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TRANSPORTATION PLANNING COMMITTEE MEETING
Thursday, April 23, 2026, at 5:30pm
Virtual Meeting
AGENDA

Roll Call

Courtesy of the Floor

Old Business

1. *ACTION ITEM: Trail Connection Strategy Revisions and Recommendations (SM)*
2. *INFORMATION AND DISCUSSION ITEM: 2027-2030 Transportation Improvement Program (TIP) (HM, SW)*
 - *Public Meeting*
 - *Adoption Schedule*
3. *INFORMATION ITEM: FutureLV: The Regional Plan Update (FU, BB)*
 - *Strategy Labs*
 - *Transportation Needs Assessment*
4. *INFORMATION ITEM: Route 22 Study Update(SW)*

New Business

1. None

Status Reports

1. *INFORMATION ITEM: Highway Performance Monitoring System: Monthly Traffic Report (CK)*

Adjournment

Next Transportation Committee Meeting:

Virtual
Thursday, May 28, 2026, at 5:30 pm

THE MEETING CAN BE ACCESSED AT <http://www.tinyurl.com/LVPC2026> OR VIA PHONE
610-477-5793 Conf ID: 947 550 319#



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Lehigh Valley Transportation Study

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



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Introduction

People across the Lehigh Valley consistently list trails among the region's greatest assets, but successfully closing gaps in the trail network is complex and often takes many years to complete. It can require alignment among multiple stakeholders throughout the Lehigh Valley including municipalities, county agencies, state agencies, nonprofit organizations, and private partners.

Projects must comply with local, state and federal regulations, in many cases while intersecting with waterways, transportation corridors and environmentally sensitive areas. Securing funds for design, land acquisition and construction can also be a lengthy and expensive process.

Even with the many obstacles, significant progress has been made across the region since the 2013 inventory was completed.

Many of the gaps identified at the time have moved closer to closure through successful grant funding, planning efforts and construction of trail segments within the gaps. These accomplishments reflect a decade of coordinated work between regional partners and demonstrates the continued commitment to building a more connected and accessible trail network throughout the Lehigh Valley. This section highlights those original gaps and explains the work that has been done.

Trails are more than lines on a map or paths along our rivers and streams — they're how a region breathes. They give people a safe, simple way to move, connect and slow down, whether that's a morning bike commute to work, an evening walk, or a weekend escape into green space.

A strong trail network knits communities together, connects us to neighbors, supports public health and local economies, and turns open space into shared places, making a region not just easier to get around, but better to live in. Beyond recreation and mobility, trails also function as resilient infrastructure that supports ecological integrity and hazard mitigation.

In the Lehigh Valley, they are what people say they like best about living here.

For the importance of trails to our mobility, health and economy, the Lehigh Valley Planning Commission has created an inventory of existing, planned and future trail infrastructure in the Lehigh Valley. This information helps identify trail infrastructure gaps, benchmark them against regional goals and prioritize how those gaps can be closed. This report and analysis translates regional goals, shown in municipal plans across the Lehigh Valley and regional plans such as *FutureLV: The Regional Plan*, *WalkRollLV: Active Transportation Plan*, and *Livable Landscapes* into actionable locations, where the network fails to function as a true continuous system, and gives stakeholders a roadmap for fixing it.

In addition to this report, there is a complimentary interactive mapping tool at lvpc.org, that has been designed to coordinate the regional trail system and track gap closures, setting the stage for organized implementation across the region. The previous iteration of this report, the *Lehigh Valley Trails Inventory*, was completed in 2013, and many changes have occurred since then as this region grows, develops and evolves.

This report provides up-to-date trail data, which will inform regional stakeholders about the status of trail infrastructure and further support the build out of the regional trail network. This effort supports other active transportation initiatives throughout the Lehigh Valley for both commuter and recreational options. Municipalities and trail partners can use information included in this document to support funding applications for trail improvements.





Trail Development Update

Closing trail gaps is a complicated and intentional process that requires partnerships, funding, organization and patience. Trails cross many properties involving sometimes dozens of owners, all of whom need to agree to the addition of a recreational facility to their land or to sell it to a government agency or conservancy. Once property is acquired, investigation for contamination, threatened and endangered species, flood plains, steep slopes and other natural and manmade considerations must occur. Any protections for the community and plants, soil, water and wildlife are important to balancing recreational and natural assets, including people.

Resource identification is followed by engineering and approvals prior to any remediation or construction. With limited, but very important, grants available for trail projects, timelines to close important gaps can take decades. Fortunately, the Lehigh Valley has a multitude of deep, long-term partnerships that have resulted in more than 300 miles of trails we enjoy today. While much remains to be done, progress has been made since the Lehigh Valley Trail Inventory – 2013.

A special thanks to every dedicated, thoughtful and persistent trail advocate who has and continues to work toward a seamless regionwide and multiregional trail system.

The last trail gap analysis by the LVPC was completed in 2013 with the publishing of the *Lehigh Valley Trails Inventory – 2013 Lehigh and Northampton Counties*.

The following trails were identified in the 2013 Inventory as the Top Ten gaps in the region at that time. It is important to note that while some of these trail gaps remain, an incredible amount of work has been completed to move to closure, including many successes in receiving funding and building new infrastructure to help address these gaps.

2013 Top Trail Gaps

Trail Gap 1: Cedar Creek Trail to Little Lehigh Parkway Path
Trail Gap 2: Jordan Creek Greenway Trail
Trail Gap 3: D&L Trail to Ironton Rail Trail
Trail Gap 4: Nor-Bath Trail to D&L Trail
Trail Gap 5: D&L Trail Environmental Obstructions
Trail Gap 6: D&L Trail - Dauphin and Bradford Streets Share the Road
Trail Gap 7: South Bethlehem Greenway Trail to Saucon Rail Trail
Trail Gap 8: Karl Stirner Arts Trail to Palmer Township Bike Path
Trail Gap 9: Tatamy Rail Trail to Jacobsburg Environmental Education Center (JEEC)
Trail Gap 10: Bushkill Township PPL Trail to Appalachian Trail





Cedar Creek Trail / Photo credit: LVPC

Trail Gap 1: Cedar Creek Trail to Little Lehigh Parkway Path

Municipalities: City of Allentown, Salisbury Township

Start: Little Lehigh Parkway Path at Kline’s Bridge, Allentown

End: Cedar Beach Trail at Hamilton Street, Allentown

Status update: This gap has been identified by the City of Allentown as phase two of the Martin Luther King Jr. (MLK) Drive Trail extension project. As of 2026, the design and engineering for phase two of the trail gap closure project is out for bid. Phase one construction, between the Little Lehigh Parkway Path and Fountain Park, is underway, and the two phases together will create continuous trail from the Cedar Creek Trail at Hamilton Street to the MLK Drive trailhead at South 4th Street.



Jordan Creek Greenway
Photo credit: LVPC

Trail Gap 2: Jordan Creek Greenway Trail

Municipalities: City of Allentown, Lowhill Township, North Whitehall Township, South Whitehall Township, Whitehall Township

Start: Gordon Street at Jordan Meadows Park, Allentown

End: Jordan Road at Trexler Nature Preserve, Lowhill Township

Status update: New trail has been constructed in multiple areas since 2013. Continuous trail has been constructed from MacArthur Road to Mauch Chunk Road. There has been new trail construction on both the east and west sides of Covered Bridge Park in South Whitehall Township, and there is a segment of trail that now runs from Lapp Road to Route 309, through Covered Bridge Park. Trail gaps remain on the Jordan Creek Greenway, from Mauch Chunk Road to Lapp Road, and from Route 309 to Trexler Nature Preserve.



Ironton Railtrail / Photo credit: LVPC

Trail Gap 3: D&L Trail to Ironton Rail Trail

Municipalities: Coplay Borough, Whitehall Township

Start: D&L Trail at Cementon Trailhead, Whitehall Township

End: Ironton Rail Trail at Saylor Park, Coplay Borough

Status update: Since the last plan, Lehigh County has continued to have discussions with Norfolk Southern, the entity that owns the rights-of-way needed for trail construction. The County is raising additional funds to be able to purchase the land.



Nor-Bath Trail / Photo credit: LVPC

Trail Gap 4: Nor-Bath Trail to Delaware & Lehigh Trail

Municipalities: Northampton Borough

Start: Clear Springs Drive, Northampton Borough

End: D&L Trail at Northampton Canal, Northampton Borough

Status update: The proposed alignment of the trail connection has been changed and partially constructed. The Nor-Bath Trail has been extended approximately an additional half-mile, from its 2013 terminus at Clear Springs Drive in Northampton Borough, to the intersection of Main Street and 10th Street. Planning is ongoing to determine the route of the final connection to the Northampton Canal trailhead of the D&L Trail.



D&L Trail / Photo credit: LVPC

Trail Gap 5: D&L Trail: North Catasauqua

Municipalities: Catasauqua Borough, Northampton Borough, North Catasauqua Borough

Start: D&L Trail approx. 0.5 miles south of Northampton Canal Trailhead

End: D&L Trail near Race Street, Catasauqua Borough

Status update: Trail gaps 5A and 5B from the 2013 Lehigh Valley Trails Inventory have been closed as part of the Northampton and North Catasauqua Trail Improvements Project in 2022. Trail gap 5C, at the Race Street and Lehigh Street intersection is complete.



D&L Trail / Photo credit: LVPC

Trail Gap 6: D&L Trail – Dauphin and Bradford Streets Share the Road

Municipalities: City of Allentown

Start: Kimmitt's Lock, Allentown

End: D&L Trail at N. Bradford Street, Allentown

Status update: This project is in the final engineering phase. Final designs are being prepared to meet permitting needs. Projects are being led by the City of Allentown and Hanover Township.



Left to right: Basel Yandem, City of Bethlehem, Becky Bradley, LVPC, Michael Allehal, City of Bethlehem, J. William Reynolds, City of Bethlehem, Phillips Armstrong, Lehigh County, Lamont G. McClure, Jr., Northampton County and Ryan Meyer, Lehigh and Northampton Airport Authority. Photo credit: LVPC / Photo Date: 7-23-25

Trail Gap 7: South Bethlehem Greenway Trail to Saucon Rail Trail

Municipalities: City of Bethlehem, Hellertown Borough

Start: South Bethlehem Greenway at Auburn Street, Bethlehem

End: Saucon Rail Trail at Bachman Street, Hellertown Borough

Status update: A 0.9-mile gap separates the South Bethlehem Greenway from the Saucon Rail Trail, which has prevented an active transportation connection between Bethlehem and Hellertown. The gap also separates the Lehigh Valley's regional trail network, the LINK, from the Circuit Trails, greater Philadelphia's trail network. Due to the gap's local and regional significance, Pennsylvania Department of Conservation and Natural Resources (PA DCNR) identified it as a top 10 trail gap in the Commonwealth. Various funding sources have been utilized to take steps to help close the trail gap, including Transportation Alternative Set-Aside funds allocated through the Lehigh Valley Transportation Study,

PA DCNR, U.S. Fish and Wildlife Service Highlands Conservation Act Grant, Northampton County Livable Landscapes Grant Program and congressional Community Project Funding. The final phase to construct the Greenway extension is now fully funded, with construction in 2026. The connected South Bethlehem Greenway and Saucon Rail Trail will provide 13.7 miles of safe and accessible trail for all users, to link together parks and open space, residential areas and commercial and cultural hubs.

Trail Gap 8: Karl Stirner Arts Trail to Palmer Township Bike Path

Municipalities: City of Easton, Palmer Township, Wilson Borough

Start: Karl Stirner Arts Trail at 13th Street, Easton

End: Palmer Bikeway at Edgewood Avenue, Palmer Township

Status update: This approximately one mile trail gap spans from the Edgewood Avenue trailhead of the Palmer Bikeway in Palmer Township, to the Karl Stirner Arts Trail trailhead in Easton, near the Easton Silk Mill. No new trail has been constructed in this segment since 2013, however, it is identified in planning documents such as Walk/RollLV and remains a priority to be connected in the future.

Factors affecting the closure of this gap include possible development of a large parcel of land on the south side of the Bushkill Creek that makes up a large portion of the gap, and high traffic and difficult sight lines for cyclists and drivers on Bushkill Drive, on the north side of the creek.

Photo credit: LVPC / Karl Stirner Arts Trail





Photo Credit: LVPC / Buskill Township - Jacobsburg Park

Trail Gap 9: Tatamy Rail Trail to Jacobsburg Environmental Education Center (JEEC)

Municipalities: Bushkill Township, Plainfield Township, Stockertown Borough, Tatamy Borough

Start: Tatamy Trail trailhead at Main Street, Tatamy Borough

End: Plainfield Township trailhead at Main Street (PA 191), Bushkill Township

Status update: This trail gap spans a handful of municipalities and separates four trails, the Jacobsburg Environmental Education Center Trails, Plainfield Township Recreation Trail and Tatamy Rail Trail. Significant progress to close the trail gap has been made since 2013. Stockertown Borough has constructed a multi-use trail (Stockertown Rails-to-Trails) from Sherman Metzgar Park to the Belfast Junction trailhead of the Plainfield Township Trail. However, to connect from one trail to the other, trail users must navigate an unmarked crossing of Route 191/Main Street. From this junction, there is a conceptual trail connection to the Jacobsburg Environmental Education Center, which has been partially constructed.

“Since 2013, the trail gap has received \$654,000 in funding from both the Transportation Alternatives Set-Aside (TASA) program and from DCNR to help finalize this trail gap. In 2025, a segment of trail was constructed from the Center’s southern entrance at Henry Road to Filetown Road, aligned along Route 33. The remainder of the conceptual route is anticipated to cross Route 33 at Filetown Road and continue along the Route 33 rights-of-way until the junction of the Plainfield and Stockertown trails. An additional gap remains from Sherman Metzgar Park in Stockertown, to the Tatamy Trail trailhead at Main Street. In 2025, Northampton County used Highlands Conservation Act Grant Award funding to purchase 43 acres of open space that includes the area of the trail gap in Stockertown Borough, which will help facilitate future trail construction.

Trail Gap 10: Bushkill Township PPL Trail to Appalachian Trail

Municipalities: Bushkill Township, Plainfield Township

Start: Bushkill Township Trail parking lot at East Moorestown Road (PA 512), Bushkill Township

End: Appalachian Trail near Route 33, Plainfield Township

Status update: Additional trail has been constructed, from the trailhead at E. Moorestown Road (Route 512), east along the road to Professional Drive. The Township and warehouse developers on the north side of Route 512 have agreed to allow future trail construction on the property.

To reach the Appalachian Trail, future trail development will likely be along utility rights-of-way and on-road segments of low-volume roads. Additional coordination between the Township, state agencies and property owners will be needed.

Photo Credit: Google Maps / Buskill Township - PPL Trail





Trail Benefits

Trails have become increasingly recognized as essential assets in Lehigh Valley communities. Trails can deliver a wide range of transportation, recreational, environmental, and economic benefits. The trail system serves as an important component of transportation networks, improving connectivity, providing accessible opportunities for physical activity, improving environmental resilience, and increasing economic activity. The wide range of benefits extend beyond the traditional belief of a strictly recreational asset.

As part of a connected network, they offer safe routes for walking and rolling that link places such as schools, workplaces, parks and transit stops, helping people travel without solely relying on motor vehicles. Trail infrastructure contributes to environmental resilience by preserving natural features, supporting stormwater management, and preserving ecological connections. Trails also generate economic value by attracting tourism and visitors, supporting local business and increasing property values. As communities look for ways to improve quality of life, investment in trail infrastructure has become increasingly valuable.

Trails as Transportation

Trails provide a critical transportation mode, linking people to key recreation, open space, education, workplace and other desired destinations, without a car and at little or no expense. They provide, reliable, safe and accessible corridors for walking, bicycling and other non-motorized forms of travel. These systems support and enhance traditional transportation infrastructure including roadways and transit, allowing for personal modal choice, supporting emerging

transportation technologies such as e-bikes and providing increasing opportunities at all ages and abilities to experience the region's abundant natural and recreational resources. These transportation systems provide low cost and accessible linkages to our daily destinations, while minimizing traditional infrastructure impacts and costs. This section reviews how our trails service as an important part of the transportation network.

Trails are an integral part of the transportation system, offering an affordable, flexible and healthy option for travel. The benefits to communities and trail users are many.

Trails reduce dependence on fossil fuels and offer residents healthier, more affordable commuting options by encouraging active mobility.

Trails provide safe, accessible routes for walking, biking and largely non-motorized forms of travel. These pathways help people move between neighborhoods, schools, workplaces, and public transit stops without relying on cars, filling critical gaps in the transportation system.

Trails also bridge “last-mile” gaps to transit stations and employment centers, improving access for all users.

Connectivity is one of the greatest transportation benefits of trails. When designed as part of a regional or municipal system, trails link key destinations and form continuous corridors that make active travel both feasible and attractive. This not only benefits individuals but also reduces vehicle congestion, leading to cleaner air and less wear on road infrastructure.

For people who cannot or choose not to drive, such as youths, seniors or zero-vehicle households, trails offer a safe and free means of getting around. Expanding multimodal options allows communities to create inclusive transportation systems that support all residents, regardless of income or ability.

Trails as Recreation

Trails provide a physical connection to access our community's natural and cultural landscapes, while allowing us to be physical as we use them – whether walking, running, or cycling, the experience is much different than it would be sitting in a car or bus. Trails not only serve as a means to connect us to places to recreate such as parks, playgrounds, lakes, streams, sports fields, fishing spots, boat launches or campsites, they often are the source of recreational activity.

Whether you like to walk, bird watch, ride a bike, run, or roll, trails are usually how you access these places and in so doing, you are also recreating. These experiences build appreciation for maintaining and stewarding our trail network and the many unique and special places that the network allows us to experience. This section shows the many ways trails increase our region's recreation options.

Trails offer access to outdoor environments that reduce stress and improve mental health, giving people an accessible way to experience nature close to home.

Trails encourage regular physical activity such as walking, running and cycling, which improves cardiovascular health and reduces obesity and chronic disease rates.

Trails serve as community gathering places for casual encounters, family outings and organized events like charity walks or fun runs.

Social interaction is a core benefit. This fosters stronger community ties and creates spaces that promote inclusivity and shared experiences. A well-designed trail system can also become a source of local pride and identity.

Trails showcase and protect natural, historic and cultural resources.

Finally, trails connect people to nature and cultural landscapes, rivers, forests, farmland, and historic sites, helping build appreciation for environmental stewardship and heritage preservation.

Trails as Resilient Infrastructure

Resiliency is defined as, “The capacity to withstand or to recover quickly from difficulties; toughness.” Trails add that toughness to our ecological community and landscape features in locations across the region. They are often one of many “spokes” in a community’s green infrastructure network – a connected system of nature-based corridors such as trails, greenways or riparian buffers that harness the benefits of ecological design. Trails, a type of green infrastructure, are sometimes constructed in or adjacent to ecologically sensitive areas such as wetlands, woodlands and floodplains.

Trail design must incorporate systems and materials that protect habitat and provide recreation opportunities. By incorporating ecologically sensitive design such as vegetative stormwater management practices and considering site constraints, trails may be better adapted to recover from natural weather events more quickly than traditional gray infrastructure. This section shows some of the ways trails make our environment more resilient.

Trails can help minimize impacts to wetlands and streams and increase site stabilization through climate adaptive practices.

Trails can be key components of green infrastructure networks, which can incorporate elements such as permeable pavements, rain gardens and bioswales, that all work together to manage stormwater and reduce flooding.

Trails can serve a functional role during emergencies.

Because they are often continuous and separated from major roadways, trails may act as alternative routes for emergency access or evacuation during floods, storms or traffic disruptions. This makes them valuable assets for community resilience and safety planning.

From a climate adaptation perspective, trails contribute to reducing urban heat islands by maintaining vegetated corridors and shade.

They preserve open space and habitat connectivity, supporting biodiversity and ecosystem health. Integrating trails into broader greenway or watershed planning efforts ensures that infrastructure investments achieve multiple objectives, transportation, recreation, stormwater management and climate resilience, all within one project.

Photo Credit: LVPC



Trails as Economic Generators

Trails generate economic activity in the Lehigh Valley as quantified in documents such as the 2014 Lehigh Valley Return on Environment Study and the 2025 Northampton County Return on Environment update. Studies referenced in the 2020 Walk/Roll LV- Active Transportation Plan note that Americans increasingly want to live in communities that are walk, bike and roll friendly, which has led to higher property values and higher property tax revenues in communities that invest in active transportation.

Trail users spend money at nearby businesses, purchase specialized equipment and clothing, purchase parts at repair shops, and generally support local communities they visit. Ultimately, trails boost tourism, raise property values and increase recreation-related spending across a region that has a reputation as one of Pennsylvania's most visited for recreational options. This section takes a closer look at how those benefits add up.

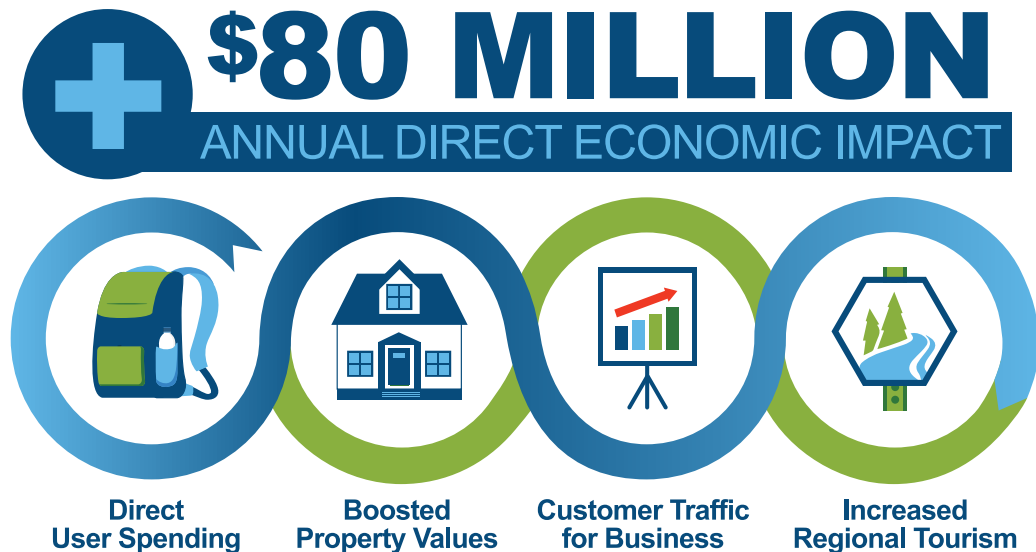
Trails provide significant direct and indirect economic and health benefits to the region.

The 2014 *Lehigh Valley Return on Environment* study estimated over \$80 million in direct economic impacts annually from walking and bicycling activities. This includes direct spending on outerwear, athletic wear and equipment as well as generating income for trail users and supporting businesses such as restaurants, trail side cafes, and bike repair shops. Property values are also boosted by trails, as various case studies show that homes near them are valued higher and have elevated demand.

