controlled, single lane pattern will be implemented during the construction.	CON	PennDOT	-\$609,428	\$0	\$80,000
58	94682	Wire Mill Bridge	Replacement/rehabilitation of the Wire Mill Bridge that carries Lehigh Street (Route 145) over the Little Lehigh Creek in the City of Allentown.	CON	PennDOT	-\$88,810	\$0	\$0

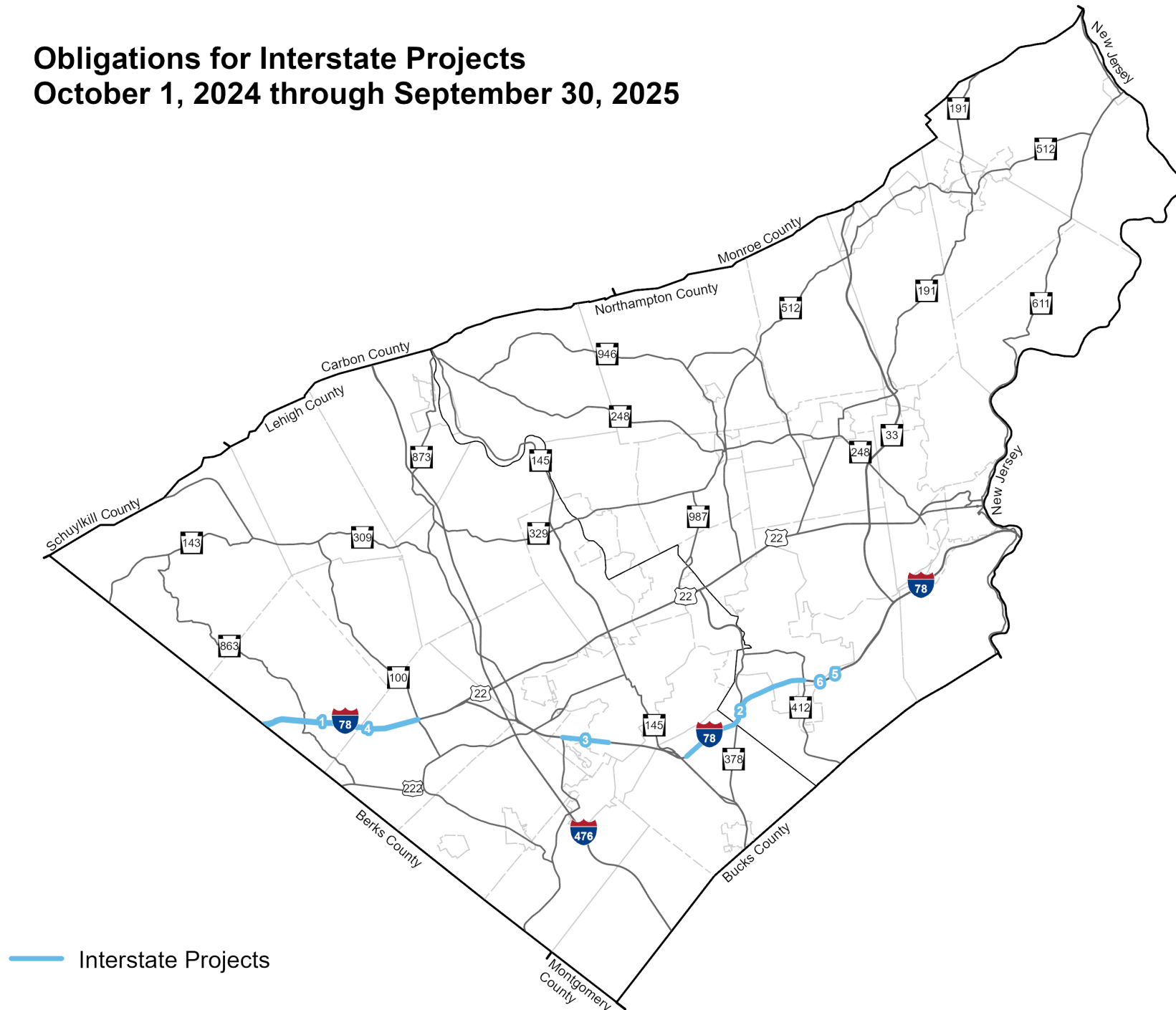
# Total Obligations for **PENNDOT INTERSTATE PROJECTS**

October 1, 2024 through September 30, 2025

# \$5,603,640

The following \$5,603,640 in Obligated Interstate Projects are for projects located on Interstate 78 that are programmed on the State Transportation Improvement Program (STIP). These projects are programmed by PennDOT Central Office and are reported to the LVTS as a point of information and to meet federal guidelines for the PennDOT Interstate Management Program.