In the Lehigh Valley, there are many greenway and trail corridors in residential areas, such as the Jordan Creek, Bushkill Creek, Monocacy Way and more, which can boost surrounding property values from 5% to 32%, according to the U.S. Department of Agriculture. The *Lehigh Valley Return on Environment* study calculated property values near a trail or park increased by \$14,600.

Trails contribute to local tourism and business development.

Visitors drawn to scenic or connected trail networks often spend money on food, lodging and recreation, boosting local economies. Studies, including the 2014 *Lehigh Valley Return on Environment*, show that homes and businesses near well-maintained trails enjoy higher property values and increased customer traffic.





Barriers to Closing Gaps

Despite broad support, closing gaps in the Lehigh Valley's trail system remains a persistent challenge.

Trail gaps are often the result of a number of factors including historical land-use decisions, natural barriers or funding shortfalls. The process of closing these gaps is complex, requiring alignment among multiple Lehigh Valley stakeholders, regulatory compliance at all levels, and substantial financial resources.

Funding and Cost Barriers

One of the most significant obstacles to closing trail gaps and completing trail networks is securing adequate funding. Trails are often considered amenities rather than transportation infrastructure. This means that trail projects must compete for already limited funds against transportation projects focused on road maintenance, bridge repairs and transit improvements. If grants are available for trail projects, they may require local matches, which can be difficult for some communities and organizations to secure.

Cost estimating can be uncertain. Overruns are common due to rising material prices, complexities in the design phase, or even unexpected environmental issues. In some cases, the per-mile cost of trail projects is higher in gap areas because of constrained rights-of-way or the need for infrastructure upgrades or unique engineering solutions. These financial barriers can delay a project for years, leaving the gaps unaddressed.

Land Acquisition and Rights-of-Way Issues

Acquiring land to close trail gaps can be complex, expensive and time-consuming. Many of the conceptual trail corridors cross privately owned parcels, and negotiating easements or purchases can be contentious. Property owners may resist providing easements due to concerns regarding liability and privacy. Property owners may also resist selling property due to concerns over perceived negative impacts to remaining adjacent property they own.

In more urban areas in the region, high land costs and dense development can complicate land acquisition even more. Gaps may also occur along railways for rails-to-trails efforts. Rights-of-way acquisition for railways may require piecemeal negotiations with multiple landowners or difficult negotiations with rail companies. Without legal access to a more continuous corridor, trail projects may be forced to pursue expensive detours or risk delays.

Environmental and Regulatory Constraints

Environmental considerations can slow the development of a trail. Trails are frequently in areas that intersect with wetlands, floodplains, rivers or endangered species habitats. These projects will require special considerations to mitigate natural resource impacts, and in most cases, trigger specific permitting requirements. Compliance with federal and state environmental regulations, such as National Environmental Policy Act (NEPA) serve important conservation purposes but often result in delays that can bring frustration to a trail project.

These considerations need to be factored early in the design and approval process to ensure successful integration with natural resources. Mitigation measures like constructing elevated boardwalks or implementing stormwater controls can significantly increase project costs. Balancing ecological preservation and easy trail connectivity is an ongoing challenge.

Stakeholder Coordination Challenges

Coordination among stakeholders can often be one of the most complex barriers to closing a trail gap. Trail gaps may span multiple jurisdictions such as counties and municipalities. This can require careful collaboration and long-term commitment. Differing priorities, timelines and funding capacity can stall or cancel projects, especially when one jurisdiction is unwilling or unable to work to advance a portion of a project.

Photo Credit: LVPC

Stakeholder conflicts may also arise, such as advocacy for different aspects of a trail project. Advocates for recreation, conservationists concerned about ecological impacts, transportation planners and local residents often have differing priorities. Achieving consensus on design, alignment and maintenance is a time-consuming process that can delay a project.





Community and Stakeholder Engagement

In 2025 LVPC staff solicited input from municipalities, county agencies, non-profits and regional partners through a variety of methods including stakeholder meetings, interviews and surveys.

Survey participants reviewed the LVPC interactive map and provided corrections, status updates, project descriptions, and links or offers to share Geographic Information System (GIS) files. Several responses included detailed project status including design, permitting, funding, grant amounts or applications, and specific physical or jurisdictional barriers.

This engagement provided valuable information used to verify and expand the Trail Connection Strategy and to document active, planned and conceptual trail work throughout the Lehigh Valley.

The objective of the outreach was to validate existing mapped trail assets, identify and describe persistent trail gaps and the barriers to closing them, to collect information on project status, funding, permitting, and obtain available spatial data in support of the regional inventory. The surveys were sent to local governments, county staff and multiple local trail advocacy organizations. A total of 24 surveys were completed.

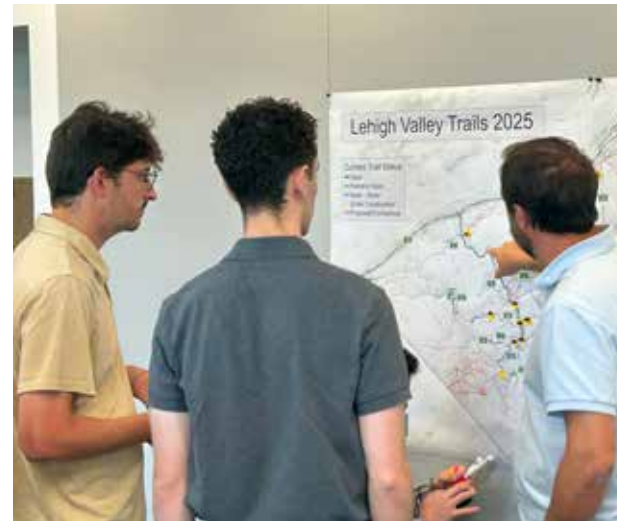


Left to right: Front Row > Rob Neitz, PA Department of Conservation and Natural Resources, Evan Gardi, LVPC, Brit Kondravy, D+L National Heritage Corridor, Christian Martinez, LVPC Middle > Bryan Cope, Northampton County, Scott Slingerland, Coalition for Appropriate Transportation, Brandon Sullivan and Trevor Pinho, City of Easton, Sherry Acevedo, Northampton County, Jeff Rau, PA Department of Transportation
Photo credit: LVPC

Survey participants repeatedly cited the following core challenges to implementing trail projects:

- Funding was the most frequently noted obstacle, including capital and maintenance costs for bridges, crossings and trail surfacing.
- Land acquisition and private property, including a lack of easements or unwilling landowners
- Permitting and environmental constraints, including National Pollutant Discharge Elimination System (NPDES) stream permitting, environmental review timelines and coordination with state agencies.
- Jurisdictional fragmentation. Trails that end at municipal boundaries or require multi-jurisdictional agreements create issues for securing rights-of-way and maintenance responsibility.
- Safety and design issues, including difficult or hazardous road crossings, grade and railroad obstructions and lack of Americans with Disabilities Act accessibility.
- Lack of political or community will, including occasional local resistance or competing land use priorities that prevent acquisition or trail alignment choices.

Photo Credit: LVPC



Left to Right: Evan Gardi and Clay Karnis, LVPC, Bryan Cope, Northampton County



Left to Right: Chris Stroehler, South Whitehall Township and Clay Karnis, LVPC

COMMUNITY PARTNERS

The Lehigh Valley benefits from a strong base of rail-trail and greenway assets but connectivity between the networks is uneven. Major crossings and private parcels are significant constraints. Closing a relatively small number of linkages could substantially increase regional connectedness. Projects with committed funding and completed design and permitting demonstrate that the primary bottleneck for many gaps is right-of-way acquisitions and long-lead time coordination, rather than technical feasibility. In addition to the survey, the LVPC hosted and presented at two meetings of THE LINK Trail Network committee.

THE LINK is an interconnected network of multi-use trails across the Lehigh Valley and consists of over 125 miles of trails that connect into many more trail systems outside of the Lehigh Valley. These include Philadelphia, the Pocono Mountains, New York, New Jersey and various other regions. It is supported by a network of regional partners committed to enhancing this valuable resource. The partners meet often to discuss the growth of the Lehigh Valley's trail network. The LVPC presented survey results, mapping and preliminary findings at two LINK partner meetings to discuss the update to the Trail Inventory, the prioritization process and to gather input on the major trail gaps identified in the Lehigh Valley.



Left to right: Front Row > Rob Neitz, PA Department of Conservation and Natural Resources, Evan Gardi, LVPC, Christian Martinez, LVPC, Kent Baird, Brit Kondravy, D+L Heritage Corridor, Bryan Cope, Northampton County, Scott Slingerland, Coalition for Appropriate Transportation, Clay Karnis, LVPC, Brandon Sullivan, City of Easton and Sherry Acevedo, Northampton County

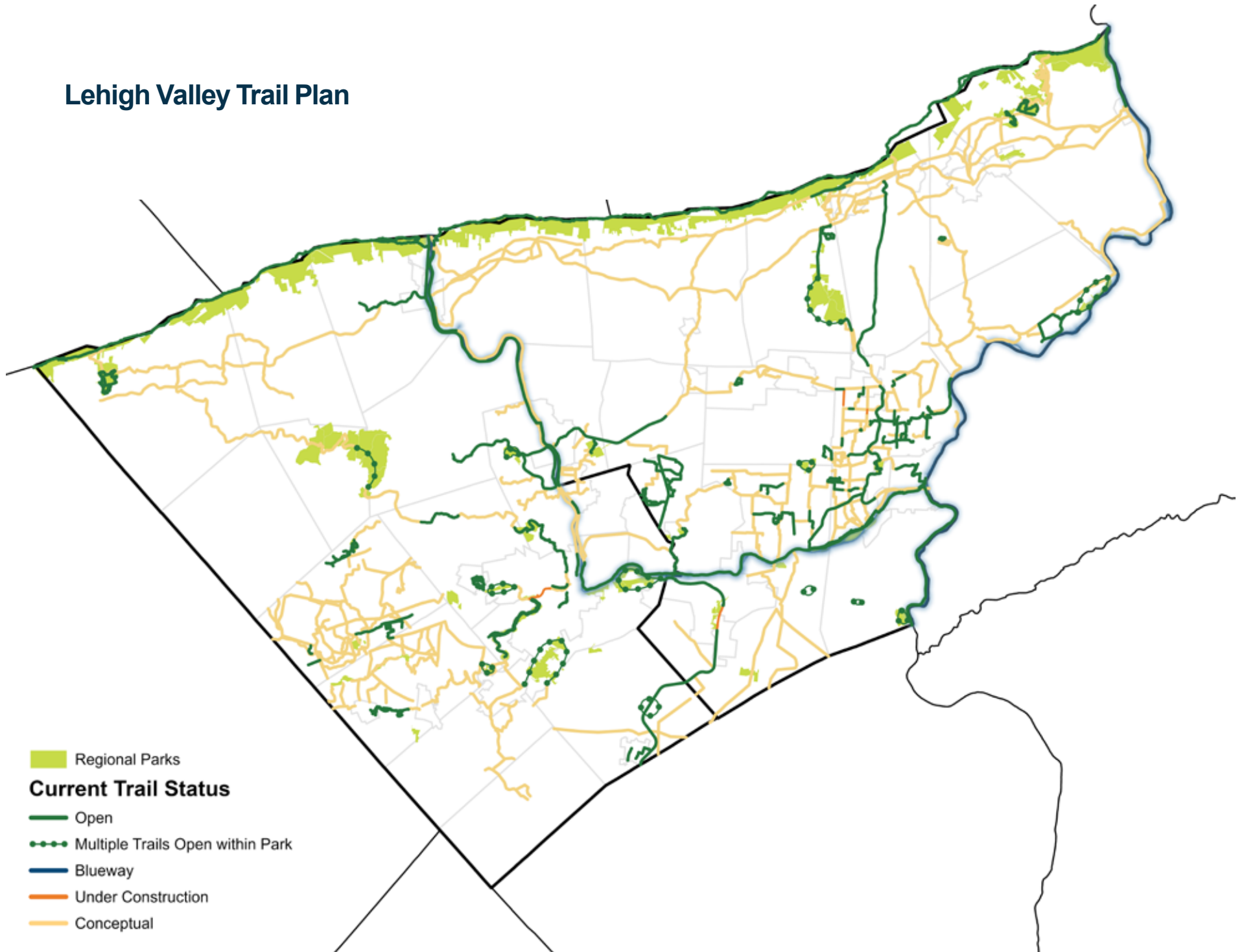


Trail Inventory

Based on information gathered, LVPC compiled an inventory of all trail infrastructure in the Lehigh Valley. The map is broken into three trail status categories: Open, Under Construction and Conceptual.

- Open trails include those that can currently be utilized throughout the region. These trails range from recreation only hiking trails, to commuter corridors, to winding pathways through the Lehigh Valley's parks and open spaces.
- Under Construction trails include any trail projects that are in the process of being built.
- Conceptual trails include all potential trail connections noted in municipal, county or regional plans, and those gathered during the community and stakeholder engagement phase of this effort.

Lehigh Valley Trail Plan



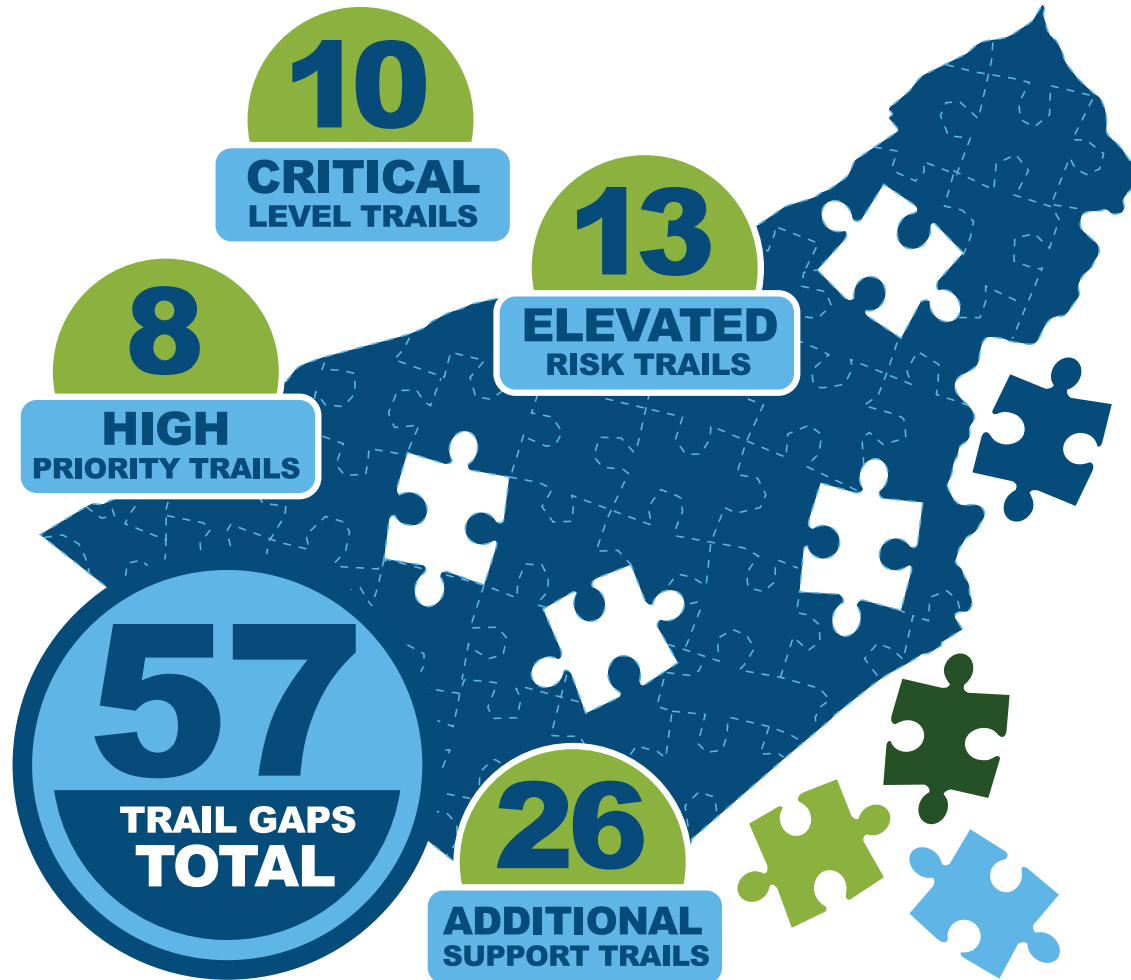
- Regional Parks
- Current Trail Status**
- Open
- Multiple Trails Open within Park
- Blueway
- Under Construction
- Conceptual

Many of the trails terminate at sidewalks and bike networks; the trails are noted based on municipal definitions.

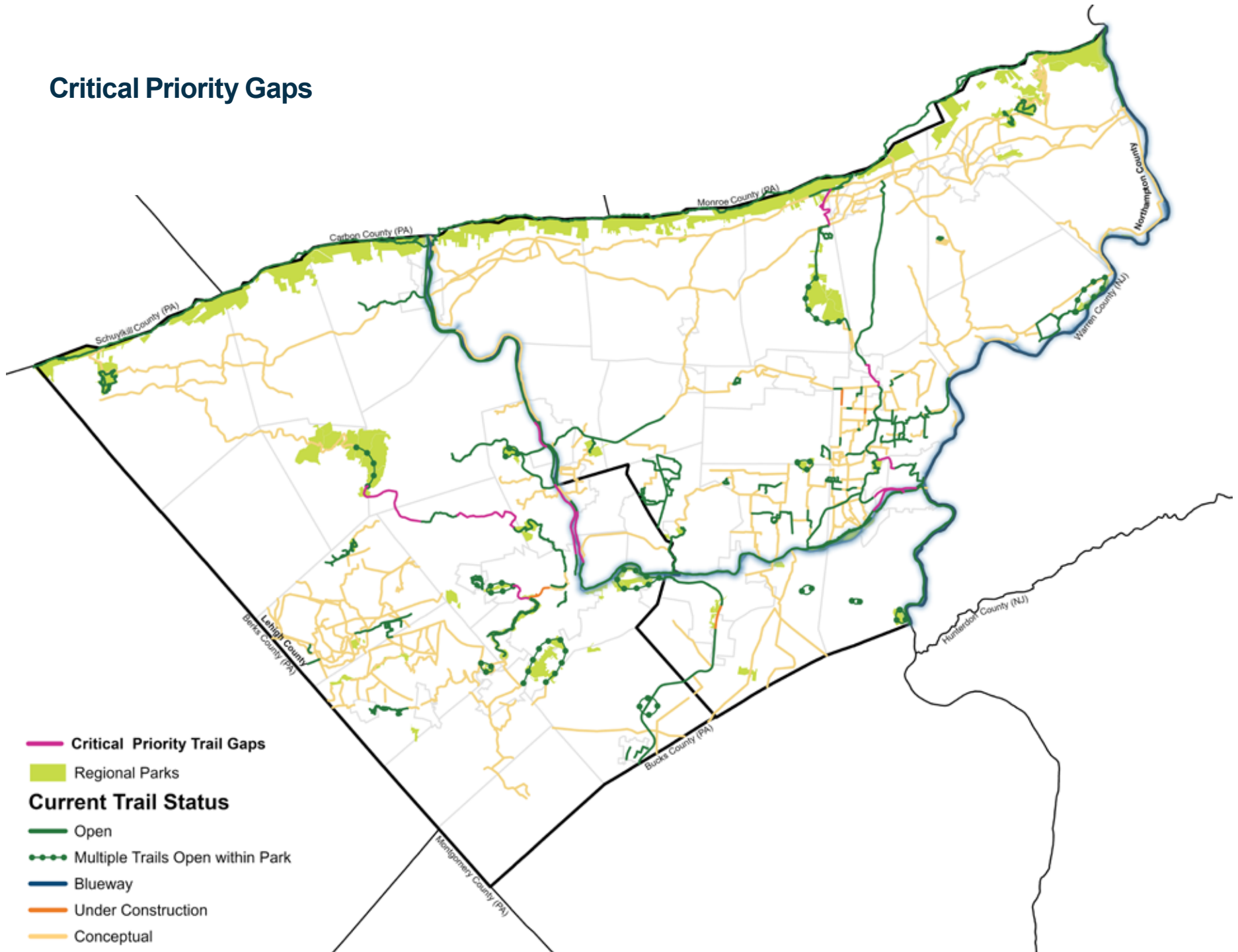
Piecing the Gaps

Fifty-seven trail gaps were evaluated and a complex, data-driven & geospatial analysis was done determine classifications that helped set priorities for how regional leaders will work to close trail gaps in the coming years. The top 10 critical gaps are those trails that have the most significant impact in the region, closing major trail gaps in the regional network.

The additional High, Elevated, and Supporting priority gaps are still important for the region overall but during the analysis did not have as high of a regional impact. A more detailed description of the methodology used to determine the trail gap rankings can be found in the appendix at the end of this document.



Critical Priority Gaps



Many of the trails terminate at sidewalks and bike networks; the trails are noted based on municipal definitions.

JORDAN CREEK GREENWAY TRAIL / CRITICAL PRIORITY GAP 1



Municipalities: South Whitehall Township, Whitehall Township

Start: Mauch Chunk Road at Jordan Creek Park, South Whitehall Township

End: East end of Covered Bridge Park, South Whitehall Township

Description: The Jordan Creek Greenway & Trail aims to connect existing protected open spaces creating a continuous greenway corridor along the Jordan Creek that provides recreational and environmental benefits. Closing this gap would connect Covered Bridge Park and Parkland High School and provide a continuous trail between these locations and neighborhoods and other parks in South Whitehall, Whitehall, and Allentown.

Status: Rights-of-way have been secured, and design and engineering have been completed between N. Cedar Crest Boulevard and Covered Bridge Park. This section of trail will also serve Parkland High School. South Whitehall Township is awaiting grants for construction funding. From N. Cedar Crest Boulevard to Mauch Chunk Road, the Township is engaged in discussions with property owners, and trail development in this stretch is intended to be included in future land development plans.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Conceptual

Parks, Open Space, Natural Areas



JORDAN CREEK GREENWAY TRAIL / CRITICAL PRIORITY GAP 2

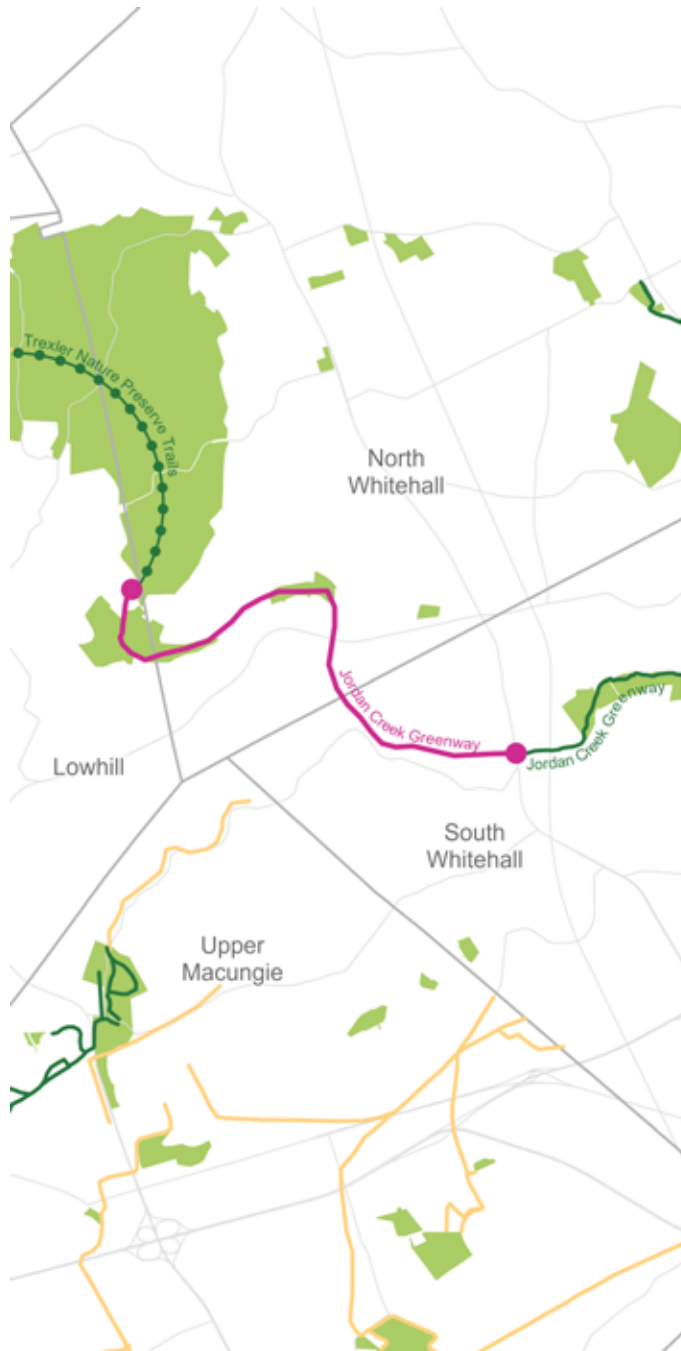
Municipalities: Lowhill Township, North Whitehall Township, South Whitehall Township

Start: Route 309 bridge over Jordan Creek, South Whitehall Township

End: Trexler Nature Preserve, North Whitehall Township & Lowhill Township

Description: The Jordan Creek Greenway & Trail aims to connect existing protected open spaces creating a continuous greenway corridor along the Jordan Creek that provides recreational and environmental benefits. Closing this gap would connect to popular outdoor recreation destinations, Trexler Nature Preserve and Covered Bridge Park. This section of the Greenway could also connect through the historic village of Guthsville, an area of cultural and recreational significance for South Whitehall Township. Closing the two critical trail gap segments in the Jordan Creek Greenway would provide continuous trail from Allentown to Trexler Nature Preserve, greatly enhancing outdoor recreation and multimodal connectivity across Lehigh County.

Status: Starting from Trexler Nature Preserve, Lehigh County is managing trail development from the southern end of the Preserve to Jordan Road, near the Rex Covered Bridge. Land has already been acquired for this segment and final engineering and permitting is occurring. From this point, east to the start of the gap at Route 309, planning is in progress, but there has been no land acquisition as of December 2025. North Whitehall and South Whitehall Townships are managing trail development efforts in these sections within their respective jurisdictions.



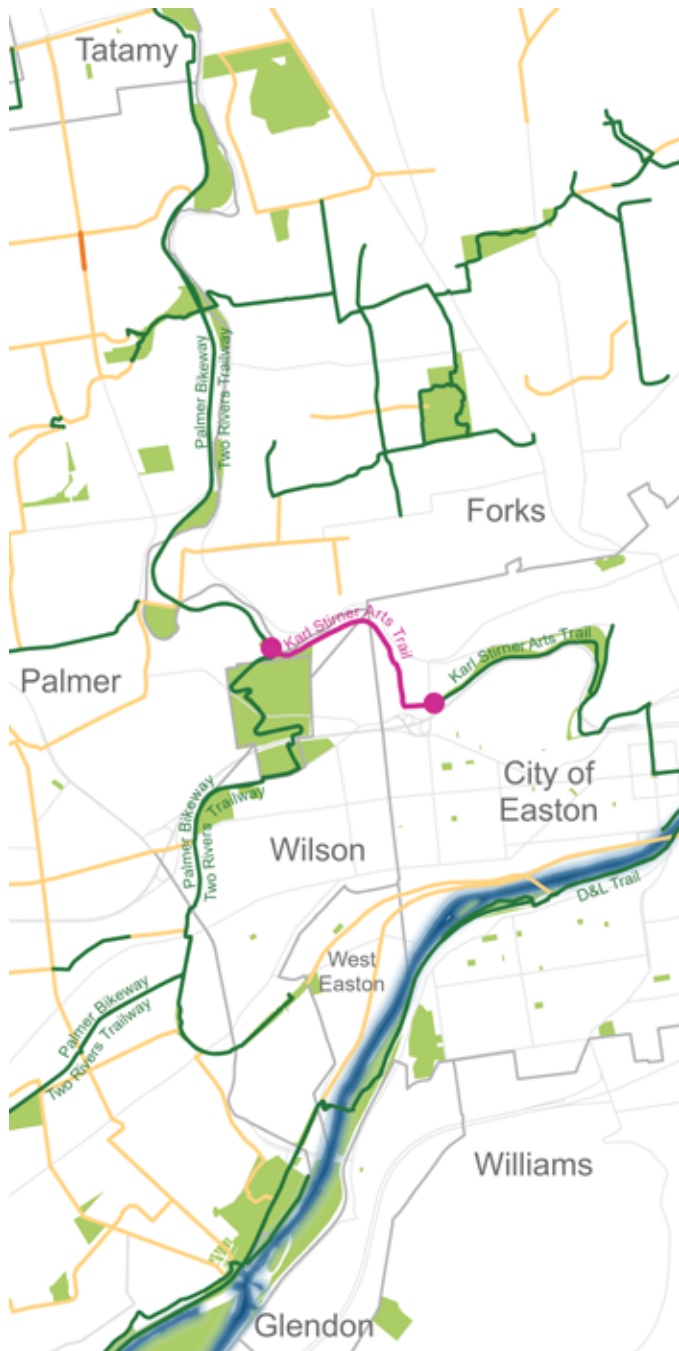
Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Conceptual

■ Parks, Open Space, Natural Areas



KARL STIRNER ARTS TRAIL / CRITICAL PRIORITY GAP 3



Municipalities: Palmer Township, Wilson Borough, City of Easton

Start: N. 13th Street at Simon Silk Mill, City of Easton

End: Palmer Bikeway at Hackett Park, Palmer Township

Description: Construction of trail in this gap would make the Karl Stirner Arts Trail continuous, providing a spur route from the Palmer Bikeway to the Simon Silk Mill, downtown Easton and Lafayette College. Constructing trail in this segment would provide a safer alternative for cyclists, as the current shortest connection, Bushkill Drive, is dangerous due to high vehicle speeds and short sight lines.

Status: There are two likely routings for trail in this gap. One is for trail to be constructed along the Bushkill Creek with land development activities at the former pigment plant site. This would likely connect at the Edgewood Avenue trailhead. However, it is uncertain what will go in at the site and when. The second option is to route trail along Hackett Avenue and connect with the Palmer Bikeway/Two Rivers Trailway at or near Hackett Park. Coordination is ongoing between the municipalities and landowners.

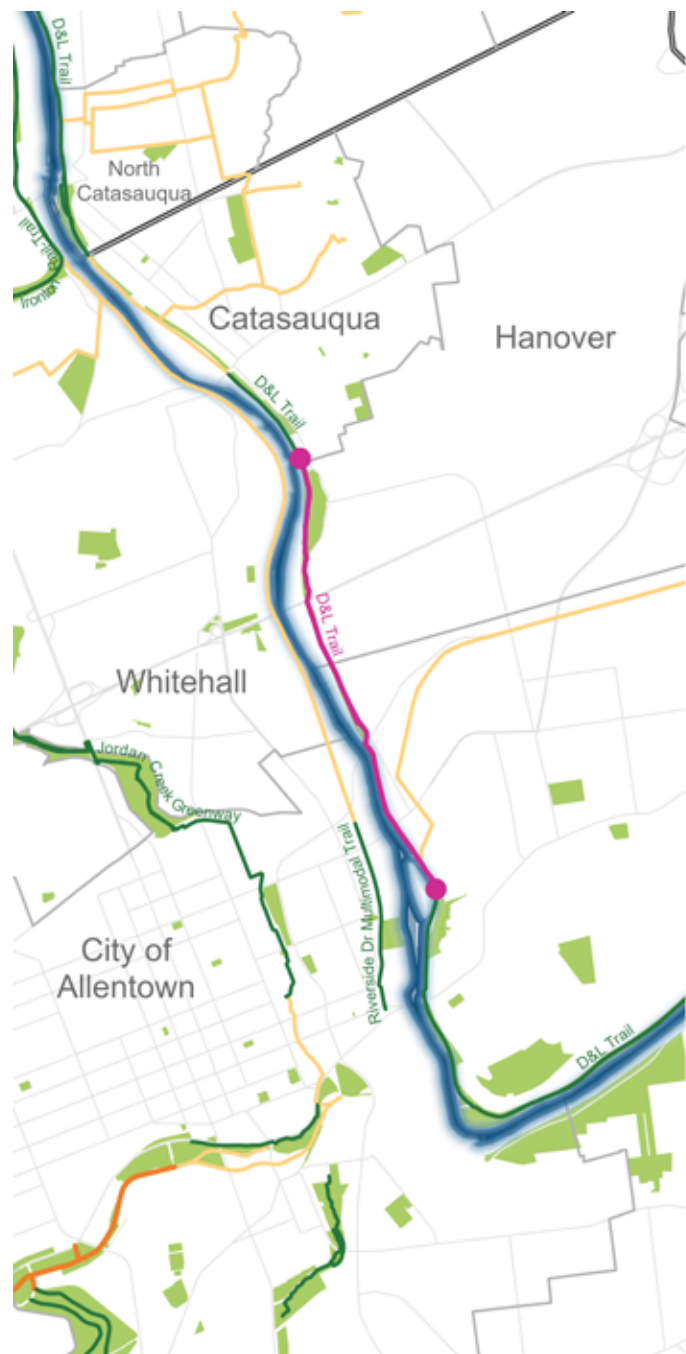
Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Under Construction
- Conceptual

■ Parks, Open Space, Natural Areas



D&L TRAIL / CRITICAL PRIORITY GAP 4



Municipalities: Hanover Township (LC), City of Allentown

Start: North Bradford Street, City of Allentown

End: D&L Trail at Hanover Canal Park, Hanover Township (LC)

Description: This project will build out a large segment of trail on the east side of the Lehigh River, creating a continuous route on the D&L Trail through the Lehigh Valley, connecting to Carbon County in the north and Bucks County to the southeast. Construction of this trail segment will also improve multimodal connectivity in and around East Allentown and between Allentown, Bethlehem and Easton as a whole. The project is part of a broader vision, to create a 14-mile loop trail along the Lehigh River between the Hamilton Street Bridge in Allentown and the Route 329 Bridge in Cementon, Whitehall Township.

Status: This gap has one main project area in Allentown and another in Hanover Township. In Allentown, the City is leading development activities, in coordination with Delaware & Lehigh (D&L) National Heritage Corridor. Just over one mile of trail will be constructed between the N. Bradford Street trailhead and the City line, between Kimmett's Lock and St. Luke's Way. There will be a shared-use path on N. Bradford Street, from the trailhead to the intersection with N. Dauphin Street. The trail will then be off-road with a multi-use path from the intersection, along N. Dauphin Street to the city line. This segment will go through Kimmett's Lock, which will be integrated into the trail. Hanover Township, in coordination with D&L National Heritage Corridor, is leading trail development within their jurisdiction. From the Allentown/Hanover Township line to Hanover Canal Park, an off-road multi-use trail is planned along N. Dauphin Street. These projects are in final engineering stages. Additional funding for construction in the Allentown area may be needed.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Under Construction
- Conceptual
- Parks, Open Space, Natural Areas



D&L TRAIL / CRITICAL PRIORITY GAP 5



Municipalities: Whitehall Township, Coplay Borough

Start: Cementon Trailhead, Whitehall Township

End: Race Street Bridge, Whitehall Township

Description: Trail development in this segment will connect the D&L Trail to the Ironton Rail Trail (IRT). There are two gaps within this project area. The north gap is between the D&L trailhead at Cementon and the IRT at Saylor Park, Coplay Borough. The south gap is between the IRT Water Street trailhead and the Race Street Bridge in Whitehall Township. This project will align the D&L Trail with a portion of the already-open Ironton Rail Trail running north/south through Coplay Borough. The project is part of a broader vision, to create a 14-mile loop trail along the Lehigh River between the Hamilton Street Bridge in Allentown and the Route 329 Bridge in Cementon, Whitehall Township.

Status: Trail construction throughout the gap area will be along railroad rights-of-way, which still needs to be acquired. Lehigh County is leading trail development efforts, and the County has had discussions with the railroad about acquisition. More discussions between the County and railroad will be needed in the future, and Lehigh County is raising funds for acquisition.

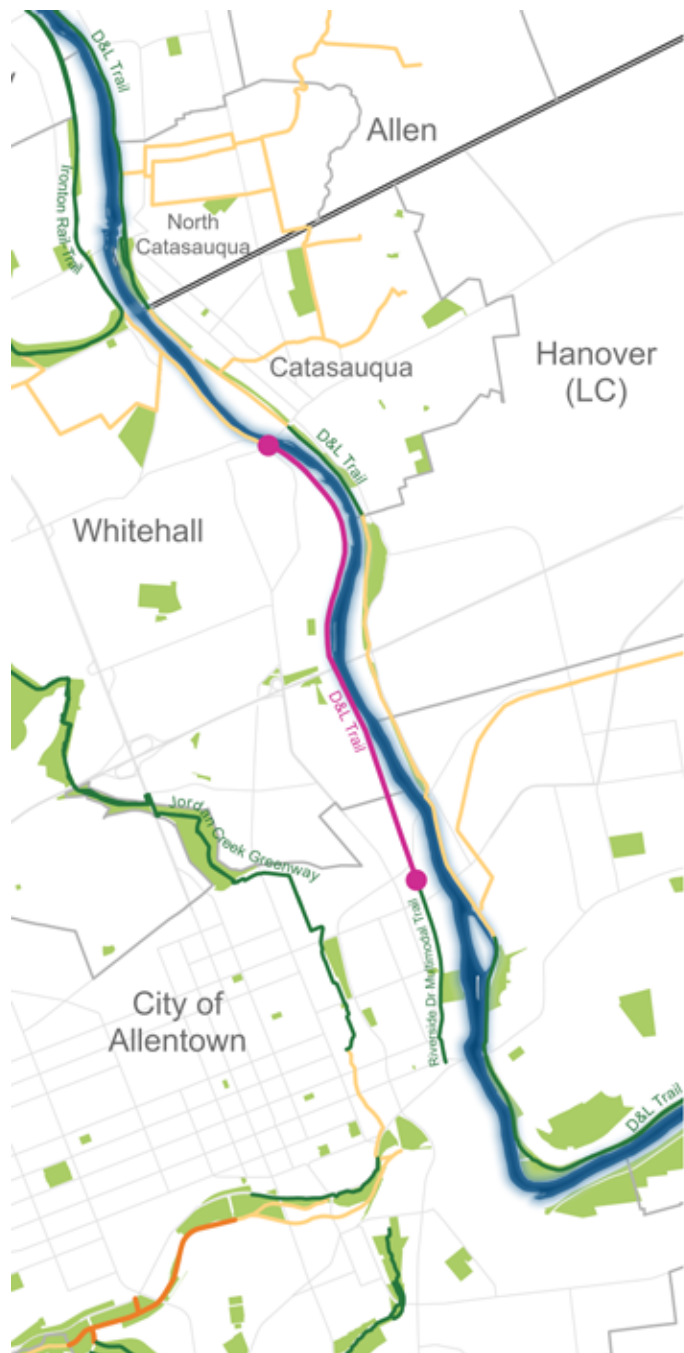
Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Conceptual

■ Parks, Open Space, Natural Areas



D&L TRAIL - RIVERSIDE DRIVE / CRITICAL PRIORITY GAP 6



Municipalities: City of Allentown, Whitehall Township

Start: Riverside Drive and Furnace Street intersection, City of Allentown

End: Race Street Bridge, Whitehall Township

Description: The Riverside Drive Multimodal Revitalization Corridor Project will link Allentown and Whitehall Township, along the west side of the Lehigh River. The project was a successful applicant to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant in 2021. A key goal of trail construction in this area is to create a multimodal commuting corridor, providing safe access to schools, jobs, shopping, entertainment and residential areas, where it largely does not exist currently. Trail construction from Furnace Street to Race Street will be aligned with construction of the Riverside Drive extension. The LVPC is leading planning efforts to close the gap, and is coordinating with the Pennsylvania Department of Transportation, Lehigh County, City of Allentown and Whitehall Township. The project is part of a broader vision, to create a 14-mile loop trail along the Lehigh River between the Hamilton Street Bridge in Allentown and the Route 329 Bridge in Cementon, Whitehall Township.

Status: Trail has already been constructed through the first phase of the project, as there is an off-road shared-use path along Riverside Drive, between Hamilton Street and Furnace Street. Phase Two of the project is being designed and engineered. Received Carbon Reduction Program regional funding to help close funding gap. Working to leverage additional regional funds into project.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Under Construction
- Conceptual
- Parks, Open Space, Natural Areas



MARTIN LUTHER KING JR. DRIVE TRAIL / CRITICAL PRIORITY GAP 7



Municipalities: City of Allentown, Salisbury Township

Start: Little Lehigh Parkway Path at Kline's Bridge, Allentown

End: Cedar Beach Trail at Hamilton Street, Allentown

Description: This project provides a safe multimodal connection between some of Allentown's most popular recreation destinations, including the Lehigh Parkway, Rose Garden and Cedar Beach Park. This project is Phase 2 of 3 of an initiative to build out the MLK Trail, which will provide more continuity between the City's parks and create a safer environment for pedestrians and cyclists, as Martin Luther King Jr. Drive has high levels of traffic and acts as a barrier between residential and recreational areas. The projects will greatly enhance multimodal connectivity throughout Allentown.

Status: The City is leading trail development efforts, and Phase 2 is undergoing design and engineering.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Under Construction
- Conceptual

Parks, Open Space, Natural Areas



STOCKERTOWN TO TATAMY RAIL TRAIL / CRITICAL PRIORITY GAP 8

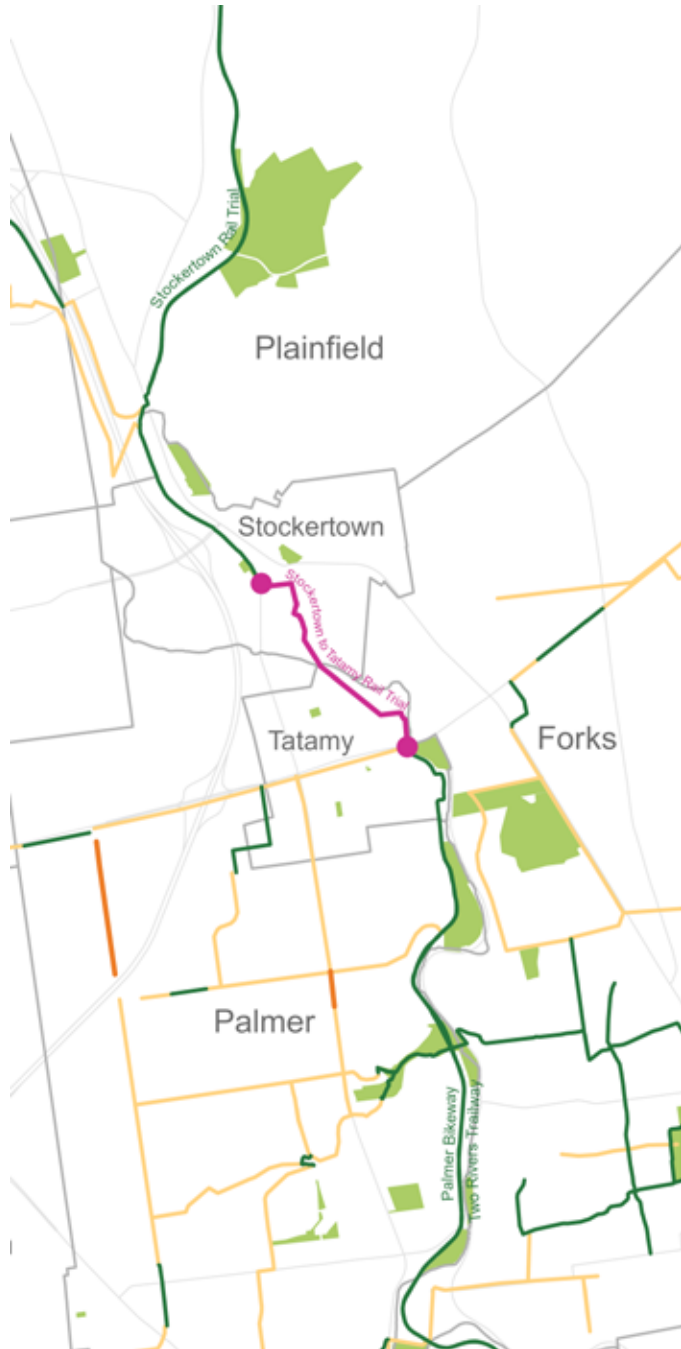
Municipalities: Stockertown Borough, Tatamy Borough, Forks Township

Start: Tatamy Trail trailhead at Main Street, Tatamy Borough

End: Stockertown Rail Trail at Sherman Metzgar Park, Stockertown Borough

Description: An approximately one-mile gap between the Stockertown Rail Trail and Tatamy Trail, which is the last missing segment of continuous trail that connects Easton and the D&L Trail to the Slate Belt. Connecting this gap would provide enhanced recreation opportunities and multimodal access across Northampton County. The Stockertown to Tatamy gap has been identified as a top trail gap by both the LVPC and Pennsylvania Department of Conservation and Natural Resources.

Status: The County is leading trail development efforts in this area and coordinating with the municipalities. At the start of the gap, in Tatamy, there is a sidewalk crossing of Bushkill Creek on the Main Street Bridge, and the Borough is applying for grant funding to enhance this crossing and construct trail through Braden Park, to the Uhler Road and Bushkill Drive intersection. Within the gap area, trail routing has not been determined yet, due to environmental factors and landowner negotiations. One possible route is along Uhler Road and Sullivan Trail, then passing through the Bauer Preserve, a 43-acre parcel in the gap area acquired by Northampton County in 2025. The County is in the process of land and right-of-way acquisitions in this area, which will help determine trail routing.