# Obligations for Interstate Projects October 1, 2024 through September 30, 2025



# INTERSTATE OBLIGATIONS

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Total Cost of Project
5	75849	Dual Bridges over Easton Road	Engineering study for substructure conditions on dual structures that carry Interstate 78 over Route 2006 in Lower Saucon Township.	FD	PennDOT District 5	\$0	\$0
6	75849	Dual Bridges over Easton Road	Engineering study for substructure conditions on dual structures that carry Interstate 78 over Route 2006 in Lower Saucon Township.	CON	PennDOT District 5	\$0	\$10,609,000
4	92780	Interstate 78 Reconstruction	Full reconstruction of Interstate 78 from the Berks County Line to Route 100 Interchange with ramps reconfiguration, including drainage system improvements, guide rail updates, safety barriers, signing, pavement marking, delineators and truck climbing lanes, in Weisenberg and Upper Macungie Townships.	PE	PennDOT District 5	\$0	\$0



Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Obligation	Total Cost of Project
NA	120146	Districtwide Interstate Concrete Patching	Isolated concrete patching of failed slabs on Interstate 78 in Northampton County, Interstate Interstate 76 in Berks County, and Interstates 80 and 380 in Monroe County.	CON		\$4,740,600	\$4,740,600
1	120648	Interstate Berks County Line to Route 100 Patching	Patching of failed slabs and resurfacing of eastbound and westbound lanes of Interstate 78 from Berks/ Lehigh County Line to the Route 100 Interchange in Weisenberg and Upper Macungie Townships.	CON		\$863,040	\$863,040

# INTERSTATE DEOBLIGATIONS

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Total Cost of Project
2	72822	Interstate 78 Eastbound - Route 309 S to Saucon Viaduct Alkali-Silica Reaction	The treatment of rough pavement along eastbound mainline and shoulders of Interstate 78 with Ultra Thin Bonded Wearing Course and Stone Matrix Asphalt overlay, bituminous milling, concrete patching, guiderails, reflective tape pavement markers, line painting and bridge preservation activities, along with other miscellaneous construction items, in Upper and Lower Saucon Townships and the City of Bethlehem.	CON	PennDOT District 5	-\$1,380,535	\$0
3	11551	Interstate 78 in Lehigh County Improvements	Roadway improvements from Cedar Crest Boulevard to Lehigh Street, in Salisbury Township and the City of Allentown.	CON	PennDOT District 5	-\$890,128	\$0

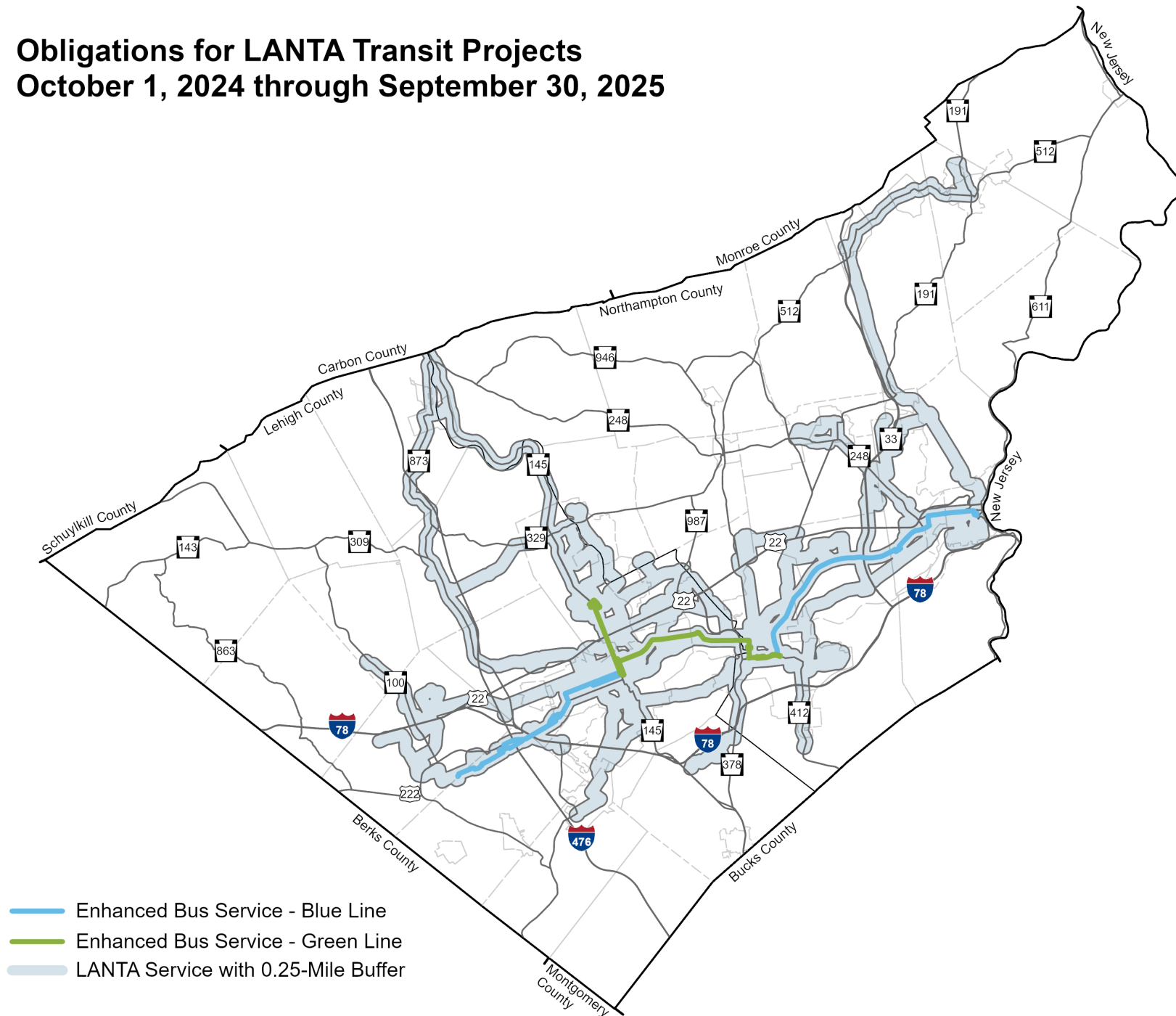
# Total Obligations for **LANTA TRANSIT PROJECTS**