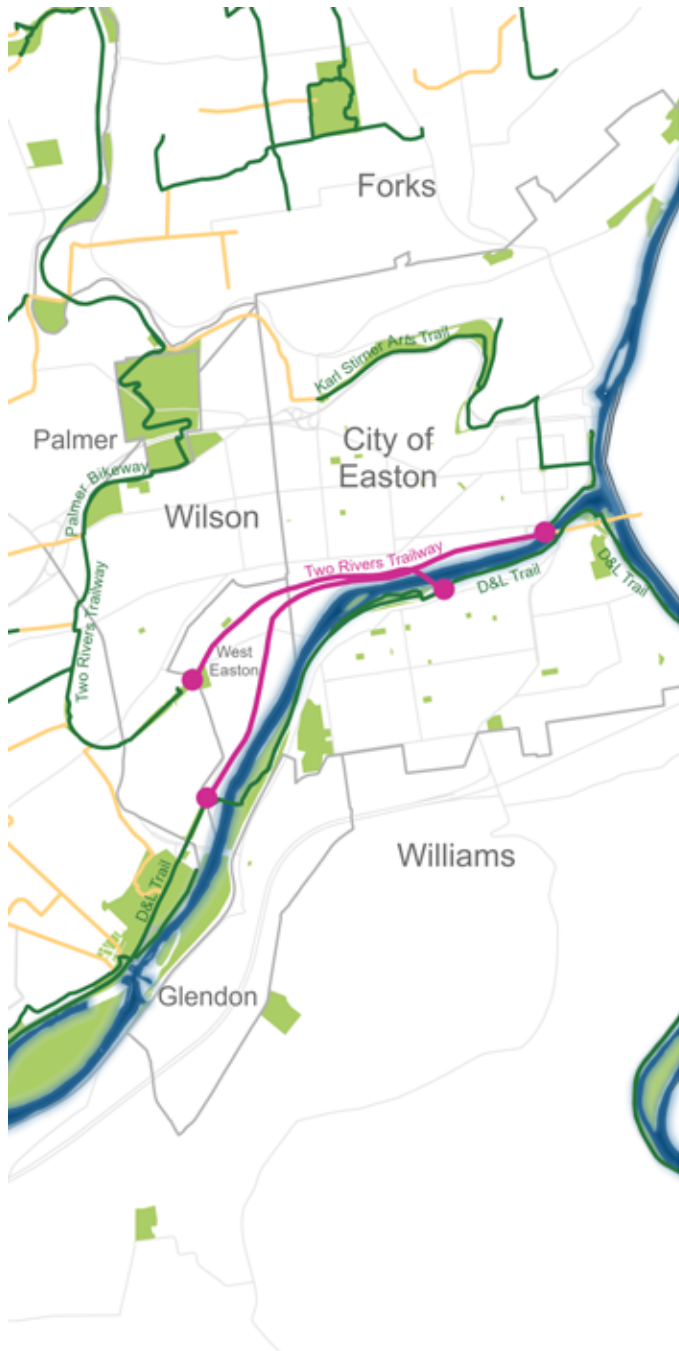
Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Under Construction
- Conceptual

Parks, Open Space, Natural Areas



TWO RIVERS TRAIL EXTENSION / CRITICAL PRIORITY GAP 9



Municipalities: City of Easton, West Easton Borough

Start: Two Rivers Trailway between S. 24th Street and Gerald W. Gross Community Park, West Easton D&L Trail at Glendon Hill Road, West Easton

End: Lehigh Drive and Larry Holmes Drive intersection, Easton

Description: Trail development in this gap area presents an opportunity to connect two of the region's most popular trails, the D&L Trail and Two Rivers Trailway, to downtown Easton and its riverfront. Easton aims to construct trail from the Lehigh Drive and Larry Holmes Drive intersection along rail rights-of-way parallel to Lehigh Drive. This right-of-way splits at the inactive Easton & Northern Railroad bridge, near the Lafayette Crew Boathouse. The rights-of-way gradually diverge, with one connecting to the D&L Trail at Glendon Hill Road in West Easton, and the other connecting to the end of the Two Rivers Trailway in West Easton, between S. 24th Street and Gerald W. Gross Community Park. Future opportunities include a Highline trail east of Lehigh Drive, using inactive railroad bridges, through Delaware Canal State Park and across the Delaware River into Phillipsburg, NJ.

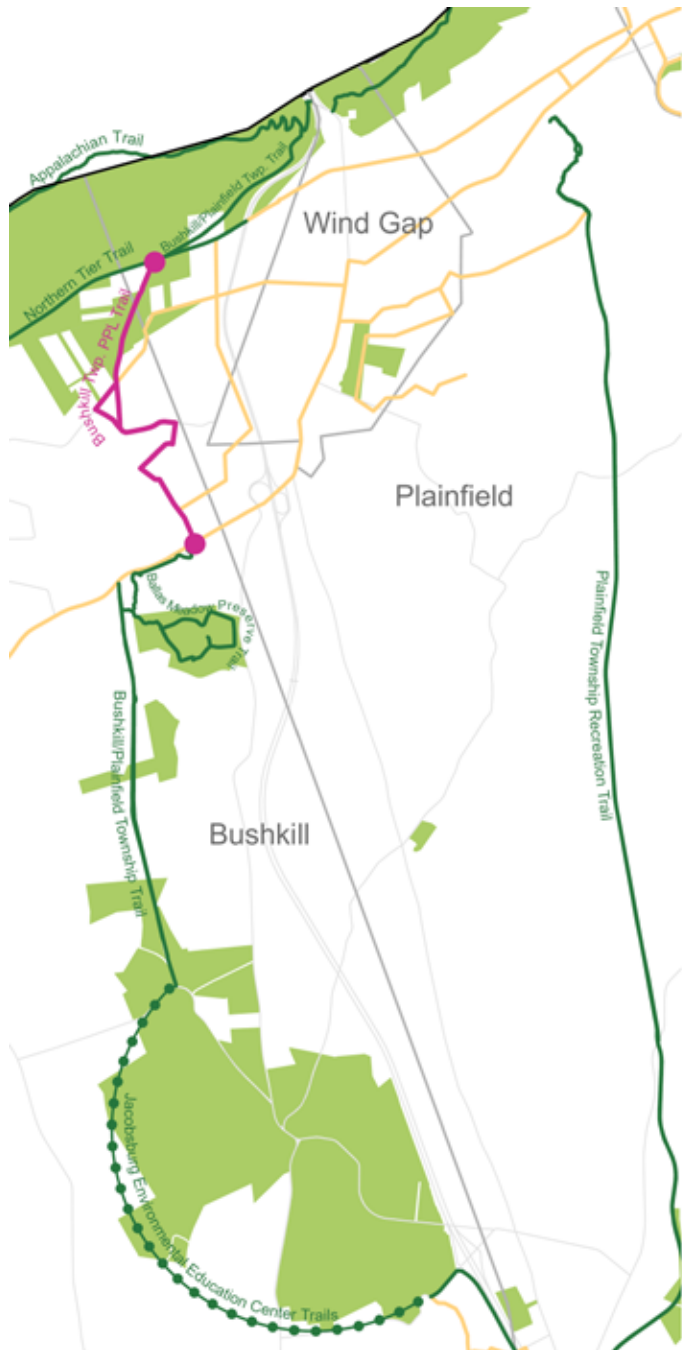
Status: Easton and West Easton are in the process of acquiring properties within their jurisdictions to use for trail development. Rights-of-way from the Two Rivers Trailway to the railroad bridge at the Boathouse is owned by the municipalities, and they are seeking funding for trail development in this section.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Blueway
- Conceptual
- Parks, Open Space, Natural Areas



BUSHKILL TOWNSHIP PPL TRAIL / CRITICAL PRIORITY GAP 10



Municipalities: Bushkill Township, Plainfield Township, Wind Gap Borough

Start: Bushkill Township Trail parking lot at E. Moorestown Road (Route 512), Bushkill Township

End: Appalachian Trail at Wind Gap, Plainfield Township or Wind Gap Borough

Description: This gap separates the Bushkill Township Trail and Jacobsburg Environmental Education Center from the Appalachian Trail. Connecting the regional trail network to the Appalachian Trail, which draws visitors from across the country, encourages more users to visit nearby recreation areas and businesses. Trail construction in this area will extend the Two Rivers Trailway and improve multimodal connectivity in Northampton County.

Status: Bushkill Township has negotiated with landowners near the trailhead at Route 512 for trail easements. Additional trail has been constructed east of the trailhead with the warehouse development on the south side of Route 512. The trail now ends at Route 512, between the two warehouses and shopping plaza. Trail rights-of-way have been secured along the warehouse on the north side of Route 512, but additional negotiations are needed with nearby landowners to bring the trail through this area. As of December 2025, the trail connection is planned to utilize utility rights-of-ways and shared-use on low volume roadways to route the trail up to Pennsylvania State Game Lands, north of 8th Street. There are trails on the Game Lands that lead to the Appalachian Trail. These will need to be widened and improved to encourage more users. Coordination is needed between Bushkill Township, Plainfield Township, Wind Gap Borough, Pennsylvania Game Commission, Pennsylvania Department of Conservation and Natural Resources, National Park Service and private landowners. Additional connectivity opportunities exist by routing a trail east along 8th Street into Wind Gap Borough to establish a connection to the Appalachian Trail east of Route 33, which could encourage additional trail development in the Slate Belt area.

Current Trail Status

- Critical Trail Gap
- Open
- Multiple Trails Open within Park
- Conceptual

■ Parks, Open Space, Natural Areas

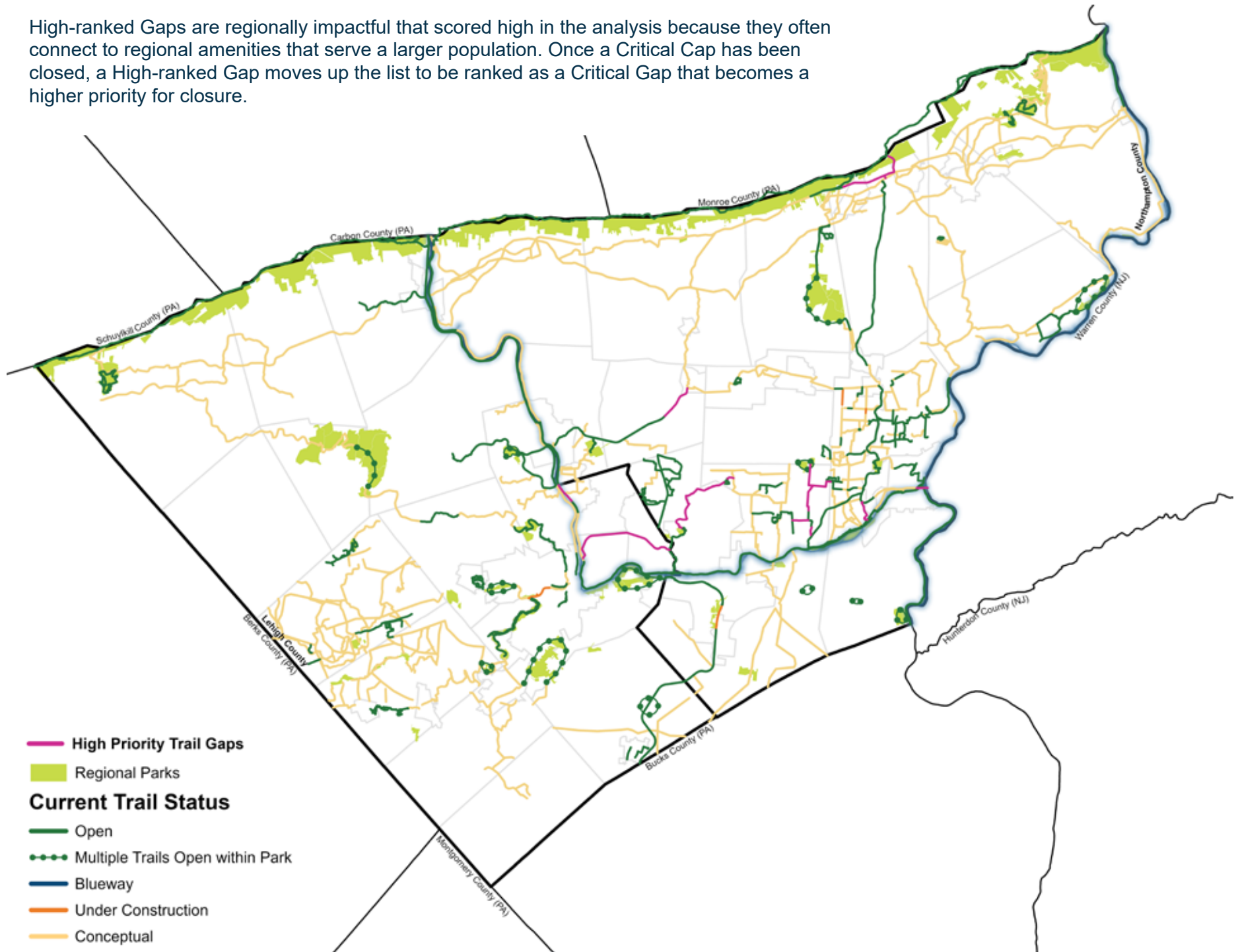




LEHIGH VALLEY HIGH GAPS

TRAIL	DESCRIPTION	MUNICIPALITY
Bethlehem Township Trail Network	Louise Moore County Park to Palmer Township Neighborhood Network	Bethlehem Township
Bethlehem Township Trail Network	Palmer Bikeway to Bethlehem Township Neighborhood Network	Bethlehem Township
D&L Trail	D&L from Race Street to North Catasauqua Borough Line	Catasauqua Borough
Monocacy Way	From Monocacy Park along Monocacy Creek to Housenick Memorial Park Trail	City of Bethlehem, Hanover Township (NC), Bethlehem Township
Nor-Bath Trail -Jacksonville Road to Bath	Current eastern terminus of Nor-Bath Trail at Jacksonville Rd to Mill Street in Bath Borough	East Allen Township, Bath Borough
Palmer Township Trail Network	From Palmer Bikeway on Freemansburg Avenue to D&L Trail	Palmer Township
The Highline	From the conceptual Two Rivers Trail Extension along Rail Line across Delaware River to Phillipsburg, NJ.	City of Easton
West Bethlehem Rail Trail	West Bethlehem Rail Trail from North Bradford Street to Pennsylvania Avenue and City line	City of Allentown
West Bethlehem Rail Trail	West Bethlehem Rail Trail from Pennsylvania Avenue/City Boundary to Monocacy Way	City of Bethlehem
Wind Gap / Pen Argyl Area Trail Network	From Appalachian Trail North of Pen Argyl Area High School to West Pennsylvania Ave. Trailhead and to N. Broadway continuing along 8th Street.	Plainfield Township, Wind Gap Borough, Pen Argyl Borough

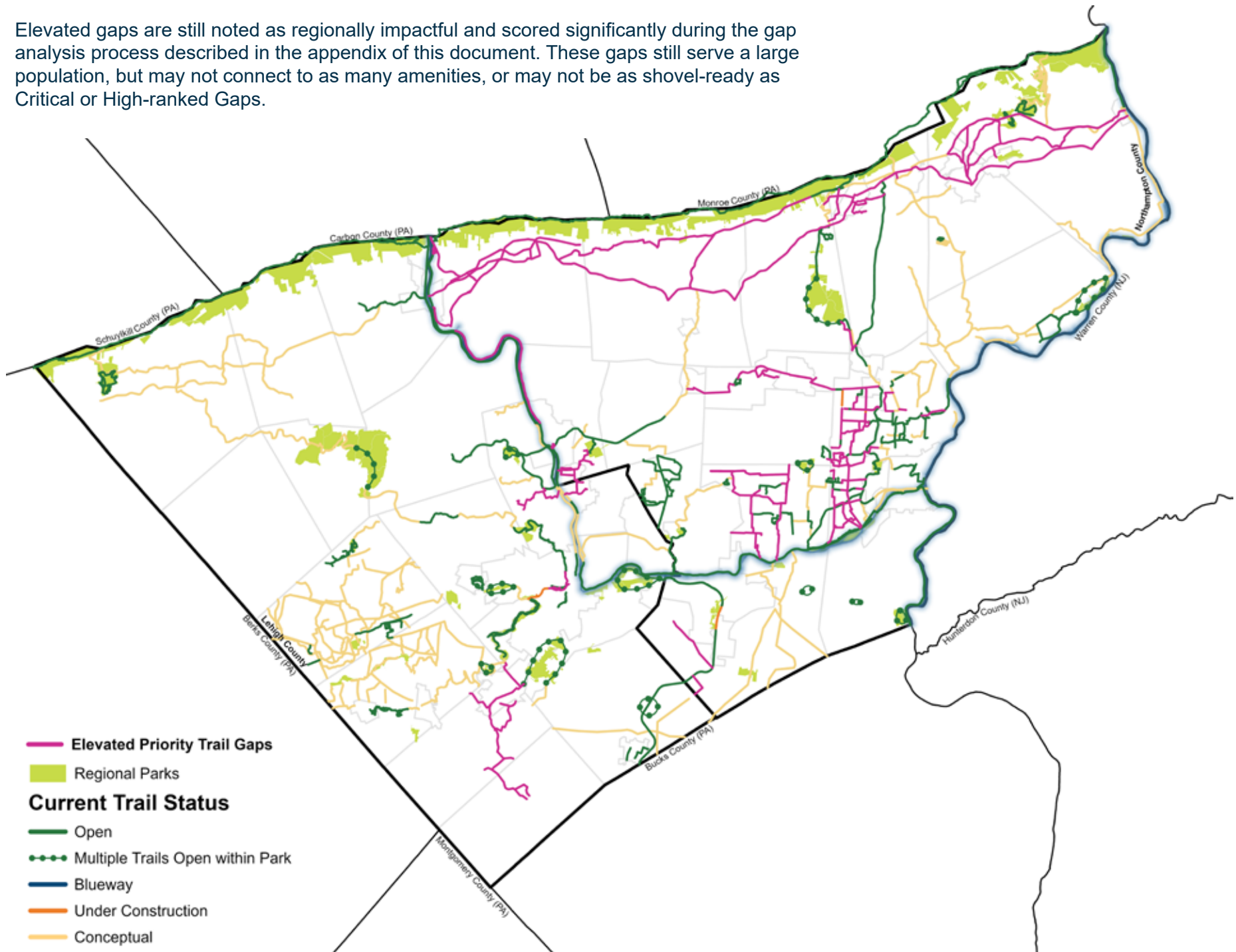
High-ranked Gaps are regionally impactful that scored high in the analysis because they often connect to regional amenities that serve a larger population. Once a Critical Cap has been closed, a High-ranked Gap moves up the list to be ranked as a Critical Gap that becomes a higher priority for closure.



LEHIGH VALLEY ELEVATED GAPS

TRAIL	DESCRIPTION	MUNICIPALITY
Bethlehem Township Trail Network	Multiple connections within Bethlehem Township Neighborhood Network	Bethlehem Township
Catasauqua-North Catasauqua-Allen Trail	D&L Trail at Catasauqua to Catasauqua Area High School and Nor-Bath Trail	Catasauqua Borough, North Catasauqua Borough, Allen Township
D&L Trail	Northampton to Walnutport, east side of Lehigh River	Walnutport Borough, Lehigh Township, Allen Township, Northampton Borough
MLK Trail Phase 3	Current Eastern terminus of MLK trail to Hamilton St. Future goal is to connect to the D&L trail, east Allentown and north to Jordan Creek Greenway	City of Allentown
Nor-Bath Trail	Jacksonville Road to Route 946 in Moore Township via Bath Borough	East Allen Township, Bath Borough, Chapman Borough, Moore Township
Northern Tier Trail	Extensive trail network spanning northern municipalities in Northampton County	Boroughs of Walnutport, Wind Gap, Pen Argyl, Roseto, East Bangor and Portland Townships of Lehigh, Moore, Bushkill, Plainfield, Washington (NC) and Upper Mount Bethel
Palmer Township Trail Network	Multiple connections to Palmer Bikeway and D&L Trail from the Township's neighborhood network	Palmer Township
Saucon Region Trail Network	Saucon Rail Trail to Upper Saucon Township Line	Upper Saucon Township, Lower Saucon Township
Saucon Region Trail Network	Saucon Rail Trail to I-78 Overpass	Upper Saucon Township, Lower Saucon Township
Southwestern Lehigh County Trail Network	Extensive trail network spanning southwestern municipalities in Lehigh County	Salisbury Township, Emmaus Borough, Upper Milford Township, Lower Milford Township
Whitehall Township Trail Network	Schadt Ave to Ironton Rail Trail and D&L Trail	Whitehall township

Elevated gaps are still noted as regionally impactful and scored significantly during the gap analysis process described in the appendix of this document. These gaps still serve a large population, but may not connect to as many amenities, or may not be as shovel-ready as Critical or High-ranked Gaps.



LEHIGH VALLEY SUPPORTING GAPS

Allen Township Trail

Spur from Nor-Bath Trail at Savage Road North to Howertown Park and south to residential cul-de-sac at 8th Street

Allen Township

East Allen Township Trail

Housing development along Hanoverville Rd to Nor-Bath Trail at Bicentennial Park

East Alen Township

Forks Township Trail Network

- Ramblewood Drive Trail
- Uhlers Crossing Network
- Two Rivers Trailway to Forks Trail Network
- Fox Run Rd to Easton Area Middle School
- Winchester Drive Trail

Forks Township

Hanover Township Trail Network

Business park on High Point Blvd to Orchard Ln along agricultural and residential property lines

Hanover Township (NC)

Institute Road Trail

Loop from Institute Drive to natural area

Upper Mt Bethel Township

Jordan Creek Greenway Trail

Trexler Nature Preserve to Leaser Lake

Lowhill Township, Weisenberg Township, Lynn Township

Saucon Region Trail Network

Upper and Lower Saucon Network

Upper Saucon Township, Lower Saucon Township

Saucon Region Trail Network

South Mountain Preserve to Upper Milford Township Line

Upper Saucon Township, Lower Saucon Township, Upper Milford Township, Salisbury Township

Twin Lakes

Loop from Totts Gap Road to natural area

Upper Mount Bethel Township

Two Rivers Trail 9(A)

Stockertown to Jacobsburg Environmental Education Center Trail

Stockertown Borough, Plainfield Township

Upper Macungie Township Trail Network

Trail connections between residential, commercial and industrial areas

Upper Macungie Township

Washington Township Recreation Complex

Washington Blvd to Ackermanville Road through Washington Township Recreation Complex

Washington Township (NC)

Whitehall Township Trail Network

- Ringer Road to Ironton Rail Trail
- Spruce St. to D&L Trail

Whitehall Township

Lower Macungie Trail Network

Various independent trail routes in Township. Proposed trail connection between southern terminus of Lehigh Parkway and Alburtis Trail Network through Lower Macungie Township and Macungie Borough

Lower Macungie Township

Macungie Trail Network

- Hills at Lock Ridge Trail to Locust Street.
- Route 100 to Lower Macungie Trail Network

Upper and Lower Macungie Township

Martins-Jacoby Watershed Trail Network

Loop trail and spurs through numerous Slate Belt communities

Portland Borough, Upper Mount Bethel Township, Lower Mount Bethel Township, Washington Township (NC), Forks, Township, Plainfield Township, Roseto Borough, Bangor Borough and East Bangor Borough

Minsi Lake Nature Trail

Connecting nature preserves north of Minsi Lake to existing nature trail around lake

Lynn Township

Nor-Bath Trail - Bath to Route 946

Regional connection between Bath Borough and PA Route 946 in Moore Township

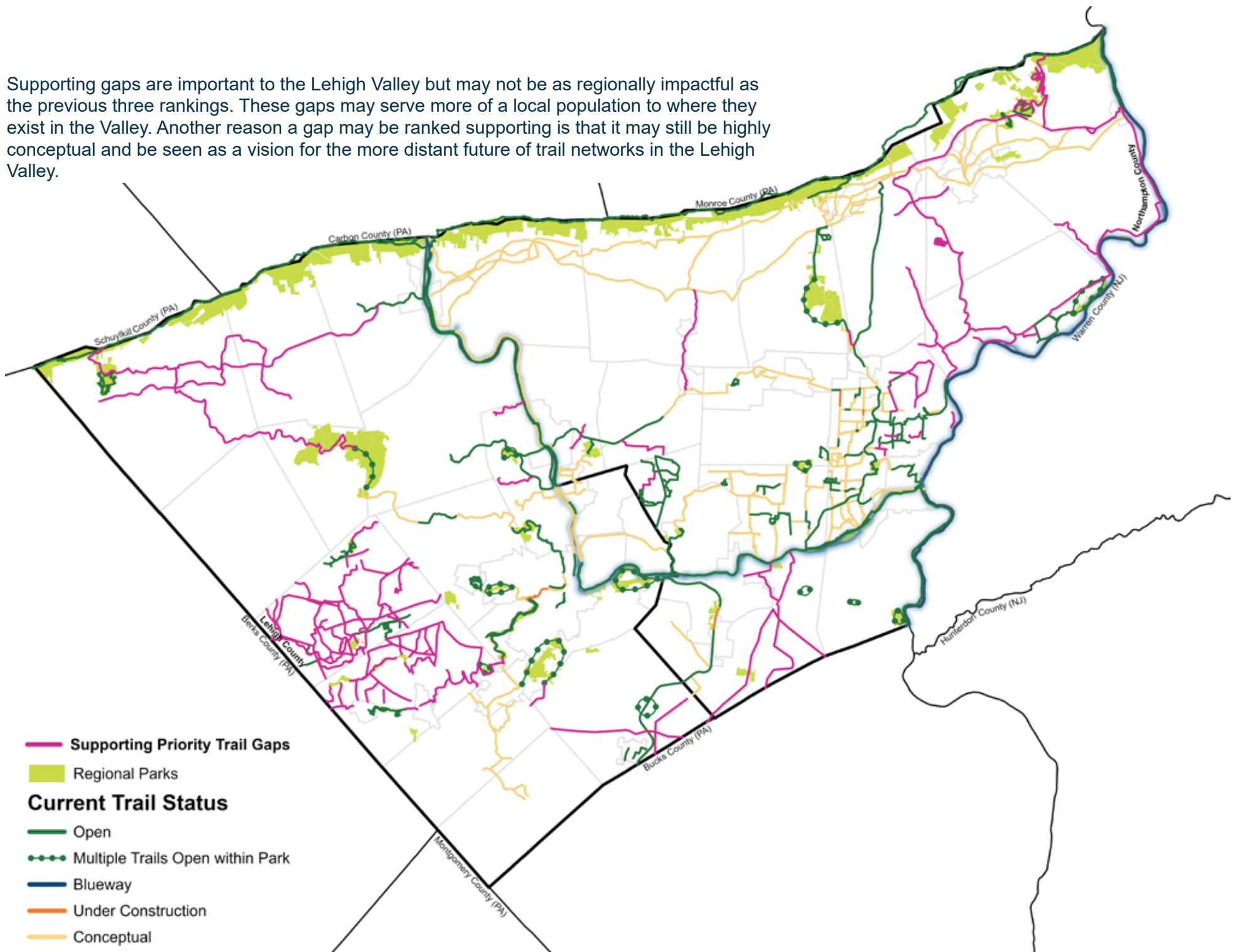
Moore Township, Chapman Borough, East Allen Township, Bath Borough

Northern Lehigh Rail Trail

Allemanengel Road to Slate Heritage Trail near Emerald Washington Township (LC) along rail right-of-way

Lynn Township, Heidelberg Township, Washington Township (LC)

Supporting gaps are important to the Lehigh Valley but may not be as regionally impactful as the previous three rankings. These gaps may serve more of a local population to where they exist in the Valley. Another reason a gap may be ranked supporting is that it may still be highly conceptual and be seen as a vision for the more distant future of trail networks in the Lehigh Valley.





Implementation Strategies

There are various strategies available for stakeholders to plan, finance and construct trail infrastructure.

To acquire funding, there are many grant programs available for stakeholders. Given that trails serve many purposes, from recreation to transportation, funding opportunities from a variety of agencies may be available depending on the type of project. Some potential funding opportunities for trails in the Lehigh Valley include:

Trail Funding Programs

PA Department of Conservation and Natural Resources (DCNR)

Community Conservation Partnerships Program (C2P2)

(PennDOT)

Transportation Alternatives Set-Aside (TASA)

(PennDOT)

Multimodal Transportation Fund (MTF)

PA Department of Community and Economic Development (DCED)

Greenways, Trails and Recreation Program (GTRP)

DCED

Local Share Account Grant programs

DCED

Multimodal Transportation Fund (MTF)

Pennsylvania Environmental Council (FEC)

Pennsylvania Water Trail Mini-Grants

Before acquiring funding to design or construct trails, local governments can utilize various planning tools to identify current and future trail needs. An initial step is to update comprehensive plans, as well as other specific plans, such as trail and active transportation plans, if possible. These planning documents examine land use trends and establish goals and strategies to help guide near and long-term community decision making.

Local government plans are the foundation of how a community envisions itself in the future. Goals and strategies from plans can be implemented through zoning code and subdivision and land development ordinance (SALDO) updates, as they can provide incentives for trail construction and set aside land for open space or recreation. Communities can also require trails and sidewalks through the subdivision and land development process. Adding a trail or sidewalk requirement in SALDOs is an effective way to improve trail connectivity while minimizing costs to taxpayers.

For example, the City of Allentown's SALDO requires properties proposed for subdivision or land development approval to provide a trail easement if one is identified on the property in an adopted trails plan.

Specific locations for future trail development can be identified by municipalities through creating or updating their official map. By identifying trails on an official map, municipalities can formalize and prioritize their intent to construct trails, which can be leveraged when pursuing funding sources for public projects. Utilizing these various planning tools allows municipalities to accommodate changing community priorities or other issues. Demonstrating a community's intent to develop or enhance trails through tools like plans and official maps helps trail projects more easily go from concept to reality.

To promote trail connectivity across municipal borders, local governments, community organizations and other stakeholders can participate in collaborative efforts.

Here in the Lehigh Valley, THE LINK, is a group of local governments, non-profits and advocates that work together to promote the region's trail network. Approaching trails from a regional lens encourages greater opportunities for connectivity, grant funding and usage of trails. Educational opportunities about trail planning and infrastructure are available in-person, through PennDOT Local Technical Assistance Program (LTAP) classes, held at the LVPC's office. In addition, there are many informational guides online, provided by the LVPC, WeConservePA, Pennsylvania Department of Conservation and Natural Resources and more.

Alignment with Regional Planning Efforts

The Trail Connection Strategy supports recommendations within existing initiatives such as *the Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization* and *Walk/RollLV: Active Transportation Plan*. LVPC will begin updating *FutureLV: The Regional Plan* in 2026. Data updates have already been initiated for the Regional Plan, which will reference the findings of the Trail Connection Strategy.

The Trail Connection Strategy supports recommendations within the recently adopted regional climate resiliency plan,

Pathway to a Resilient Greater Lehigh Valley, by identifying active transportation as a strategy to reduce greenhouse gas emissions, vehicle travel and congestion, while improving local air quality.

This report also aligns with actions and strategies in the Lehigh County and Northampton County Livable Landscapes Plans, with key health and economic benefit findings of the 2014 Lehigh Valley Return of Environment Study, and the 2025 Northampton County Return on Environment Study.





Next Steps

This report highlights high priority conceptual trail connections, that have been identified in published planning documents. However, by looking at the regional map, there remain gap locations in the trail network where no conceptual trails are currently identified. This map can serve as a starting point for municipalities and planning agencies to identify future additional conceptual trail connections.

By first identifying future trail connections a community wishes to have in a plan, the process to eventually get it constructed can begin. Identifying conceptual trail connections in planning documents allows them to be elevated in reports such as this one and makes grant applications to implement them much more competitive.

Update of Trail Data and Gap Closure Information

The Lehigh Valley Planning Commission will implement an annual process to update regional trail network data and trail gap closure status. This process will incorporate information submitted by regional stakeholders, including, but not limited to, municipal and county governments, transportation agencies, trail advocacy organizations, land management agencies, and other relevant public, private and non-profit partners.



Appendix and Resources

Methodology

Trail gaps in the Lehigh Valley's trail network were prioritized using a variety of different methodological factors. These factors are listed below with information about each one. Only trail gaps specifically identified within an adopted local or county active transportation or parks, recreation and open space plan were considered.

Trail Gap Evaluation Criteria

The following section outlines the full set of evaluation criteria used to assess regional trail gaps for planning, prioritization and funding purposes. Criteria draw upon federal, state, regional and local planning frameworks—including the Pennsylvania Municipalities Planning Code (MPC), Pennsylvania state transportation law, and U.S. Code Title 23—and align with adopted Lehigh Valley plans such as *FutureLV: The Regional Plan* and *Walk/RollLV: Active Transportation Plan*.

***FutureLV: The Regional Plan* Alignment**

Statutory Alignment

- Evaluate whether the project supports the goals of the Pennsylvania Municipalities Planning Code (MPC), relevant Pennsylvania state law, and 23 U.S.C. requirements for metropolitan planning.
- Flag projects that fail to meet any applicable federal, state or regional requirements.

Commuter Trail System Consistency

- Determine whether the trail gap falls within an identified Commuter Trail corridor as mapped in FutureLV.

Movement Between Centers

- Assess whether the proposed gap closure enhances movement of people between designated Centers, consistent with the plan's place-based strategy.

"Types of Places" Framework

- Confirm the project encourages linkages across all place types in the Valley.

Walk/Roll: Active Transportation Plan Alignment

Project Consistency

- Projects listed in *Walk/Roll/LV: Active Transportation Plan*.
- Additional assessment ensures the project remains consistent with the region's long-range multimodal vision.

Regional-Specific Criteria

Economic Impact Area (EIA) Location

- Determine whether the gap is located in an Economic Impact Area (EIA). A composite index of need based on energy, transportation, housing, health, workforce, pollution, water/wastewater and broadband indicators.

Sidewalk Inventory Relationship

- Assess sidewalk conditions and connectivity where applicable.
- Evaluated through geospatial analysis utilizing LVPC's Geographic Information System (GIS) sidewalk inventory layer.

Lehigh and Northampton Transportation Authority Transit Integration

- Identify if the project improves access to or from the public transit network.

Safety: Suspected Serious Injuries/Fatalities

- Use PennDOT pedestrian and bicycle crash data (suspected serious injuries and fatalities) from the Commonwealth's Traffic Information Repository.
- Aligns with the *Lehigh Valley Traffic Safety Plan* goal to reduce fatalities and serious injuries by 50% in 20 years.

Employment Connectivity

- Assess whether the gap closure improves access to employment centers.

School/Educational Connectivity

- Measure the connection to schools, colleges or educational institutions.

High Population Density

- Apply federal/state planning statutes weighting population density impacts.
- Evaluate whether the project falls within 10 minutes of a trail, consistent with DCNR priorities.

Population Affected by Gap Closure

- Utilize 1/4 mile buffer-based service area analysis.
- Identify methods for calculating non-resident users (e.g., employment density, community facilities, regional draw).

Pennsylvania Department of Conservation and Natural (DCNR) Resources Statewide Priority Trail Gaps

Statewide Gap Alignment

- Determine whether the project is identified as a priority trail gap by Pennsylvania DCNR.
- Compare DCNR priorities with regional gap mapping to assess overlap.

Connection to Public Recreational Facilities

Trails

- Evaluate direct connections to existing public trails.

Parks

- Confirm linkages to public parks; define parks within the document as publicly owned or publicly accessible recreational spaces.

Length of Trail Gap Segment

Short-Segment Prioritization

- Gaps less than five miles in length feasibility and cost-effectiveness.

Shovel Readiness

Existing/Proposed Project Status

- Identify whether the project appears as a conceptual trail or in prior inventories

Engineering & Design Completion

- Assign points based on level of design completion.

Permitting Status

- Evaluate whether necessary environmental and regulatory permits have been secured.

Funding Secured

- Assess any dedicated or committed funding sources.

Rights-of-Way (ROW) Status

- Identify whether ROW is acquired, under negotiation or unknown.

Tie-Breaker Use

- Applied shovel-readiness as a criteria.

RESOURCES & TOOLS

Key Partners



Delaware & Lehigh (D&L)
National Heritage Corridor



The LINK
Trail Network



Coalition for Appropriate
Transportation (CAT)



PA Department of
Transportation



Community Bike
Works (CBW)



Lehigh County
Parks & Recreation



Northampton County
Parks & Recreation



Lehigh Valley
Greenways



PA Department of
Conservation and
Natural Resources

Maps and Plans Referenced for this Strategy

DCNR Trail Map

Pennsylvania Trail Plan

Lehigh County Livable Landscapes

Northampton County Livable Landscapes

Future LV: The Regional Plan

Trail Implementation Grants

Pennsylvania Department of Conservation and Natural Resources Motorized Trails Grant

Pennsylvania Recreational Trails (PRT) motorized projects. PRT motorized projects include the development, rehabilitation or maintenance of designated routes on land for all types of motorized recreation activities, as well as the purchase or lease of equipment to be used exclusively for the maintenance or construction of land and water trails and trail-related facilities.

Pennsylvania Department of Conservation and Natural Resources Non-Motorized Trails Grant

Trail projects include the acquisition, planning, development, rehabilitation or maintenance of designated routes on land or water for non-motorized recreation activities, as well as the purchase or lease of equipment to be used exclusively for the maintenance or construction of non-motorized land and water trails and non-motorized trail-related facilities.

Pennsylvania Department of Conservation and Natural Resources Park Rehabilitation and Development Grant

These projects involve the rehabilitation and development of public parks, recreation facilities, greenways and river conservation projects.

Pennsylvania Department of Conservation and Natural Resources Land Acquisition and Conservation Grant

These projects involve the purchase and/or donation of land for park and recreation areas, greenways, critical habitat areas and/or open space.

Pennsylvania Department of Conservation and Natural Resources Community Recreation and Conservation Planning Grant

Planning projects study the needs, benefits and opportunities for future land acquisition, development and/or management of parks, recreational facilities, critical habitat, open space, natural areas, greenways and river/watershed corridors.

**Pennsylvania Department of Transportation -
Transportation Alternatives Set-Aside Program**

The federal Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose and safe routes to school projects.

**Pennsylvania Department of Transportation
Multimodal Transportation Fund Program**

The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities to improve transportation assets that enhance communities, pedestrian safety and transit revitalization.

**Pennsylvania Department of Community & Economic
Development Greenways, Trails, and Recreation
Program**

Projects which involve development, rehabilitation and improvements to public parks, recreation areas, greenways, trails and river conservation.

**Pennsylvania Department of Community & Economic
Development Multimodal Transportation Fund Program**

Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

**U.S. Fish & Wildlife Service Highlands Conservation
Act Grant Program**

State agencies, counties and municipalities are eligible through this program to receive grant funds to acquire land that can be used for trail and greenway development.

**Department of Revenue - Redevelopment Assistance
Capital Program Funds**

RACP projects are authorized in the Redevelopment Assistance section of a Capital Budget Itemization Act, have a regional or multi-jurisdictional impact, and generate substantial increases or maintain current levels of employment, tax revenues, or other measures of economic activity.



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**For more information
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2027-2030

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT



Transportation Improvement

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

Draft Published April 15, 2026



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



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INTRODUCTION

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

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

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



The planning products are:

The Metropolitan Transportation Plan (MTP)

FutureLV: The Regional Plan

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

The Transportation Improvement Program (TIP)

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

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

Fiscal Constraint

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

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

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

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

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

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

**2027-2030 LEHIGH VALLEY
FORMULA FUNDING**

\$525,532,045

**ADDITIONAL STATE, FEDERAL
AND GRANT FUNDING**

\$19,076,908

**TOTAL LEHIGH VALLEY
TIP VALUE**

\$544,608,953

How is the Budget Created?

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

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

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

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

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

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

The National Highway Performance Program (NHPP)

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

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

Surface Transportation Block Grant Program-Urban (STU)

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

Surface Transportation Block Grant Program-Urban (STU)

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

Off System Bridges (BOF)

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

Bridge Formula Investment Program (BRIP)

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

Highway Safety Improvement Program (HSIP)

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

Congestion Mitigation and Air Quality (CMAQ)

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

Example Projects

South Bethlehem Greenway Trail to Saucon Rail Trail

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

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



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



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

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

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

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

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

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

Railway-Highway Crossings, Section 130 (RRX)

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

Carbon Reduction Program Funds (CRP, CRPU)

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

Example Project

LANTA Enhanced Bus Service

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



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

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

State Bridge Funding (185/183)

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

Highway (Capital) Funding (581)

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



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

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

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

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

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

1 Transportation Needs Assessment

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

2 Project Selection

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

3 Adoption

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

4 Tip Management

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



Defining Megaprojects

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

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

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

Projects with over \$50 million programmed are:

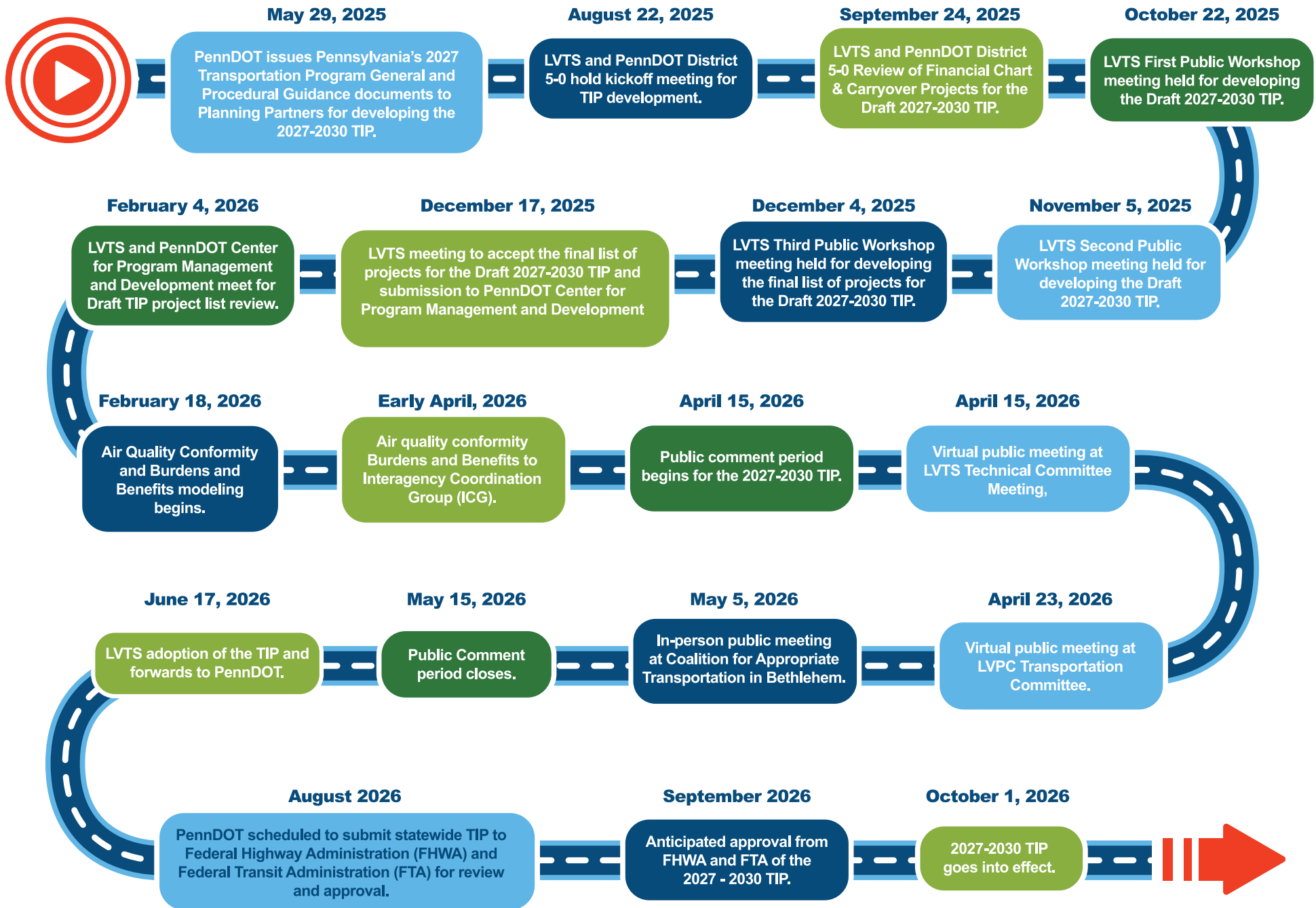
- New Route 309 and Center Valley Interchange: **\$76M**
- Extension of Route 378, Hill-to-Hill Bridge over the Lehigh River: **\$72M**

Other projects with over \$10 million programmed:

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

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

TIP Development Timeline



Meeting Community Needs How Projects are Selected

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

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

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

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

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



Performance Measures

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

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

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

Safety Performance Measures (PM1)

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

Safety Performance Measures:

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

Pavement/Bridge Performance Measures (PM2)

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

System Performance Measures (PM3)

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

System Performance Measures:

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

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

Air Quality

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

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

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

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

Once a nonattainment area meets the standards and additional redesignation requirements in the Clean Air Act, the Environmental Protection Agency (EPA) will designate the area as a maintenance area. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals. The Lehigh Valley is currently a non-attainment area for ozone and a maintenance area for Particulate Matter 2.5.

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

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



Example Project

Example of a TIP project utilizing these funds
Riverside Drive

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

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



Public Participation

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

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

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

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

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

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

- April 15, 2026 - Virtual public meeting at LVTS Technical Committee Meeting, 9 AM
- April 23, 2026 - Virtual public meeting at LVPC Transportation Committee, 5:30 PM
- May 5, 2026 - In-person public meeting at The Coalition for Appropriate Transportation storefront in Bethlehem.