October 1, 2024 through September 30, 2025

# \$2,031,823

The Lehigh and Northampton Transportation Authority (LANTA) was the recipient of \$2,031,823 in Federal Transit Administration (FTA) funding obligations for various public transit grants that were awarded. These funding obligations differ from the FHWA obligations for highway, bridge and enhancements/grant projects. These Transit funding categories and authorizations ensure safe and efficient public transit for the Lehigh Valley as a whole. LANTA's services are to meet basic transportation needs, support desired economic and environmental goals, and appeal to an increasing number of people. Services are to be comprised of a range of types, provided directly or through contract. The Transit Obligations through FTA grants awarded to LANTA help provide these services and ensure a safe and efficient public transit system for the Lehigh Valley.

# Obligations for LANTA Transit Projects October 1, 2024 through September 30, 2025



# TRANSIT OBLIGATIONS

October 1, 2024 through September 30, 2025

MPMS #	Project Title	Project Description	Project Administrator/ Owner	Obligation	Federal Funds Remaining
95008	Revenue Rolling Stock - 30-Foot Buses	Acquiring seven buses to provide shared ride service.	LANTA	\$626,994	\$0
95008	Revenue Rolling Stock - 30-Foot Buses	Acquiring three buses to provide shared ride service.	LANTA	\$536,592	\$0
95183	Bus Passenger Shelters	Bus Passenger Shelters	LANTA	\$128,042	\$32,842
110172	Easton Garage Gate Reader	Easton Garage Gate Reader	LANTA	\$5,504	\$1,264
110172	Allentown Garage Gate Reader	Allentown Garage Gate Reader	LANTA	\$5,800	\$0
110172	Allentown Gate Replacement	Allentown Gate Replacement	LANTA	\$13,804	\$0
110172	Easton Garage Tire Mounting Equipment	Easton Garage Tire Mounting Equipment	LANTA	\$16,450	\$0

MPMS #	Project Title	Project Description	Project Administrator/ Owner	Obligation	Federal Funds Remaining
95178	Fixed Route Scheduling Software	Fixed Route Scheduling Software	LANTA	\$19,752	\$0
110172	Easton Garage Security Camera Additions	Easton Garage Security Camera Additions	LANTA	\$21,320	\$0
110172	Allentown HQ Interior Door Access Controls	Allentown Headquarters Interior Door Access Controls	LANTA	\$12,520	\$2,200
110172	Bethlehem Transportation Center (BTC) Door Access Control	Bethlehem Transportation Center (BTC) Door Access Control	LANTA	\$5,769	\$0
95178	Masabi Fare Collection Project	Masabi Fare Collection Project	LANTA	\$359,432	\$65,140
110172	Maintenance Department Tablets for AssetWorks	Maintenance Department Tablets for AssetWorks	LANTA	\$2,620	\$2,620
110171	2017 Buses - Operator Seat Replacement	2018 Buses - Operator Seat Replacement	LANTA	\$36,467	\$0
110171	2018 Buses - Operator Seat Replacement	2019 Buses - Operator Seat Replacement	LANTA	\$21,792	\$0
110172	Allentown Fuel Tank Monitoring Upgrade	Allentown Fuel Tank Monitoring Upgrade	LANTA	\$20,745	\$1

MPMS #	Project Title	Project Description	Project Administrator/ Owner	Obligation	Federal Funds Remaining
110172	Allentown Bus Wash Update	Allentown Bus Wash Update	LANTA	\$27,520	\$0
95178	Token Transit Fare Collection	Token Transit Fare Collection	LANTA	\$40,320	\$0
95178	South Bethlehem Transit Center Digital Display	South Bethlehem Transit Center Digital Display	LANTA	\$15,180	\$0
110171	Associated Capital Maintenance Items	Associated Capital Maintenance Items	LANTA	\$115,200	\$28,967





# CONCLUSION

Accomplishment + Annual Obligated Projects

**The Accomplishments + Annual Listing of Obligated project is a product of the continuing, comprehensive and cooperative process of the LVTS, FHWA, FTA and other transportation stakeholders including the general public. This process is the foundation of the region's Long-Range Transportation Plan/Metropolitan Transportation Plan and Transportation Improvement Program which leads to projects being obligated or accomplished in this report.**

Federal investments, or obligations, of \$53,754,280 were committed to 41 Highway, Bridge, and Enhancements/Grant projects during the federal fiscal year of 2025. During the same period, \$7,563,600 was deobligated, or saved, on 29 projects that came in under budget, enabling those funds to be committed to other approved projects in the region. Investments, or obligations, of \$5,603,640 were committed to five Interstate 78 projects, through the Interstate Management Program for projects that were included on the State Transportation Improvement Program. During the same period, \$2,260,663 was deobligated on two interstate projects in the region. In addition, another \$401,659,004 in projects remain under construction. Finally, \$2,031,823 was obligated to the Lehigh and Northampton Transportation Authority (LANTA) public transit operation through the Federal Transit Administration to ensure and equitable and robust public transportation system regionwide.

**All together, these investments show a continuing federal and state commitment to maintaining the transportation network of a region of more than 700,000 people.**



# GLOSSARY

**Activity Line Item (ALI)** is the Federal Transit Administration (FTA) coding for specific activities related to grants and funding of transit projects and operations.

**Agency Name** identifies the public transportation agency responsible for administering and implementing projects sourced with public transportation funding streams.