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

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



Overall TIP Funding

2027-2030 LEHIGH VALLEY
TIP FUNDING

\$525,532,045

ADDITIONAL STATE, FEDERAL
AND GRANT FUNDING

\$19,076,908

TOTAL LEHIGH VALLEY
TIP VALUE

\$544,608,953

TIP Funding by Category



Rail

\$3,070,000



Planning and Research

\$5,600,000



Multimodal

\$20,040,954



Road

\$23,993,740



Road Reconstruction/Modernization/Automation

\$29,356,879



Roadway Expansion

\$35,280,520



Transit

\$193,152,767



Bridge

\$234,114,093

Transportation Investment

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

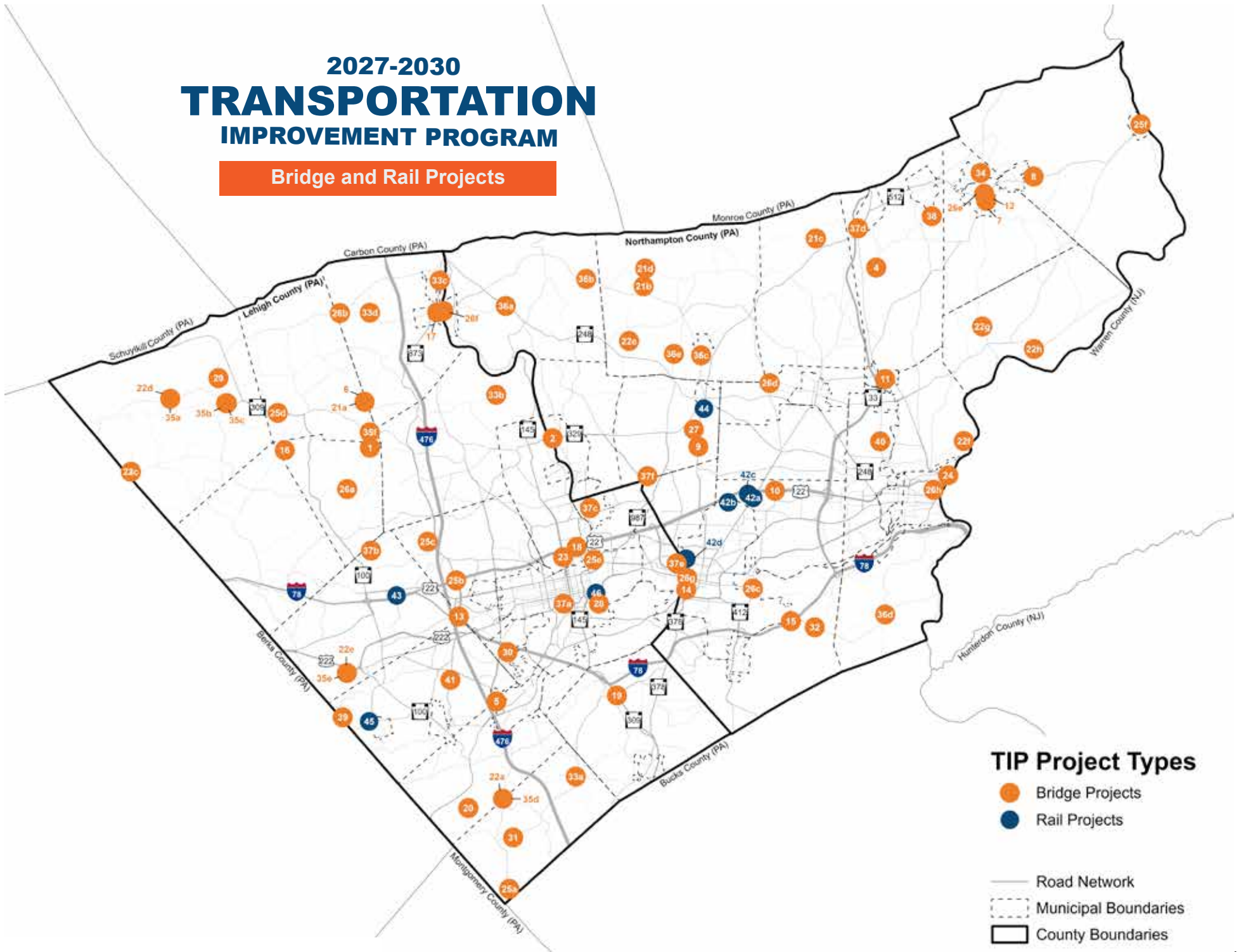
Projects included in the 2027-2030 TIP are selected from the projects within the Long-Range Transportation Plan of *FutureLV: The Regional Plan* and underwent a rigorous selection process. *FutureLV* recognizes that infrastructure investments can facilitate prosperity and enhance quality of life. For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



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

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Bridge and Rail Projects



TIP Project Types

- Bridge Projects
- Rail Projects
- Road Network
- - - Municipal Boundaries
- ▭ County Boundaries

BRIDGE REPLACEMENT, REHABILITATION

2027-2030 Investment
\$234,114,093

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

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

BRIDGE REPLACEMENT, REHABILITATION

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

BRIDGE REPLACEMENT, REHABILITATION

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

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

BRIDGE REPLACEMENT, REHABILITATION

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

BRIDGE REPLACEMENT, REHABILITATION

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

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BRIDGE REPLACEMENT, REHABILITATION

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
33	Box Culvert Bundle 3 This project involves box culvert replacements at various locations.	120955	N	Lehigh County Northampton County	Preliminary Engineering						BAMs
					Final Design		\$1,400,000	\$191,350		\$1,591,350	
					Right-of-Way Acquisition			\$289,565		\$289,565	
					Utility Relocation			\$300,493		\$300,493	
					Construction			\$1,900,000	\$2,197,625	\$4,097,625	
					Total		\$1,400,000	\$2,681,408	\$2,197,625	\$6,279,033	
LVV	Bridge Overlay Bundle 4 Bridge overlays at various locations.	123481	N	Lehigh County Northampton County	Preliminary Engineering				\$550,000	\$550,000	BAMs
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total				\$550,000	\$550,000	
35	Box Culvert Bundle 4 Bridge overlay at various locations.	123484	N	Lehigh County Northampton County	Preliminary Engineering						BAMs
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction				\$2,937,500	\$2,937,500	
					Total				\$2,937,500	\$2,937,500	
37	LVTS Municipal Bridge Bundle Bridge preservation of municipal owned bridges at various locations.	123493	N	Lehigh County Northampton County	Preliminary Engineering		\$1,000,000	\$803,530		\$1,803,530	157
					Final Design						
					Right-of-Way Acquisition			\$196,470	\$76,705	\$273,175	
					Utility Relocation				\$140,688	\$140,688	
					Construction				\$782,607	\$782,607	
					Total		\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000	

BRIDGE REPLACEMENT, REHABILITATION

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

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BRIDGE REPLACEMENT, REHABILITATION

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

BRIDGE REPLACEMENT, REHABILITATION

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

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BRIDGE REPLACEMENT, REHABILITATION

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

BRIDGE REPLACEMENT, REHABILITATION

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

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BRIDGE REPLACEMENT, REHABILITATION

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

RAIL

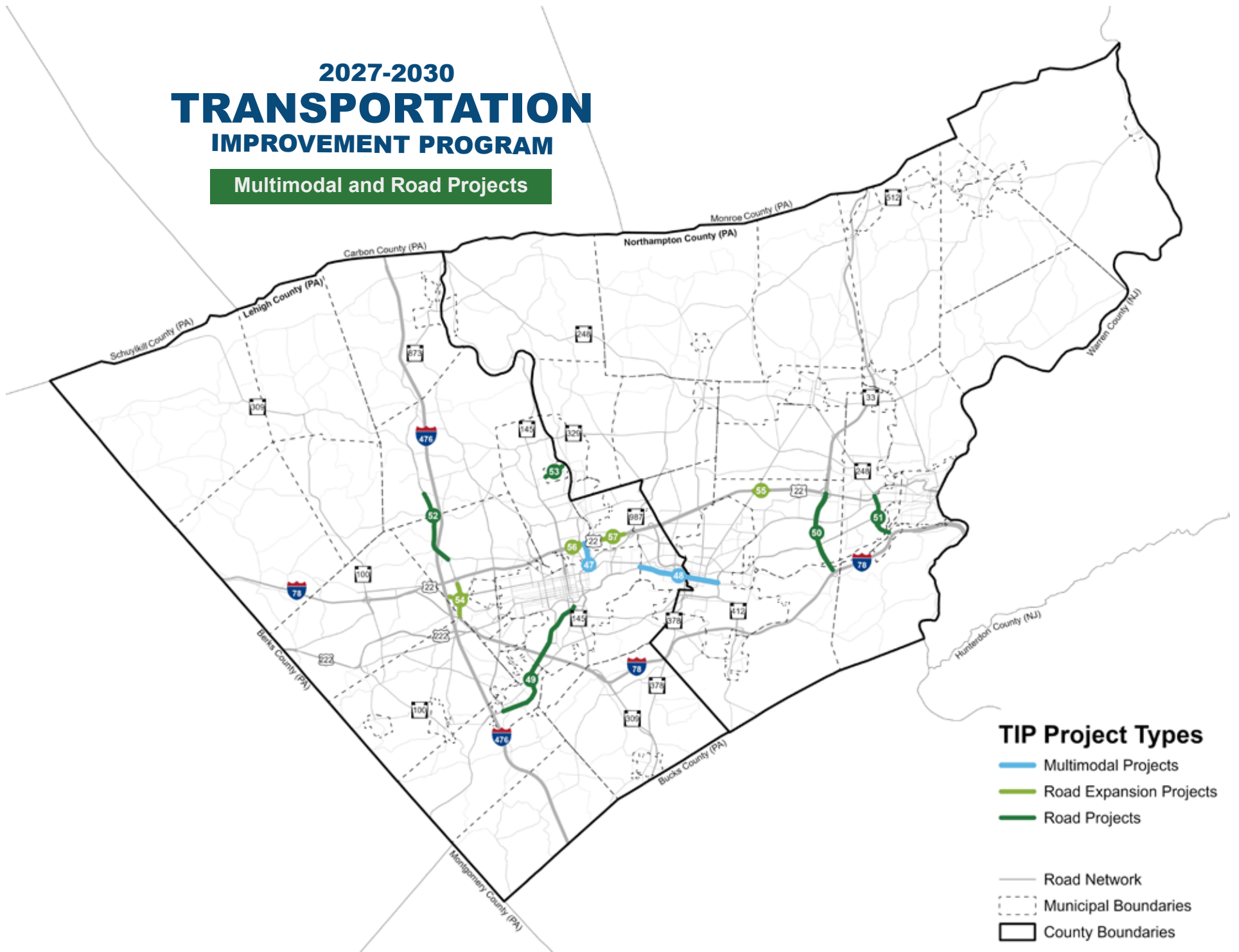
2027-2030 Investment
\$3,070,000

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

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2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Multimodal and Road Projects



MULTIMODAL

2027-2030 Investment
\$20,040,954

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

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ROAD

2027-2030 Investment
\$23,993,740

Map #	Project Name / Description	MPMS #	AQ Sig.	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total	FutureLV Pg #
LVW	Environmental Impacts Resolution Line Item For monitoring, maintenance and repairs of constructed wetlands and Municipal Separate Storm Sewer System (MS4) requirements of the Environmental Protection Agency on approved highway and bridge projects, as well as identifying sites for environmental mitigation.	95400	N	Lehigh Northampton Counties	Preliminary Engineering	\$185,000	\$185,000	\$200,000	\$200,000	\$770,000	169
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction						
					Total	\$185,000	\$185,000	\$200,000	\$200,000	\$770,000	
52	Route 309 Resurface From Walbert Avenue to Shankweiler Road, mill and overlay, concrete patching, guide rail upgrades and movement markings. Reconstruction of the Orefield Road (Route 2005) intersection to accommodate truck turning movements and signal replacement.	102312	N	North Whitehall Township South Whitehall Township Lehigh County	Preliminary Engineering						168
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction		\$200,000		\$200,000		
					Total		\$200,000		\$200,000		
50	Route 33 Resurfacing Resurfacing of Route 33 from Interstate 78 to Route 22.	96423	N	Bethlehem Lower Saucon Townships Northampton County	Preliminary Engineering						168
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction	\$8,000,000			\$8,000,000		
					Total	\$8,000,000			\$8,000,000		
51	25th Street Resurface Resurfacing Island Park Road (Route 2012) from Shimersville Road (Route 2014) to Route 248.	101564	N	City of Bethlehem, Glendon Wilson Boroughs Lower Saucon Palmer Township Williams Township	Preliminary Engineering						168
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation						
					Construction			\$500,000	\$811,240	\$1,311,240	
					Total			\$500,000	\$811,240	\$1,311,240	
49	Lehigh Street (Route 2005) Betterment Resurfacing and signal upgrades of Lehigh Street, State Avenue and Chestnut Street from Cedar Crest Blvd. (Route 29) intersection to Sixth Street and Lehigh Street intersection.	96413	N	Emmaus Borough City of Allentown Lehigh County	Preliminary Engineering						168
					Final Design						
					Right-of-Way Acquisition						
					Utility Relocation	\$51,500			\$51,500		
					Construction	\$5,000,000	\$2,500,000	\$4,860,000	\$12,360,000		
					Total	\$5,051,500	\$2,500,000	\$4,860,000	\$12,411,500		

ROAD

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

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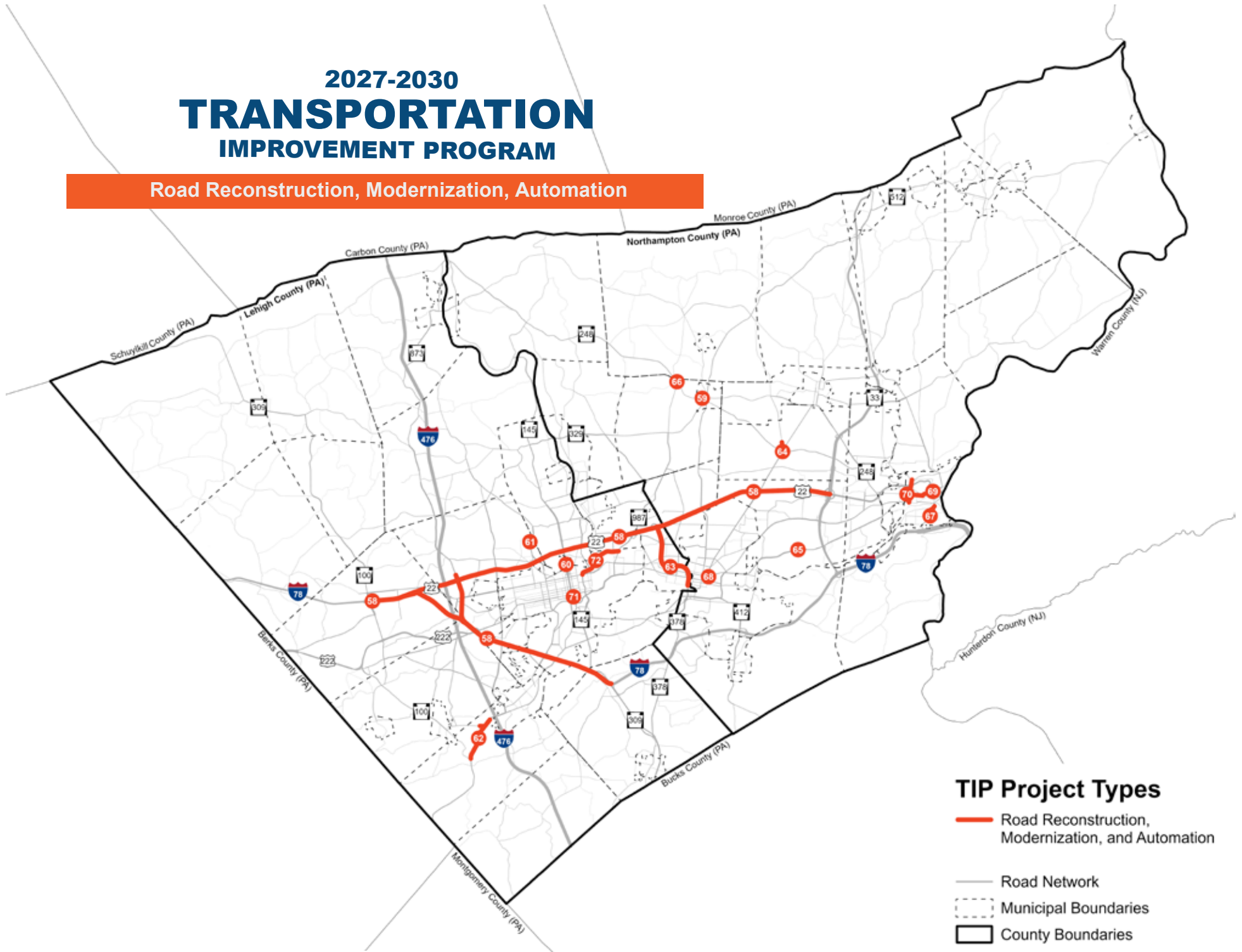
ROAD EXPANSION

2027-2030 Investment
\$35,280,520

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

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Road Reconstruction, Modernization, Automation



- TIP Project Types**
- Road Reconstruction, Modernization, and Automation
 - Road Network
 - - - Municipal Boundaries
 - ▭ County Boundaries

ROAD RECONSTRUCTION MODERNIZATION, AUTOMATION

2027-2030 Investment
\$29,356,879

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

ROAD RECONSTRUCTION MODERNIZATION, AUTOMATION

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

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ROAD RECONSTRUCTION MODERNIZATION, AUTOMATION

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

ROAD RECONSTRUCTION MODERNIZATION, AUTOMATION

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

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TRANSIT – LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY (LANTA)

2027-2030 Investment

\$193,152,767

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

TRANSIT – LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY (LANTA)

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

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PLANNING & RESEARCH

2027-2030 Investment
\$5,600,000

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

PLANNING & RESEARCH

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

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

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



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

The logo consists of four colored squares in a row: a dark blue square with a white 'L', a light blue square with a white 'V', a green square with a white 'P', and a dark green square with a white 'C'. The text is arranged in a block to the right of the logo, with the organization's name at the top, followed by the address, phone number, and website URL.



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

XX, 2026

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

ATTN: Mr. Nick Raio

Subject: Lehigh Valley 2027 – 2030 Transportation Improvement Program

Dear Ms. Mulkerin,

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

This cover letter has been included with the following items:

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

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

Sincerely,

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



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

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

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

General TIP Project Selection Process

Safety - Pedestrian and Bicycle crashes

- Fatalities and Suspected Serious Injuries

Congestion - Use of Congestion Management Plan

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

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

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

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

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

- Trail Connection Strategy

Mobility Data - US Census Bureau

- Children under 18 years of age

Freight (including rail & air) - EPFA

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

Community Demographic Assessment,

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

Asset Management Project Selection Processes

Bridge Projects

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

Maintenance Projects

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

Highway Safety Improvement Program Project Selection Processes

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

Evaluation Tools

USDOT Safety Benefit-Cost Analysis (BCA) Tool

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

Project Eligibility

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

Transportation Alternatives Set-Aside Funds Project Selection Criteria

Eligibility Criteria & Weight

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

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

Points Criteria

Points may be awarded based on the following factors:

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

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

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

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

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

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

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

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

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

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

Weighing & Selection Process

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

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

Carbon Reduction Program Funds Project Selection Criteria

Overall Objectives

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

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

State Climate Resilient Strategies (CRS)

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

LVTS Project Selection Strategies

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

Eligibility Criteria & Weight

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

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

Eligibility Criteria Framework

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

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

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

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

Weighting Methodology Determination

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Federal Criteria Total = 60 points

LVTS 'Project Readiness Criteria = 40 points

Total Points = 100

Scoring Methodology

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

The methodology consists of three primary components:

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

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

Congestion Management Air Quality (CMAQ) Project Selection Criteria

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

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

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

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

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

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

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

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



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2027-2030 Transportation Improvement Program (TIP) Development Timeline

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

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

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

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

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

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

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

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

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

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

April 15, 2026 - Public comment period begins.

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

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

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

May 15, 2026 - Public comment period ends

May 19, 2026 – Public Comments reported.

May 20, 2026 – Public Comments accepted by LVTS.