**Annual Listing of Obligated Projects (ALOP)** is a federally required listing of highway, bridge and transportation projects, including investments in pedestrian walkways and bicycle infrastructure transportation facilities, for which federal funds have been obligated in the preceding year, which shall be published or otherwise made available by the cooperative effort of state, transit operators and metropolitan planning organizations for public review. In accordance with regulations 23 U.S.C. 134 (j)(7)(B), 49 U.S.C. 5303 (j)(7)(B) or 23 CFR §450.334.

**Category** describes the type of project.

- **Highways** are roadway projects that restore an existing highway to an acceptable condition or improves the roadway through the following types of work: pavement resurfacing, widening, shoulders, alignments, stormwater management, guiderails and other infrastructure.
- **Bridges** are projects related to elevated structures carrying modes of transportation over another physical feature such as another roadway, natural features such as a river or other transportation facilities such as rail lines.
- **Enhancements/Grants** are projects that received competitive grant awards for alternative transportation projects and improvements. They may also involve substantial grants awarded to projects from federal competitive grant award(s) that must be reported by the LVTS and the Annual Listing of Obligated Projects.
- **All** are generally line-item projects that support all aspects of transportation projects Highway, Bridge and Enhancements / Grants.

**CMAQ** is Congestion Mitigation and Air Quality.

**Congressional District** is a territorial division of a state from which a member of the United States House of Representatives is elected.

**County** is the geographic county in which the project is taking place. Specific locations are geographically categorized by PennDOT. All projects for LVTS are of regional importance to both Lehigh and Northampton Counties identified during collaboration through the project selection process during TIP development.

**Deobligations** represent the amount of federal authorizations no longer need for a specific phase of a project during federal fiscal year 2024. These funds may be reallocated to other regional projects that meet the funding criteria.

**Federal Fiscal Year** is the calendar timeframe from October 1, 2023 through September 30, 2024.

**Federal Funds Awarded** is the amount of funding associated with a specific public transit project or task for a certain time period.

**Federal Fund Category** is funding associated with specific tasks related to implementation of various public transit projects.

**Federal Funding Code** is the numerical number for a specific fund category related to public transit funding

**Federal Funds Remaining** is the amount of funding remaining not obligated to a prior phase or year(s) from the overall allocation of funding for the project.

## Federal Transit Funding Codes

- **5339 Funds** are Federal grants to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
- **5307/5340 Funds** are funds for transit capital and operating assistance in urbanized areas and for transportation related planning
- **5310 Funds** provide formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the public transportation service provided is unavailable, insufficient, or inappropriate to meeting the needs of these individuals.

**FHWA** is the Federal Highway Administration.

**FTA** is the Federal Transit Administration.

**FTA Grant Number** is the Federal Transit Administration Identification number for a specific grant allocation source.

**ITS** are intelligent transportation systems.

**LANTA** is the Lehigh and Northampton Transportation Authority.

**LVTS** is the Lehigh Valley Transportation Study, the federally designated Metropolitan Planning Organization for Lehigh and Northampton Counties.

**Map Identification Number** represents the location number on the map depicting the location of the project.

**MPMS** is the project identification number in the PennDOT Multimodal Project Management System for locating, tracking and reporting on the status of phases of various projects.

**MPO** is the Metropolitan Planning Organization, an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census.

**Municipality** is the county, city, town, borough, or township of the Commonwealth of Pennsylvania associated with the project general location.

**Obligations** represent federal authorizations to proceed with specific project phases for the federal fiscal year of 2024.

**Obligated Federal Amount FFY 2024** is the amount obligated towards public transportation for a specific project or task during Federal Fiscal Year 2024.

**OTH-Flex CMAQ** are funds provided by LVTS to the public transit operator LANTA utilizing CMAQ funding to support various public transit projects.

**PennDOT** is the Pennsylvania Department of Transportation.

**PennDOT District** is the PennDOT engineering District in which the project is taking place. PennDOT District 5-0 is the engineering district that encompasses Lehigh and Northampton counties for the LVTS.

**Performance Based Planning and Programming (PBPP)** is a process focused on collaboration between PennDOT, FHWA, and MPOs at the county and regional levels.

**Performance Measures** are adopted metrics for evaluating various transportation aspects related to safety, mobility, infrastructure condition and air quality.

- **PM1:** Safety
- **PM2:** Asset Condition
- **PM3:** Mobility and Congestion Mitigation and Air Quality (CMAQ)

**Phase of Work** is the list of phases associated with a particular project that is on the Transportation Improvement Program (TIP).

**Not every project will have every phase of a project. However, generally, the projects will have several of the following phases:**

- **Study/Planning (S/P)** – In this phase, a general overview or analysis is performed to identify elements for improvements to an identified project. This phase can be for corridors, potential connections and for enhancing and improving the projected need of a transportation asset.
- **Preliminary Engineering (PE)** – In this phase, a preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections, and initial public engagement are done. This process can take a few months to several years to complete.
- **Right-of-Way (ROW)** – This is the portion of the project in which negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project. Right-of-Way work does not begin until most of the Preliminary Engineering steps are complete.
- **Utilities (UTL)** – In this phase, ownership of existing or potential new utilities are identified. Coordination of infrastructure that may need to be relocated or otherwise changed to accommodate the project are done with the entities responsible for various utilities. Electric, telecommunications and pipelines are examples of utilities.
- **Final Design (FD)** – is the phase that identifies project-related improvements, materials, quantities and activities. The plans must include sufficient detail to inform project stakeholders (designers, reviewers, contractors, suppliers, etc.) of the actions required to advance the project from design through completion of construction and to satisfy permit conditions. Final Design Plans must also provide reasonable information needed by the contractor to submit a sound, equitable bid and to build the project to PennDOT's standards.
- **Construction (CON)** – In this phase, the project is advertised to prospective contractors for bids. Once the bids are opened and a contract is awarded, construction can begin.



**Program Total** is the overall cost associated and programmed for a project on the Transportation Improvement Program (TIP). Entries that contain “0” are for projects that were deobligated funds and had no obligations associated with it.

**Projects Administrator/Owner** is the agency responsible for implementation of the project/owner of the project location or structure.

**Project Title** is the name assigned to the project.

**Project Description** provides details and the intent of the project as applicable.

**Public Narrative** is a version of the Project Description simplified.

**Requested Federal Amount FFY 2024** is the amount of funding requested by the public transit operator for Federal Fiscal Year 2024 projects and tasks.

**State Match** are Commonwealth of Pennsylvania funds to match certain federal funding requirements.

**State Route (SR)** is the State Route identification number of a PennDOT owned or supported roadway associated with the project if applicable.

**Sub-Recipient** is the public transportation provider receiving the transit funds

**TIP** is the Transportation Improvement Program.

**Transportation Improvement Program (TIP)** is a list of transportation projects—covering a period of at least four years. The TIP must be developed in cooperation with the MPO, state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements to address various Transportation Performance Management requirements.

**Transportation Performance Management** is a strategic approach that uses transportation system information to make investment and policy decisions to achieve national transportation performance goals for safety, asset condition and mobility / air quality. (see Performance Measures)





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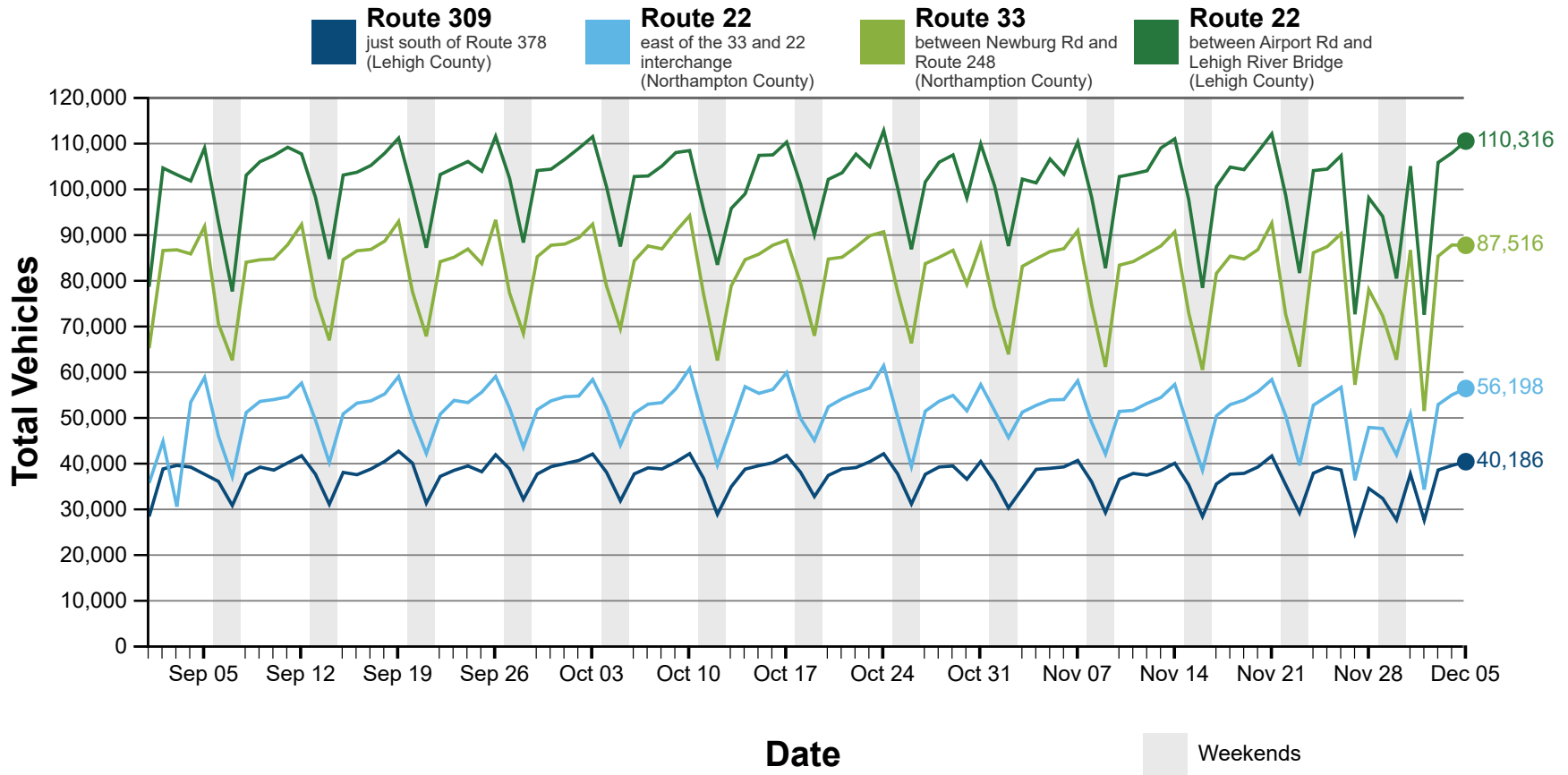