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

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

Management (CPDM)

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

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

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



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Transportation Performance Management

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

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

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

Performance Based Planning and Programming

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

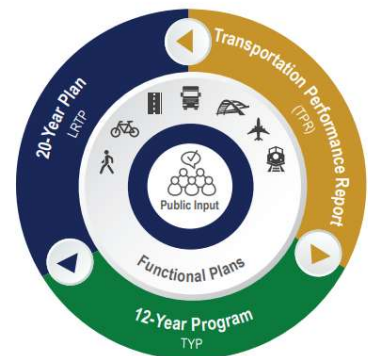
- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public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

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



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

Evaluating 2027-2030 STIP Performance



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

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

Safety Performance Measures (PM1)

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

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

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

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

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

Evaluation of STIP for Target Achievement:

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

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

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

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

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

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

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

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

Safety and Mobility Initiative (SAMI) funding

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

Pavement/Bridge Performance Measures (PM2)

Background

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

Data Source

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

2022-2025 Pavement Performance Measure Targets (Statewide)

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

Bridge Performance Measure Targets (Statewide)

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

Methods for Developing Targets

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

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

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

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

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

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

Evaluation of STIP for Target Achievement:

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

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

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

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

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

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

Select Bridge and Pavement Projects

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

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

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

System Performance Measures (PM3)

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

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

PennDOT LRTP Mobility Goal and Objectives

MOBILITY

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

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

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

Evaluation of STIP for Target Achievement:

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

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

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

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

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

LVTS MPO Congestion Mitigation and Air Quality (CMAQ)

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

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

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

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

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

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

Discretionary Funding for Congestion Mitigation and Air Quality Projects

MPMS Number	Project	Funding Allocation
64729	LVTS CMAQ LANTA Flex	\$2,920,000

Key Congestion Mitigation and Air Quality Projects

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

Transit Asset Management Performance Measures

Background

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

Data Source

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

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

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

Methods for Developing Targets

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

Evaluation of STIP for Target Achievement:

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

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

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

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

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

Public Transit Safety Performance Measures

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

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

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

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

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

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Adams MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Altoona MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Centre MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: DVRPC MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Erie MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Franklin MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: HATS MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Johnstown MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Lancaster MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Lebanon MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Lehigh Valley MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: NEPA MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: North Central RPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Northern-Tier RPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Northwest MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Reading MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Scranton/WB MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: SEDA-COG MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Southern Alleghenies RPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: SPC MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Shenango Valley MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Wayne County Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: Williamsport MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

Table 1: Statewide Targets:

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

* Future VMT estimated to hold level over next few years

Table 2: York MPO Supporting Values:

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

* Future VMT estimated to hold level over next few years

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

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

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

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

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

Lehigh

PennDOT Project Id: 11390

Project Administrator: PENNDOT

Title: Hollenbachs Bridge

Improvement Type: Bridge Replacement

State Route: 4009

Municipality: Lowhill (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/18/2026

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 11406

Project Administrator: PENNDOT

Title: Front Street Bridge

Improvement Type: Replace/Rehab

State Route: 1015

Municipality: Allentown (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2036

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 11413

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Whitehall (TWP)

Title: Cementon Bridge

State Route: 329

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/12/2023

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

Actual Construction Bid Date: 1/12/2023

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

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

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

PennDOT Project Id: 11588

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality:

Title: Donats Peak Road Bridge over Kistler Creek

State Route: 4037

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/4/2025

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

Actual Construction Bid Date: 12/4/2025

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

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

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

PennDOT Project Id: 64729

Project Administrator: PennDOT

Title: LVTS CMAQ-LANTA Flex

Improvement Type: Transit System Improvement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Lehigh & Northampton Counties

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

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

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

PennDOT Project Id: 68190

Project Administrator: PennDOT

Title: Freeway Service Patrol

Improvement Type: Traffic System Management

State Route: 78

Municipality: Upper Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/7/2004

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

Actual Construction Bid Date: 7/28/2004

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

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

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

PennDOT Project Id: 79127

Project Administrator: PennDOT

Title: Indian Creek Road over Leibert Creek

Improvement Type: Replace/Rehab

State Route: 2018

Municipality: Upper Milford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/27/2025

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

Actual Construction Bid Date: 3/27/2025

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

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

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

PennDOT Project Id: 79135

Project Administrator: PennDOT

Title: Spring Creek Rd over Little Lehigh

Improvement Type: Bridge Replacement

State Route: 3001

Municipality: Lower Macungie (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 4/1/2038

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 80073

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Upper Milford (TWP)

Title: LVTS In House Bridge Design Assistance

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various locations in Lehigh and Northampton County

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

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

PennDOT Project Id: 82804

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality:

Title: Corridor Signal Impr LI

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

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

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

PennDOT Project Id: 82806

Project Administrator: PennDOT

Title: TAP Line Item

Improvement Type: Transportation Enhancement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

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

2019 Selected Projects include:

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

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

PennDOT Project Id: 82807

Project Administrator: PennDOT

Title: Safety Line Item_LVTS

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

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

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

PennDOT Project Id: 82810

Project Administrator: PennDOT

Improvement Type: Restoration

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

Title: Urban/Carbon Reduction Program Line Item Reserve

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 83086

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

Title: Delivery_Conult Assist

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 85689

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Heidelberg (TWP)

Estimated Construction Bid Date: 12/4/2025

Actual Construction Bid Date: 12/4/2025

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

Title: Church Road Newside over Trib to Mill Creek

State Route: 4014

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 89055

Project Administrator: PennDOT

Improvement Type: Transportation Enhancement

Municipality: Allentown (CITY)

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

Title: Transp Alternative/Multimodal Project Mngmt

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 92049

Project Administrator: PennDOT

Title: Schantz Rd /trib Cedar Creek

Improvement Type: Replace/Rehab

State Route: 2015

Municipality: Upper Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2031

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 93630

Project Administrator: PennDOT

Title: Hill to Hill Bridge Rehabilitation

Improvement Type: Bridge Rehabilitation

State Route: 378

Municipality: Bethlehem (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/13/2026

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 94249

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Saucon (TWP)

Title: Limeport Pike ovr Saucon Crk trib

State Route: 2029

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 94329

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Lowhill (TWP)

Title: Werleys Corner Road over Switzer Creek

State Route: 4019

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2029

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 94680

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Slatington (BORO)

Estimated Construction Bid Date: 4/10/2025

Actual Construction Bid Date: 4/10/2025

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

Title: South Walnut Street Bridge

State Route: 7408

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 94873

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Whitehall (TWP)

Estimated Construction Bid Date: 4/1/2030

Actual Construction Bid Date:

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

Title: Fifth Street Bridge

State Route: 1029

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 95400

Project Administrator: PennDOT

Title: Environmental Impacts Resolution LI

Improvement Type: Environmental Mitigation

State Route: 0

Municipality: Macungie (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various sites within Lehigh and Northampton Counties

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

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

PennDOT Project Id: 96384

Project Administrator: PennDOT

Title: US 22 Widening

Improvement Type: Widen

State Route: 22

Municipality: Whitehall (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 96386

Project Administrator: PennDOT

Title: PA 309-4010 to 100

Improvement Type: Resurface

State Route: 309

Municipality: North Whitehall (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 96413

Project Administrator: PennDOT

Title: Lehigh Street Betterment

Improvement Type: Resurface

State Route: 2005

Municipality: Allentown (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/3/2026

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 96432

Project Administrator: PennDOT

Title: 309 & Tilghman I/C Recon

Improvement Type: Interchange Improvement

State Route: 309

Municipality: South Whitehall (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/25/2024

Actual Construction Bid Date: 8/8/2024

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

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

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

PennDOT Project Id: 97227

Project Administrator: PennDOT

Title: 222 N. Widen-LVTS

Improvement Type: Widen

State Route: 222

Municipality: Upper Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 97325

Project Administrator: PennDOT

Title: Construction Assistance

Improvement Type: Miscellaneous

State Route: 0

Municipality: Lower Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 97953

Project Administrator: PennDOT

Title: Construction Assistance

Improvement Type: Resurface

State Route: 0

Municipality: Lower Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 99697

Project Administrator: PennDOT

Title: 7th St Multimodal Corridor

Improvement Type: Corridor Safety Improvement

State Route: 145

Municipality: Whitehall (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/2029

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 102160

Project Administrator: PennDOT

Title: 309 Center Valley IC

Improvement Type: Interchange Improvement

State Route: 309

Municipality: Upper Saucon (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/16/2026

Actual Construction Bid Date:

Location: SR 309
Center Valley Interchange
Lehigh County

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

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

PennDOT Project Id: 102201

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

Title: LVTS Highway & Bridge LI

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 102312

Project Administrator: PennDOT

Improvement Type: Restoration

Municipality: South Whitehall (TWP)

Estimated Construction Bid Date: 4/23/2026

Actual Construction Bid Date:

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

Title: PA 309 Resurface

State Route: 309

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 102761

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Lehigh and Northampton Counties

Title: LVTS Traffic Review Assistance

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 102868

Project Administrator: PennDOT

Improvement Type: RR Warning Devices

Municipality:

Estimated Construction Bid Date: 4/1/2026

Actual Construction Bid Date:

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

Title: Ruppssville Road

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

DOT #591-386E

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

PennDOT Project Id: 102870

Project Administrator: PennDOT

Title: Penn Ave Albutis RRX

Improvement Type: RR Warning Devices

State Route: 0

Municipality: Albutis (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2028

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

Actual Construction Bid Date:

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

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

DOT #592-384U

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

PennDOT Project Id: 102979

Project Administrator: PennDOT

Title: Albert Street Allentown RRX

Improvement Type: RR Warning Devices

State Route: 0

Municipality: Allentown (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2026

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 109237

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Upper Milford (TWP)

Estimated Construction Bid Date: 2/11/2027

Actual Construction Bid Date:

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

Title: Powder Valley Road over Indian Creek

State Route: 2025

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 110066

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Lynn (TWP)

Estimated Construction Bid Date: 7/2/2026

Actual Construction Bid Date:

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

Title: Box Culvert Bundle-Round 2

State Route: 143

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 110076

Project Administrator: PennDOT

Title: Jordan Creek Brg Replacement

Improvement Type: Replace/Rehab

State Route: 145

Municipality: Allentown (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 11/1/2029

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 110173

Project Administrator: PennDOT

Title: SR 309 Coopersburg Adpt Signal Upgrade

Improvement Type: Existing Signal Improvement

State Route: 309

Municipality: Coopersburg (BORO)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/2037

Actual Construction Bid Date:

Location: SR 309, Coopersburg Borough, Lehigh County

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

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

PennDOT Project Id: 110174

Project Administrator: PennDOT

Title: Mauch Chunk Rd Signal Upgrade

Improvement Type: Existing Signal Improvement

State Route: 1017

Municipality: South Whitehall (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/4/2025

Actual Construction Bid Date: 12/11/2025

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

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

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

PennDOT Project Id: 110183

Project Administrator: PennDOT

Title: SR 29 - Shimersville Hill Safety Imprv

Improvement Type: Safety Improvement

State Route: 29

Municipality: Upper Milford (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 3/26/2026

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 110388

Project Administrator: PennDOT

Title: MacArthur Rd Multimodal Study

Improvement Type: Transportation Study

State Route: 145

Municipality: Whitehall (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 110396

Project Administrator: PennDOT

Title: Summit Lawn to Amer Pkwy Connectivity Study

Improvement Type: Transportation Study

State Route: 145

Municipality: Allentown (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 110398

Project Administrator: PennDOT

Title: SR 378 Lighting

Improvement Type: Lighting

State Route: 378

Municipality: Bethlehem (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2027

Air Quality Exempt Reason: S18 - Lighting improvements

Actual Construction Bid Date:

Location: SR 378
City of Bethlehem
Lehigh County

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

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

PennDOT Project Id: 114344

Project Administrator: PennDOT

Title: LVTS TOC Operator

Improvement Type: Traffic Control Center

State Route: 22

Municipality: Upper Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 114345

Project Administrator: PennDOT

Title: LVTS Bridge Preservation & Repair 8

Improvement Type: Bridge Preservation Activities

State Route: 2018

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2027

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 117517

Project Administrator: PennDOT

Title: Municipal Bridge Line Item

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Whitehall (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 117522

Project Administrator: PennDOT

Title: In House Geo Tech Assistance

Improvement Type: Miscellaneous

State Route: 4009

Municipality: Lowhill (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 117610

Project Administrator: PennDOT

Title: SR 22 / Fullerton Interchange

Improvement Type: Interchange Improvement

State Route: 22

Municipality: Whitehall (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2030

Air Quality Exempt Reason: R3 - Interchange reconfiguration projects

Actual Construction Bid Date:

Location: SR 22/Fullerton Interchange
Whitehall Township
Lehigh County

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

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

PennDOT Project Id: 118070

Project Administrator: PennDOT

Title: Riverside Drive RAISE Grant

Improvement Type: New Roadway

State Route: 0

Municipality: Whitehall (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 8/12/2027

Actual Construction Bid Date:

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

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

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

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

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

PennDOT Project Id: 118870

Project Administrator: PennDOT

Title: South Albert Street over Lehigh Canal Replacement

Improvement Type: Bridge Replacement

State Route: 7301

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2031

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 118880

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Lynn (TWP)

Title: Springhouse Rd o/ Ontelaunee Creek Bridge Replace

State Route: 7206

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 4/1/2030

Actual Construction Bid Date:

Location: Springhouse Road over Ontelaunee Creek
Lynn Township
Lehigh County

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

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

PennDOT Project Id: 119690

Project Administrator: PennDOT

Improvement Type: Widen

Municipality:

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

State Route: 22

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/2033

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 119933

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality:

Estimated Construction Bid Date: 7/29/2027

Actual Construction Bid Date:

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

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

Title: Fish Hatchery Road over Little Lehigh Creek

State Route: 2010

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

PennDOT Project Id: 119936

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Lower Milford (TWP)

Estimated Construction Bid Date: 4/22/2027

Actual Construction Bid Date:

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

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

Title: Limeport Pike over Hosensack Creek

State Route: 2029

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

PennDOT Project Id: 120953

Project Administrator: PennDOT

Title: LVTS Bridge Preservation & Repair 10

Improvement Type: Bridge Preservation Activities

State Route: 100

Municipality: Lowhill (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various Municipalities
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 120955

Project Administrator: PennDOT

Title: LVTS Box Culvert Bundle 3

Improvement Type: Bridge Replacement

State Route: 873

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2029

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 123375

Project Administrator: PennDOT

Title: Allentown LED Streetlight Conversion

Improvement Type: Lighting

State Route: 0

Municipality: Allentown (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/3/2026

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

Actual Construction Bid Date:

Location: Various Location
City of Allentown
Lehigh County

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

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

PennDOT Project Id: 123418

Project Administrator: PennDOT

Title: Coplay Multimodal Street Improvements

Improvement Type: Resurface

State Route: 0

Municipality: Coplay (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various Locations
Coplay Borough
Lehigh County

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

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

PennDOT Project Id: 123450

Project Administrator: PennDOT

Title: LVTS All Weather Pavement Markers 2027

Improvement Type: Safety Improvement

State Route: 22

Municipality: Whitehall (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2027

Air Quality Exempt Reason: S11 - Pavement marking demonstration

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 123451

Project Administrator: PennDOT

Title: BPN-4 Guide Rail Upgrades 2027/2028

Improvement Type: Guiderail Improvement

State Route: 2053

Municipality: Upper Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2027

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 123452

Project Administrator: PennDOT

Title: LVTS High Friction Surface - 2027

Improvement Type: Safety Improvement

State Route: 863

Municipality: Weisenberg (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2027

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Various
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 123473

Project Administrator: PennDOT

Title: American Parkway Safety Improvements

Improvement Type: Safety Improvement

State Route: 1015

Municipality: Allentown (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2028

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: American Parkway
City of Allentown
Lehigh County

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

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

PennDOT Project Id: 123478

Project Administrator: PennDOT

Title: LVTS Bridge Preservation & Repairs #11

Improvement Type: Bridge Preservation Activities

State Route: 100

Municipality: Upper Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2033

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 123481

Project Administrator: PennDOT

Title: LVTS Bridge Overlay Bundle #4

Improvement Type: Bridge Preservation Activities

State Route: 4027

Municipality: Lowhill (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2031

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 123483

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: South Whitehall (TWP)

Estimated Construction Bid Date: 4/1/2034

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

Title: LVTS Bridge Overlay Bundle #5

State Route: 1019

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

PennDOT Project Id: 123484

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Lynn (TWP)

Estimated Construction Bid Date: 4/1/2030

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

Title: Box Culvert Bundle #4

State Route: 143

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

PennDOT Project Id: 123487

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Lower Macungie (TWP)

Title: Box Culvert Bundle #6

State Route: 2021

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2037

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 123493

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality:

Title: LVTS Municipal Bridge Bundle

State Route: 7301

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2030

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

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

PennDOT Project Id: 123497

Project Administrator: PennDOT

Title: Hill Top Road over Little Lehigh Creek

Improvement Type: Bridge Rehabilitation

State Route: 3004

Municipality: Lower Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2031

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 123499

Project Administrator: PennDOT

Title: Brookside Road over Little Lehigh Creek

Improvement Type: Bridge Rehabilitation

State Route: 2017

Municipality: Lower Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2033

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 123500

Project Administrator: PennDOT

Title: 8th Avenue over NS Railroad

Improvement Type: Bridge Rehabilitation

State Route: 1011

Municipality: Bethlehem (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2036

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 123501

Project Administrator: PennDOT

Title: Holbens Valley Road over Switzer Creek

Improvement Type: Bridge Rehabilitation

State Route: 4040

Municipality: Lynn (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2036

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 123502

Project Administrator: PennDOT

Title: Hamilton Blvd over Breinig Run

Improvement Type: Bridge Rehabilitation

State Route: 222

Municipality: Upper Macungie (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2038

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

Actual Construction Bid Date:

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

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

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

Northampton

PennDOT Project Id: 12106

Project Administrator: PENNDOT

Title: Church Road over Trib to Little Bushkill Creek

Improvement Type: Bridge Replacement

State Route: 1016

Municipality: Plainfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/10/2027

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 85931

Project Administrator: PennDOT

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

Improvement Type: Bridge Rehabilitation

State Route: 1015

Municipality: Bangor (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2030

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

Actual Construction Bid Date:

Location: SR 1015 over Martins Creek
Bangor Borough
Northampton County

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

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

PennDOT Project Id: 85945

Project Administrator: PennDOT

Title: SR 512 o/ Brush Meadow Creek

Improvement Type: Bridge Replacement

State Route: 512

Municipality: Bangor (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/8/2026

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

Actual Construction Bid Date: 1/8/2026

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

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

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

PennDOT Project Id: 85946

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: East Allen (TWP)

Estimated Construction Bid Date: 6/29/2028

Actual Construction Bid Date:

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

Title: Beth-Bath Pike over Monocacy Creek

State Route: 512

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 86853

Project Administrator: PennDOT

Improvement Type: Relocation/Realignment

Municipality: Bath (BORO)

Estimated Construction Bid Date: 7/11/2024

Actual Construction Bid Date: 7/25/2024

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

Title: Route 248 Realignment

State Route: 248

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

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

PennDOT Project Id: 89614

Project Administrator: PennDOT

Title: Hecktown Road Bridge over US 22

Improvement Type: Bridge Replacement

State Route: 2027

Municipality: Bethlehem (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/21/2025

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

Actual Construction Bid Date: 8/21/2025

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

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

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

PennDOT Project Id: 91931

Project Administrator: PennDOT

Title: SR 2025 over Little Bushkill Creek

Improvement Type: Bridge Rehabilitation

State Route: 2025

Municipality: Stockertown (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2031

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

Actual Construction Bid Date:

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

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

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

PennDOT Project Id: 92007

Project Administrator: PennDOT

Title: SR 512 over Martins Creek

Improvement Type: Bridge Rehabilitation

State Route: 512

Municipality: Bangor (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2030

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

Actual Construction Bid Date:

Location: SR 512 over Martins Creek
Bangor Borough
Northampton County

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

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

PennDOT Project Id: 93631

Project Administrator: PennDOT

Title: Easton Rd over Saucon Crk E. Branch

Improvement Type: Bridge Rehabilitation

State Route: 2006

Municipality: Lower Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/13/2027

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

Actual Construction Bid Date:

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

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

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	\$850	\$386	\$0	\$0	\$0	\$0
Construction	185	\$213	\$97	\$0	\$0	\$0	\$0
Utility	BRIP	\$12	\$0	\$0	\$0	\$0	\$0
Utility	185	\$3	\$0	\$0	\$0	\$0	\$0
Federal:		\$862	\$386	\$0	\$0	\$0	\$0
State:		\$216	\$97	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$1,078	\$483	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$1,561					

PennDOT Project Id: 96423

Project Administrator: PennDOT

Title: Pave PA 33_I-78 to US 22

Improvement Type: Resurface

State Route: 33

Municipality: Lower Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2027

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

Actual Construction Bid Date:

Location: PA 33 from I-78 to US 22
Bethlehem and Lower Saucon Townships
Northampton County

Project Description: Pavement rehabilitation/resurface of PA 33 from I-78 to US 22 in Bethlehem and Lower Saucon Townships, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$8,000	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$8000	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$8,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$8,000					

PennDOT Project Id: 101564

Project Administrator: PennDOT

Title: 25th Street Resurface

Improvement Type: Resurface

State Route: 2012

Municipality: Lower Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2029

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

Actual Construction Bid Date:

Location: Resurfacing State Route 2012 (Island Park Road) from State Route 2014 (Shimersville Road) to PA 248 in City of Bethlehem, Glendon and Wilson Boroughs, and Lower Saucon, Palmer, and Williams Townships

Project Description: Resurfacing State Route 2012 (Island Park Road) from State Route 2014 (Shimersville Road) to PA 248 in City of Bethlehem, Glendon and Wilson Boroughs, and Lower Saucon Palmer, and Williams Townships

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	\$0	\$0	\$500	\$811	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$500	\$811	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$0	\$500	\$811	\$0	\$0
Total FFY 2027-2038 Cost		\$1,311					

PennDOT Project Id: 102864

Project Administrator: PennDOT

Title: Bethlehem Corr. Safety

Improvement Type: RR Warning Devices

State Route: 3015

Municipality: Bethlehem (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2027

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

Actual Construction Bid Date:

Location: SR 3015 - Brodhead Road DOT # 851-926S
 Township Line Rd DOT # 851-870A
 Christian Springs Rd DOT # 851-873V
 Schoenersville Rd DOT # 851-862H
 Norfolk Southern RR crossings
 Bethlehem Twp, Northampton County

Project Description: Upgrade the railroad safety equipment where SR 3015, Township Line Road, Christian Springs Road, and Schoenersville Road cross the track of Norfolk Southern railway in the Bethlehem Township, Northampton County.
 Replace antiquated equipment with one mast arm and one cantilever to cover traffic.