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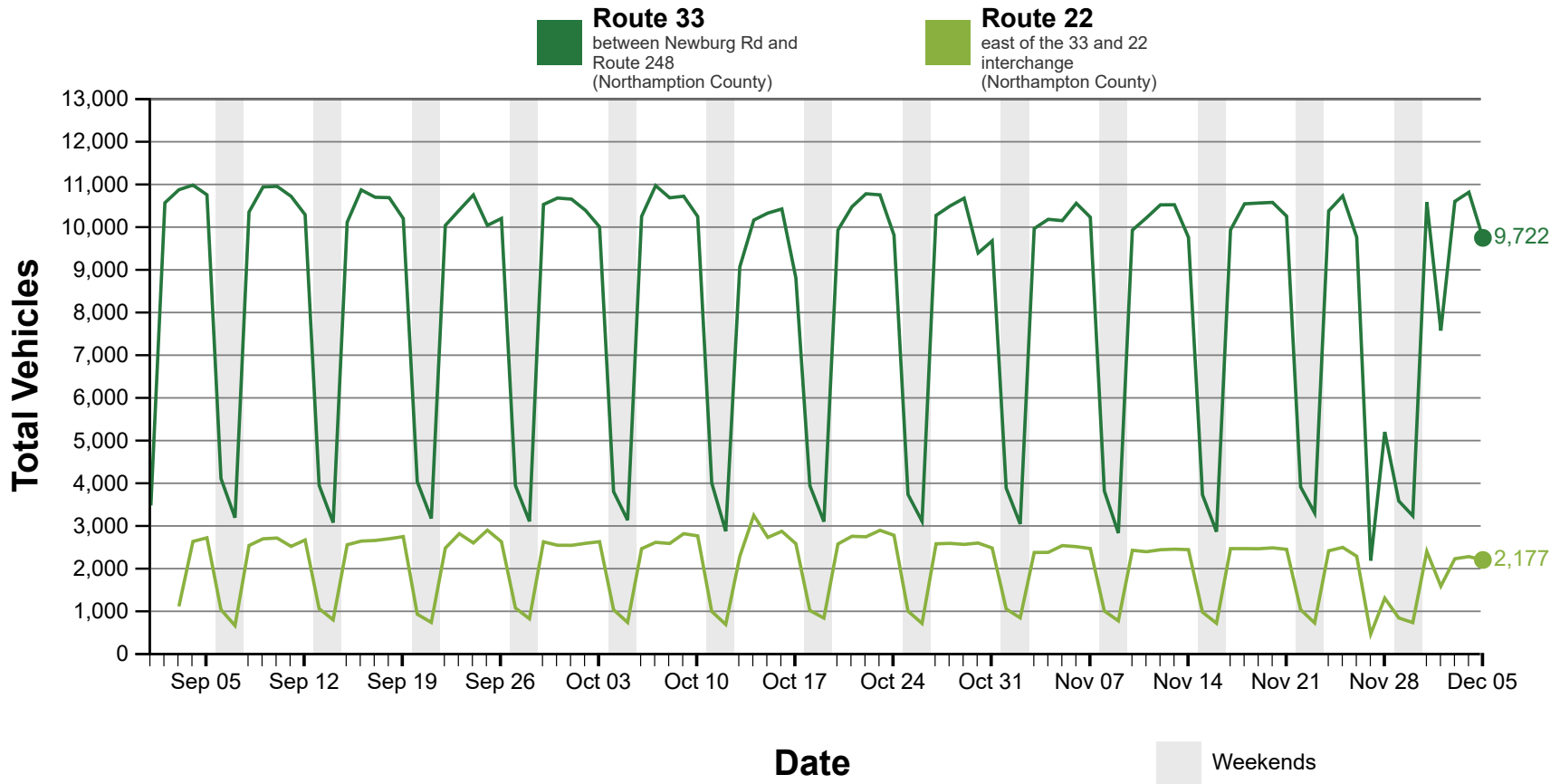


# Traffic Volumes Throughout the Lehigh Valley



*\*Data from Sep/1/2025 - Dec/5/2025 at daily intervals*

# Truck Volumes Throughout the Lehigh Valley



*\*Data from Sep/1/2025 - Dec/5/2025 at daily intervals*

Lehigh Valley Transportation Study  
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects  
Meeting December 17, 2025

**Transportation Alternatives Set-Aside Projects**

**Two Rivers Trail Gap 9A South Section, Northampton County (C-C. Barry)**

**MPMS 119824 – est. let July 2, 2026**

- Project scope extension was approved to include south section
- Designer working on plan development and activities to obtain required clearances

**100 Steps Restoration Project, Borough of Slatington (C-C. Barry)**

**MPMS 118439 – est. let June 18, 2026**

- Sponsor wants to continue with project
- Constructability comments addressed and resubmitted, additional comments received, sponsor working to address

**Coopersburg Streetscape Phase 9, Borough of Coopersburg (C-C. Barry)**

**MPMS 121552 – est. let November 5, 2026**

- Plan development underway along with activities to obtain required clearances

**Allentown School Zone Traffic Safety Upgrades, City of Allentown (C-A. Wolfe)**

**MPMS 121550 – est. let December 10, 2026**

- Letter of adjustment executed August 8, 2025
- Plan development underway along with activities to obtain required clearances
- Scoping document submitted to Environmental Unit on November 17, 2025

**Lehigh Canal Abbott Street Bridge, City of Easton (C-A. Wolfe)**

**MPMS 121553 – est. let September 3, 2026**

- Plan development underway along with activities to obtain required clearances

**Downtown Easton Intersection Redesign, City of Easton (C-A. Wolfe)**

**MPMS 122839 – est. let TBD**

- Kick-off meeting held August 8, 2025
- Environmental scoping document approved on November 20, 2025
- Plan development underway along with activities to obtain required clearances
- Reimbursement agreement submitted to sponsor for review and approval on November 24, 2025

**Albert Street D&L Trail, City of Allentown (C-A. Wolfe)**

**MPMS 122785 – est. let TBD**

- Kick-off meeting held August 8, 2025
- Reimbursement agreement submitted to sponsor for review and signature on November 19, 2025
- Plan development underway along with activities to obtain required clearances

**South Bethlehem Greenway Trail, City of Bethlehem (C-C. Barry)**

**MPMS 122782 – est. let TBD**

- Kick-off meeting held September 12, 2025
- City working to get designer under contract

**CAT Bike Education 2025, CAT (C-A. Wolfe)**

**MPMS 122781 – est. let September 25, 2025 (bike education project, no physical construction)**

- Reimbursement agreement executed on October 16, 2025
- Sponsor proceeding with invoicing

Lehigh Valley Transportation Study  
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects  
Meeting December 17, 2025

**Carbon Reduction Program Projects**

**Allentown LED, City of Allentown (C-A. Wolfe)**

**MPMS 123375 – est. let TBD**

- Kick-off meeting held August 8, 2025
- Requested Environmental District review of scoping document on November 18, 2025
- Reimbursement agreement drafted
- Plan development underway along with activities to obtain required clearances

**Martin Luther King Jr. Dr. Pedestrian Improvements, City of Allentown (C-A. Wolfe)**

**MPMS 123056 – est. let TBD**

- Kick-off meeting held August 8, 2025
- Reimbursement agreement drafted
- Plan development underway along with activities to obtain required clearances

**Northampton Street Pedestrian Improvements, City of Easton (C-A. Wolfe)**

**MPMS 123037 – est. let TBD**

- Kick-off meeting held August 8, 2025
- Reimbursement agreement drafted
- Sponsor going through qualifications based selection process for design

**Bethlehem Broad Street, City of Bethlehem (C-C. Barry)**

**MPMS 123053 – est. let TBD**

- Kick-off meeting held September 12, 2025
- Sponsor determining whether FHWA will permit the CRP funds to be combined with their SS4A project

**Main St. and Polk Valley Rd Improvements, Borough of Hellertown (C-C. Barry)**

**MPMS 123036 – est. let TBD**

- Kick-off meeting held September 12, 2025
- Sponsor going through qualifications based selection process for design

**Multimodal Transportation Fund Projects**

**Iron Works Catasauqua Streetscape, Catasauqua Borough (C-C. Barry)**

**MPMS 115798 – est. let TBD (paper let)**

- Environmental clearance received September 3, 2025

**Wilson Borough Improvements, Wilson Borough (C-C. Barry)**

**MPMS 115769 – est. let June 18, 2026 (paper let)**

- Sponsor continues working on ROW acquisition, condemnation will be needed

**Allentown 15<sup>th</sup> Street Traffic Signal Improvements, City of Allentown (C-C. Barry)**

**MPMS 116846 – est. let TBD (paper let)**

- Plan development ongoing
- ROW documentation with ROW Unit for review October 20, 2025

Lehigh Valley Transportation Study  
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects  
Meeting December 17, 2025

**S. Church and Hickory Street Connections, Borough of Macungie (C-C. Barry)**  
**MPMS 119779 – est. let October 22, 2026 (paper let)**

- Plan development ongoing along with activities to obtain required clearances

**Bethlehem Township Emergency Traffic Signal (C-C. Barry)**  
**MPMS 121738 – est. let April 1, 2027 (paper let)**

- Plan development ongoing along with working on ROW acquisition
- Utility clearance received October 27, 2025

**Coplay Multimodal Street Improvements (C-C. Barry)**  
**MPMS 123418 – est. let TBD (paper let)**

- Plan development underway along with activities to obtain required clearances

**Pearl Street Safety Improvements (C-C. Barry)**  
**MPMS 122908 – est. let TBD (paper let)**

- Plan development beginning along with activities to obtain required clearances
- Custom reimbursement agreement being drafted
- Will be combined with District's SR 248-11M (MPMS 101570)

**King's Route 309 Business Park Roundabout (C-C. Barry)**  
**MPMS 122279 – est. let February 12, 2026**

- Plan development underway along with activities to obtain required clearances
- Reimbursement agreement executed September 19, 2025



Lehigh Valley Transportation Study  
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects  
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<b><u>ACRONYM REFERENCE</u></b>	
ADA	AMERICAN WITH DISABILITIES ACT
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
CRP	CULTURAL RESOURCES PROFESSIONAL
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
MPMS	MULTIMODAL PROJECT MANAGEMENT SYSTEM
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RRFB	RECTANGULAR RAPID FLASHING BEACON
SHPO	STATE HISTORIC PRESERVATION OFFICE
SOI	STATEMENT OF INTEREST
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TBD	TO BE DETERMINED
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE



## Lehigh Valley Transportation Study

**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

### MEMORANDUM

**DATE:** December 10, 2025  
**TO:** Lehigh Valley Transportation Study  
**FROM:** Lehigh Valley Planning Commission

**REGARDING:** Public Engagement, Education and Grants

### Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, December 1 on WDIY radio 88.1 FM, detailed how the region's population is growing, while its employment market is growing even faster. With co-hosts Becky Bradley and Matt Assad, LVPC and Workforce Board Lehigh Valley Economist Minsoo Park discuss a Lehigh Valley Employment and Population Forecast that shows the region adding another 80,000 jobs and 100,000 residents by 2050. The podcast is now streaming at [www.wdiy.org/show/plan-lehigh-valley](http://www.wdiy.org/show/plan-lehigh-valley) and [www.lvpc.org/news/v](http://www.lvpc.org/news/v). The next Plan Lehigh Valley show will air Monday, January 5 at 6:30 pm.

The next **Morning Call Business Cycle Column** will publish on Sunday, December 21, and it will focus on how the region's rapid growth will require communities to begin upgrading and expanding key infrastructure that includes roads, power generation and water and sewer capacity. In the column, Becky discusses why we're going to have to evolve quickly to handle the growth that will push the region past 800,000 residents and 400,000 workers by 2050. The column will be available at [www.lvpc.org/news/v](http://www.lvpc.org/news/v) and [mcall.com](http://mcall.com). The next column in the Morning Call will publish on Sunday, December 21.

### Educational Opportunities

The following Lehigh Valley Government Academy (LVGA), Local Technical Assistance Program (LTAP) Class will be held virtually and in-person:

#### **Winter Maintenance, January 12, 8 am to noon, Upper Nazareth Township**

**What:** This course covers the basics of an effective and efficient winter maintenance program. Best Practices for winter maintenance operations will be emphasized. The topics will include an overview of the various materials available for treating the roadways, as well as, the latest techniques in pre-wetting and anti-icing practices. Other topics will include spreader calibration, material application rates, basic plowing techniques and environmental awareness.

**Who:** All public works employees engaged in winter maintenance operations including: Street supervisors, public works directors, roadmasters, crew foremen and equipment operators.

**When:** Monday, January 12, 8 AM to noon

**Where:** Upper Nazareth Township Municipal Building, 100 Newport Ave, Nazareth, PA 18064

### **Traffic Signs Basics, January 20, 8 am to noon, Virtual**

**What:** This course serves as the foundational course in a series of new LTAP courses about traffic signs. The course will begin with discussing the function and purpose of signs from a more philosophical perspective; that of the driving task and how signs affect driving and road safety. After a review of the national and state standards that govern signs, the course will return to describe the function and purpose of signs, but from a more technical perspective. This technical section is the longest section of the course, and will follow the MUTCD, Part 2, Chapter 2A, giving participants a basic understanding of the information available to them in this important document. After reviewing the design and placement of signs, the course will move to a brief section on traffic signs for low-volume roadways, and then finally review the responsibilities associated with maintaining safe signing in your municipality.

**Who:** This course is intended for local government officials responsible for the installation, maintenance, and inspection of traffic signs, roadway safety, and asset management. This includes traffic technicians, public works directors, supervisors, roadmasters, and crew responsible for traffic signs.

**When:** Tuesday, January 20, 8 am to noon

All LVGA LTAP classes are free and are intended for municipalities, transportation non-profits and organizations with a transportation purpose. LTAP enables many practitioners who need courses with professional development hours (PDHs) to earn credits for maintaining their licenses and certificates.

Anyone can register at [www.gis.penndot.gov/LTAP](http://www.gis.penndot.gov/LTAP) or by contacting Hannah Milagio at [hmilagio@lvpc.org](mailto:hmilagio@lvpc.org) or 610-264-4544

## **Grant Opportunities**

### **PA Department of Transportation (PennDOT) Green Light – Go**

The Green Light—Go Program is a competitive application and reimbursement grant program that enables municipalities and metropolitan or rural planning organizations to request financial assistance to replace or enhance traffic signals. A 20% match from grantees is required.

During Fiscal Year 2026-2027, up to \$40 million will be available for upgrading traffic signals to light-emitting diode technology and intelligent transportation applications, such as autonomous and connected vehicle-related technology, performing regional operations such as retiming, developing special event plans, monitoring traffic signals and for maintaining and operating traffic signals.

Additional information and guidelines can be found on the Department's Traffic Signal website at [docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/index.html](https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/index.html)

Pre-Applications Project Scoping forms must be filed by January 2, 2026 and the full application period runs from March 1, 2026 through March 31, 2026.

Questions should be directed to Michael Centi, Senior Traffic Control Specialist, Bureau of Maintenance and Operations, Department of Transportation, 400 North Street, 6th Floor, Harrisburg, PA 17120, (717) 787-5313, [GLG@pa.gov](mailto:GLG@pa.gov).

### **PA Department of Transportation (PennDOT) NEVI Corridor Connections**

Funds for the PennDOT NEVI program are to be awarded on a competitive basis to plan, design, construct, operate, and maintain Electric Vehicle Supply Equipment (EVSE) sites across Pennsylvania. All incorporated entities are eligible to receive NEVI funds, and project sites must be located in an eligible corridor group. Interstate 78 in Lehigh and Northampton counties is a Priority 1 location. **PennDOT will begin accepting proposals on December 22, 2025. Proposals must be submitted by 5:00 PM EST on January 30, 2026.** For more information, go to <https://www.pa.gov/agencies/penndot/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/corridor-connections-funding-round>