DOT #851-926S
 DOT # 851-870A
 DOT # 851-873V
 DOT # 851-862H

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	RRX	\$0	\$0	\$660	\$500	\$0	\$0
	Federal:	\$0	\$0	\$660	\$500	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$0	\$0	\$660	\$500	\$0	\$0
Total FFY 2027-2038 Cost		\$1,160					

PennDOT Project Id: 102869

Project Administrator: PennDOT

Title: SR 512 (Beth Bath Pike) NS RRX

Improvement Type: RR Warning Devices

State Route: 512

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/29/2028

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

Actual Construction Bid Date:

Location: SR 512 (Beth Bath Pike) north of Locust Road (T-479)
 DOT # 851-936X - NS RR Crossing
 East Allen Township
 Northampton County

mpms 85946

Project Description: Upgrade the RR safety equipment where SR 512 (Beth Bath Pike) crosses the track of Norfolk Southern railway in East Allen Township, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	RRX	\$0	\$0	\$300	\$200	\$0	\$0
	Federal:	\$0	\$0	\$300	\$200	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$0	\$0	\$300	\$200	\$0	\$0
Total FFY 2027-2038 Cost		\$500					

PennDOT Project Id: 105959

Project Administrator: PennDOT

Title: 25th Street Hill Improvement

Improvement Type: Corridor Safety Improvement

State Route: 2012

Municipality: Palmer (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2035

Air Quality Exempt Reason: S5 - Increasing sight distance

Actual Construction Bid Date:

Location: SR 2012 from the intersection of Freemansburg Ave to the divided highway at the Lehigh River Bridge near Glendon Palmer Township and West Easton Borough Northampton County

Project Description: This project involves safety improvements on approximately 3,000 feet of SR 2012 (S. 25th Street) from the intersection of Freemansburg Ave to the divided highway at the Lehigh River Bridge near Glendon in Palmer Township and West Easton Borough, Northampton County. Work includes drainage improvements, widening of shoulders, flattening of curves, re-grading and daylighting of the roadway, adding super-elevation to the curves, intersection improvements, signage and guiderail improvements, and embankment removal. Part of this roadway is included on the 2015 high crash corridor list.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	STP	\$0	\$0	\$0	\$0	\$478	\$0
Preliminary Engineering	581	\$0	\$0	\$0	\$0	\$119	\$0
Construction	STP	\$0	\$0	\$0	\$0	\$0	\$1,566
Construction	581	\$0	\$0	\$0	\$0	\$0	\$391
Final Design	STP	\$0	\$0	\$0	\$0	\$344	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$86	\$0
Utility	STP	\$0	\$0	\$0	\$0	\$0	\$52
Utility	581	\$0	\$0	\$0	\$0	\$0	\$13
Right of Way	STP	\$0	\$0	\$0	\$0	\$152	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$38	\$0
Federal:		\$0	\$0	\$0	\$0	\$974	\$1618
State:		\$0	\$0	\$0	\$0	\$243	\$404
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$0	\$1,217	\$2,022
Total FFY 2027-2038 Cost		\$3,239					

PennDOT Project Id: 110062

Project Administrator: PennDOT

Title: Box Culvert Bundle-Round 1

Improvement Type: Bridge Replacement

State Route: 4007

Municipality: Moore (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/22/2024

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

Actual Construction Bid Date: 8/22/2024

Location: SR 512, SR 1040, SR 4014, SR 4007 and 4019 Lehigh and Northampton Counties

Project Description: This project involves box culvert replacements at various locations in Lehigh and Northampton Counties to reduce outstanding priority bridge repair items.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	185	\$10	\$0	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$10	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$10	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$10					

PennDOT Project Id: 110179

Project Administrator: PennDOT

Title: 611 Retaining Wall Rehab - Easton

Improvement Type: Miscellaneous

State Route: 611

Municipality: Easton (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 9/16/2027

Air Quality Exempt Reason: S2 - Hazard elimination program

Actual Construction Bid Date:

Location: SR 611
City of Easton
Northampton County

Project Description: This project involves retaining wall rehabilitation along SR 611 (North Delaware Drive) in the City of Easton, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	LOC	\$100	\$55	\$0	\$0	\$0	\$0
Final Design	STU	\$400	\$218	\$0	\$0	\$0	\$0
Utility	LOC	\$0	\$0	\$22	\$0	\$0	\$0
Utility	STU	\$0	\$0	\$87	\$0	\$0	\$0
Right of Way	LOC	\$13	\$8	\$0	\$0	\$0	\$0
Right of Way	STU	\$50	\$32	\$0	\$0	\$0	\$0
Construction	STU	\$0	\$0	\$1,500	\$1,250	\$1,621	\$0
Federal:		\$450	\$250	\$1587	\$1250	\$1621	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$113	\$63	\$22	\$0	\$0	\$0
Period Totals:		2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$563	\$313	\$1,609	\$1,250	\$1,621	\$0
Total FFY 2027-2038 Cost		\$5,356					

PennDOT Project Id: 112231

Project Administrator: PennDOT

Title: LVTS Bridge Preservation #7

Improvement Type: Bridge Preservation Activities

State Route: 2012

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/12/2024

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

Actual Construction Bid Date: 12/12/2024

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

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

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

PennDOT Project Id: 116936

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Lower Nazareth (TWP)

Title: SR 191 Lower Nazareth Intersection Improvements

State Route: 191

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 1/14/2027

Actual Construction Bid Date:

Location: SR 191 (Nazareth Pike) from the intersection of Hanoverville Rd/Hecktown Rd to SR 946 (Daniels Road)
Lower Nazareth Township
Northampton County

Project Description: This project involves the four-leg signalized intersection of SR 191 (Nazareth Pike) and SR 3020 (Newburg Road) and the separate stop-controlled Y-intersection of SR 946 (Daniels Road) at SR 191 approximately 500' to the north in Lower Nazareth Township, Northampton County. Improvements on the existing traffic signal will reduce congestion and improve air quality via retiming signals and upgrading signal equipment. Left turn lanes at Newburg Road and SR 191 and the realignment of SR 946 will help to improve operations through both intersections and reduce the potential for rear-end crashes and angle crashes. The addition of the left-turn lanes offers capacity and operational improvements, and the realignment of SR 946 improves overall function and safety.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	HSIP	\$232	\$0	\$0	\$0	\$0	\$0
Construction	HSIP	\$3,000	\$830	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$291	\$0	\$0	\$0	\$0
	Federal:	\$3232	\$1121	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$3,232	\$1,121	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$4,353					

PennDOT Project Id: 117152

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Bethlehem (CITY)

Title: LVTS Bridge Preservation & Repair 9

State Route: 3005

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2029

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

Actual Construction Bid Date:

Location: Various locations
Lehigh and Northampton Counties

Project Description: The project consists of the design and construction of bridge repairs and preservation on various bridges in Lehigh and Northampton Counties. The goal is to reduce the outstanding "0" and "1" priority bridge repair items. Design of the project will be by consultant.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	185	\$650	\$350	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$900	\$2,500	\$1,600	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$650	\$350	\$900	\$2500	\$1600	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$650	\$350	\$900	\$2,500	\$1,600	\$0
Total FFY 2027-2038 Cost		\$6,000					

PennDOT Project Id: 117402

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: East Allen (TWP)

Estimated Construction Bid Date: 4/1/2031

Actual Construction Bid Date:

Location: Jacksonville Road (T-503)
East Allen Township
Northampton County

Title: Jacksonville Road Bridge

State Route: 7204

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Description: This project involves the bridge rehabilitation/replacement of Jacksonville Road (T-503) in East Allen Township, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BOF	\$350	\$371	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$3,710	\$0
Final Design	BOF	\$0	\$0	\$350	\$196	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$58	\$0
Right of Way	BOF	\$0	\$0	\$0	\$113	\$0	\$0
Federal:		\$350	\$371	\$350	\$309	\$3768	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$350	\$371	\$350	\$309	\$3,768	\$0
Total FFY 2027-2038 Cost		\$5,148					

PennDOT Project Id: 117509

Project Administrator: PennDOT

Improvement Type: Relocation/Realignment

Municipality: Bethlehem (TWP)

Estimated Construction Bid Date: 7/16/2026

Actual Construction Bid Date:

Location: Freemansburg Avenue (SR 2018) and Farmersville Road
Bethlehem Township
Northampton County

Title: Freemansburg Ave (SR 2018) Safety Improvements

State Route: 2018

Air Quality Status: Significant: Included in regional conformity analysis

Project Description: This project involves intersection safety improvements of Freemansburg Avenue (SR 2018) and offset Farmersville Road in Bethlehem Township, Northampton County. Improvements will include realignment of the northern leg of the intersection to align with the southern leg, a signalization, and turning lanes.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	HSIP	\$1,457	\$399	\$0	\$0	\$0	\$0
Federal:		\$1457	\$399	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,457	\$399	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$1,856					

PennDOT Project Id: 117515

Project Administrator: PennDOT

Title: County Bridge Reserve Line Item

Improvement Type: Bridge Rehabilitation

State Route: 0

Municipality: Easton (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

Project Description: Line item for County Bridge Rehabilitation/Replacement/Preservation in Various Locations, Lehigh and Northampton Counties.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BOF	\$0	\$0	\$20	\$1,738	\$2,000	\$0
	Federal:	\$0	\$0	\$20	\$1738	\$2000	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$0	\$0	\$20	\$1,738	\$2,000	\$0
Total FFY 2027-2038 Cost		\$3,758					

PennDOT Project Id: 117606

Project Administrator: PennDOT

Title: SR 22/SR 191 Interchange Improvements

Improvement Type: Interchange Improvement

State Route: 22

Municipality: Bethlehem (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 4/1/2030

Actual Construction Bid Date:

Location: SR 22 / SR 191 Interchange
Bethlehem Township
Northampton County

Project Description: This project involves interchange improvements at the SR 22 / SR 191 Interchange in Bethlehem Township, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	STU	\$400	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	581	\$100	\$0	\$0	\$0	\$0	\$0
Final Design	STU	\$0	\$1,100	\$1,100	\$1,195	\$0	\$0
Final Design	581	\$0	\$275	\$275	\$299	\$0	\$0
Utility	NHPP	\$0	\$0	\$0	\$450	\$0	\$0
Utility	581	\$0	\$0	\$0	\$113	\$0	\$0
Right of Way	NHPP	\$0	\$800	\$800	\$946	\$0	\$0
Right of Way	581	\$0	\$200	\$200	\$237	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$4,000	\$11,000	\$0
Construction	STP	\$0	\$0	\$0	\$3,000	\$6,000	\$0
Construction	STU	\$0	\$0	\$0	\$1,000	\$15,518	\$0
Construction	581	\$0	\$0	\$0	\$2,000	\$8,130	\$0
	Federal:	\$400	\$1900	\$1900	\$10591	\$32518	\$0
	State:	\$100	\$475	\$475	\$2649	\$8130	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$500	\$2,375	\$2,375	\$13,240	\$40,648	\$0
Total FFY 2027-2038 Cost		\$59,138					

PennDOT Project Id: 119940

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Lower Saucon (TWP)

Title: Lower Saucon Road over E. Branch of Saucon Creek

State Route: 2001

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/14/2027

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

Actual Construction Bid Date:

Location: Lower Saucon Road (SR 2001) over E. Branch of Saucon Creek
Lower Saucon Township, Northampton County

Project Description: This project involves the replacement or rehabilitation of the structure that carries Lower Saucon Road (SR 2001) over East Branch of Saucon Creek in Lower Saucon Township, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	BOF	\$41	\$0	\$0	\$0	\$0	\$0
Utility	185	\$10	\$0	\$0	\$0	\$0	\$0
Construction	185	\$1,500	\$560	\$0	\$0	\$0	\$0
Federal:		\$41	\$0	\$0	\$0	\$0	\$0
State:		\$1510	\$560	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$1,551	\$560	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$2,111					

PennDOT Project Id: 120952

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: East Allen (TWP)

Title: SR 248/Airport Road Intersection Improvements

State Route: 248

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 3/23/2028

Actual Construction Bid Date:

Location: SR 248/Airport Road Intersection
East Allen Township
Northampton County

Project Description: This project will alleviate daily recurring congestion on SR 248 westbound and on SR 3023 northbound where the two roadways intersect by considering traffic signalization and other upgrades such as left turning lanes in East Allen Township, Northampton County. Traffic on SR 3023 northbound is unable to pull out onto SR 248 due to insufficient gaps traffic causing both congestion and safety concerns.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	CAQ	\$175	\$113	\$0	\$0	\$0	\$0
Final Design	581	\$44	\$28	\$0	\$0	\$0	\$0
Utility	CAQ	\$0	\$42	\$0	\$0	\$0	\$0
Utility	581	\$0	\$11	\$0	\$0	\$0	\$0
Right of Way	CAQ	\$250	\$162	\$0	\$0	\$0	\$0
Right of Way	581	\$63	\$41	\$0	\$0	\$0	\$0
Construction	CAQ	\$0	\$0	\$1,183	\$0	\$0	\$0
Construction	NHPP	\$0	\$2,000	\$0	\$0	\$0	\$0
Federal:		\$425	\$2317	\$1183	\$0	\$0	\$0
State:		\$107	\$80	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$532	\$2,397	\$1,183	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$4,112					

PennDOT Project Id: 120966

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Palmer (TWP)

Title: Bridge Overlay Bundle #3

State Route: 33

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2029

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

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	581	\$130	\$0	\$0	\$0	\$0	\$0
Construction	BRIP	\$0	\$0	\$3,060	\$0	\$0	\$0
Construction	185	\$0	\$0	\$765	\$0	\$0	\$0
	Federal:	\$0	\$0	\$3060	\$0	\$0	\$0
	State:	\$130	\$0	\$765	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$130	\$0	\$3,825	\$0	\$0	\$0
	Total FFY 2027-2038 Cost	\$3,955					

PennDOT Project Id: 120975

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality: Easton (CITY)

Title: St. John Street Improvements

State Route: 2005

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/1/2029

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

Actual Construction Bid Date:

Location: St. John Street
City of Easton
Northampton County

Project Description: This project involves roadway and pedestrian improvements along St. John Street in the City of Easton, Northampton County

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	STU	\$258	\$0	\$0	\$0	\$0	\$0
Utility	STU	\$0	\$0	\$82	\$0	\$0	\$0
Construction	STU	\$0	\$0	\$1,200	\$1,860	\$0	\$0
	Federal:	\$258	\$0	\$1282	\$1860	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$258	\$0	\$1,282	\$1,860	\$0	\$0
	Total FFY 2027-2038 Cost	\$3,400					

PennDOT Project Id: 120976

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement

Municipality: Bethlehem (CITY)

Title: Linden Street Two-Way Conversion

State Route: 0

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 6/4/2026

Actual Construction Bid Date:

Location: Linden Street
City of Bethlehem
Northampton County

Project Description: This project involves the conversion of Linden Street to improve circulation and congestion by converting Linden Street from a one way southbound street to a two way street in the City of Bethlehem, Northampton County. Linden Street is currently a one way southbound street from Fairview Street to East Church Street. There is no parallel one way northbound street.

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

PennDOT Project Id: 122908

Project Administrator: PennDOT

Improvement Type: Pedestrian Facilities

Municipality: Easton (CITY)

Title: Pearl Street Safety Improvements

State Route: 248

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Actual Construction Bid Date:

Location: Intersection of SR 248 and Bushkill Street
City of Easton
Northampton County

Project Description: This project involves the conversion of intersection into a traditional T intersection. This will include changes to curbing and shape of the intersection, as well as sidewalk improvements approaching the intersection and ADA improvements to the adjacent Bushkill Street intersection.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	LOC	\$30	\$0	\$0	\$0	\$0	\$0
Construction	411	\$83	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$83	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$30	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$113	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$113					

PennDOT Project Id: 123037

Project Administrator: PennDOT

Improvement Type: Pedestrian Facilities

Municipality: Easton (CITY)

Title: Traffic Calming & Pedestrian Accommodation

State Route: Improve
248

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Northampton Street (State Route 248) from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street
City of Easton
Northampton County

Project Description: This project involves the installation of traffic calming and pedestrian improvement measures along Northampton Street (State Route 248) from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street in the City of Easton, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CRP	\$0	\$200	\$0	\$0	\$0	\$0
Construction	CRPU	\$300	\$0	\$0	\$0	\$0	\$0
	Federal:	\$300	\$200	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$300	\$200	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$500					

PennDOT Project Id: 123053

Project Administrator: PennDOT

Improvement Type: Pedestrian Facilities

Municipality: Bethlehem (CITY)

Title: Broad Street Multimodal Project

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Broad Street from Hanover Avenue to Stefko Boulevard
City of Bethlehem
Lehigh and Northampton Counties

Project Description: This project involves the addition of medians, bumpouts, crosswalks, and pedestrian refuge aisles along Broad Street from Hanover Avenue to Stefko Boulevard in the City of Bethlehem, Lehigh and Northampton Counties, as recommended in the Broad Street Active Transportation Plan 2021.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CRP	\$74	\$0	\$0	\$0	\$0	\$0
Construction	CRPU	\$1,326	\$0	\$0	\$0	\$0	\$0
	Federal:	\$1400	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2027	2028	2029	2030	2031 - 2034	2035 - 2038
	Period Totals:	\$1,400	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost		\$1,400					

PennDOT Project Id: 123470

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Roseto (BORO)

Estimated Construction Bid Date: 4/1/2030

Actual Construction Bid Date:

Location: Columbus Street over Roseto Creek
Northampton County Bridge #200
Roseto Borough
Northampton County

Title: Columbus Street Bridge over Roseto Creek

State Route: 7413

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Description: This project involves the bridge rehabilitation/replacement of Columbus Street over Roseto Creek in Roseto Borough, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BOF	\$0	\$250	\$174	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$382	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$84	\$0	\$0
Right of Way	BOF	\$0	\$0	\$109	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$1,407	\$0	\$0
Federal:		\$0	\$250	\$665	\$1491	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$250	\$665	\$1,491	\$0	\$0
Total FFY 2027-2038 Cost		\$2,406					

PennDOT Project Id: 123480

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Lehigh (TWP)

Estimated Construction Bid Date: 4/1/2035

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

Title: LVTS Bridge Preservation & Repairs #12

State Route: 145

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	185	\$0	\$0	\$0	\$0	\$1,300	\$0
Construction	185	\$0	\$0	\$0	\$0	\$0	\$6,500
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$1300	\$6500
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$0	\$1,300	\$6,500
Total FFY 2027-2038 Cost		\$7,800					

PennDOT Project Id: 123486

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Lehigh (TWP)

Estimated Construction Bid Date: 4/1/2034

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

Title: Box Culvert Bundle #5

State Route: 946

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	581	\$0	\$0	\$0	\$750	\$1,501	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$2,388	\$0
Utility	581	\$0	\$0	\$0	\$0	\$326	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$338	\$0
Construction	581	\$0	\$0	\$0	\$0	\$2,500	\$3,201
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$750	\$7053	\$3201
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$0	\$750	\$7,053	\$3,201
Total FFY 2027-2038 Cost		\$11,004					

PennDOT Project Id: 123489

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Upper Nazareth (TWP)

Estimated Construction Bid Date: 4/1/2038

Actual Construction Bid Date:

Location: Various Locations
Lehigh and Northampton Counties

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

Title: Box Culvert Bundle #7

State Route: 191

Air Quality Status: Exempt from Regional Conformity Analysis

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

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

PennDOT Project Id: 123495

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Plainfield (TWP)

Estimated Construction Bid Date: 4/1/2031

Actual Construction Bid Date:

Location: Delabore Road over Waltz Creek
Plainfield Township
Northampton County

Title: Delabole Road over Waltz Creek

State Route: 1016

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Description: This project involves the bridge rehabilitation or replacement of Delabore Road over Waltz Creek in Plainfield Township, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BOF	\$200	\$88	\$0	\$0	\$0	\$0
Preliminary Engineering	185	\$50	\$22	\$0	\$0	\$0	\$0
Final Design	BOF	\$0	\$0	\$250	\$20	\$0	\$0
Final Design	185	\$0	\$0	\$63	\$5	\$0	\$0
Utility	BOF	\$0	\$0	\$0	\$0	\$23	\$0
Utility	185	\$0	\$0	\$0	\$0	\$6	\$0
Right of Way	BOF	\$0	\$0	\$10	\$11	\$0	\$0
Right of Way	185	\$0	\$0	\$3	\$3	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$0	\$835	\$0
Construction	581	\$0	\$0	\$0	\$0	\$209	\$0
Federal:		\$200	\$88	\$260	\$31	\$858	\$0
State:		\$50	\$22	\$66	\$8	\$215	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$250	\$110	\$326	\$39	\$1,073	\$0
Total FFY 2027-2038 Cost		\$1,798					

PennDOT Project Id: 123498

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Palmer (TWP)

Estimated Construction Bid Date: 4/1/2033

Actual Construction Bid Date:

Location: Tatamy Road over Shoeneck Creek
Palmer Township
Northampton County

Title: Tatamy Road over Schoeneck Creek

State Route: 2017

Air Quality Status: AQ Conformity Does Not Apply

Project Description: This project involves the rehabilitation or replacement of the bridge carrying Tatamy Road over Shoeneck Creek in Palmer Township, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	581	\$0	\$0	\$0	\$250	\$200	\$0
Final Design	581	\$0	\$0	\$0	\$0	\$348	\$0
Utility	581	\$0	\$0	\$0	\$0	\$58	\$0
Right of Way	581	\$0	\$0	\$0	\$0	\$58	\$0
Construction	STU	\$0	\$0	\$0	\$0	\$1,476	\$0
Construction	581	\$0	\$0	\$0	\$0	\$369	\$0
Federal:		\$0	\$0	\$0	\$0	\$1476	\$0
State:		\$0	\$0	\$0	\$250	\$1033	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$0	\$0	\$0	\$250	\$2,509	\$0
Total FFY 2027-2038 Cost		\$2,759					

PennDOT Project Id: 123503

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Easton (CITY)

Estimated Construction Bid Date: 4/1/2036

Actual Construction Bid Date:

Location: SR 22 - Cemetery Curve Bridge
City of Easton
Northampton County

Title: SR 22 - Cemetery Curve Bridge

State Route: 22

Air Quality Status: Exempt from Regional Conformity Analysis

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

Project Description: This project involves the rehabilitation or replacement of the State Route 22 - Cemetery Curve Bridge in the City of Easton, Northampton County.

Project Costs(In Thousands)							
Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	STU	\$0	\$0	\$0	\$0	\$1,433	\$0
Preliminary Engineering	185	\$0	\$0	\$0	\$0	\$358	\$0
Final Design	STU	\$0	\$0	\$0	\$0	\$750	\$770
Final Design	185	\$0	\$0	\$0	\$0	\$188	\$193
Utility	STU	\$0	\$0	\$0	\$0	\$0	\$277
Utility	185	\$0	\$0	\$0	\$0	\$0	\$69
Right of Way	STU	\$0	\$0	\$0	\$0	\$0	\$287
Right of Way	185	\$0	\$0	\$0	\$0	\$0	\$72
Construction	NHPP	\$0	\$0	\$0	\$0	\$0	\$5,938
Construction	STU	\$0	\$0	\$0	\$0	\$0	\$4,500
Construction	185	\$0	\$0	\$0	\$0	\$0	\$2,610
Federal:		\$0	\$0	\$0	\$0	\$2183	\$11772
State:		\$0	\$0	\$0	\$0	\$546	\$2944
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2027	2028	2029	2030	2031 - 2034	2035 - 2038
		\$0	\$0	\$0	\$0	\$2,729	\$14,716
Total FFY 2027-2038 Cost		\$17,445					

Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	OTH	Other Local Government Agencies
ACT3	Act 3 Public Transportation Grant	OTH-F	Other Federal Govt Agencies
ACT4A	Act 4A Supplemental Operating Grant	OTH-S	Other Pa State Government Agencies
ACT83	Transit Bond	PIB	State Infrastructure Bank - 100% state
ADCMS	Advanced Digital Construction Management Systems	PL	Planning
ADMUO	Administration Use Only - Do Not Use	PRIV	Private Party
AID	2023 AID Demonstration Award	PRO	Protect Program
AIP	FAA Airport Improvement Program	PRTCT	Promoting Resilient Operations for Transformative
APD	Appalachia Development	PRTDG	2022 Protect Discretionary Grant
APL	Appalachia Local Access	PTAF	Act 26 PA Transportation Assist Fund
ATIIP	Active Transportation Infrastructure Investment	RAISE	Rebuild American Infra. Sustainability Equity
BDP	Bridge Discretionary Program	RCP	Reconnecting Communities
BGENT	FAA Block Grant Entitlement	REC	Recreational Trails
BIP	Bridge Investment Program	RES	Funds Restoration
BND	Bridge Bonding	RFAP	Rail Freight Assistance Program
BOF	Bridge Off System	RRX	Highway Safety
BRIP	Bridge Investment Program	RURAL	Rural Surface Transportation Grant Program
BUILD	BUILD Discretionary Grants	SBY	Scenic Byways
CAQ	Congestion Mitigation/Air Quality	SECT9	FTA Federal Formula - Section 9
CARES	Coronavirus Aid, Relief, and Economic Security	SIB	State Infrastructure Bank
CB	Capital Budget Nonhighway	SMART	Strengthen Mobility And Revolutionizing Trans.
CFI	Charging - Fueling Infrastructure Program	SPOPR	Supplemental Operating Assistance
COVID	COVID Relief	SPR	State Planning/Research
CPF	Community Project Funding	SRTSF	Federal Safe Routes to Schools
CRP	Carbon Reduction Program	SR2S	State Safe Route to School
CRPU	Carbon Reduction Program Urban	SSE	Supportive Services Enterprise
DAR	Defense Access Roads	SS4A	Safe Streets for All
DBE	Disadvantages Business Enterprise	STE	Surface Transportation Enhancement
D4R	Discretionary Interstate Maintenance	STN	STP - Nonurbanized
EB	Equity Bonus	STP	Surface Transportation Prog-Flexible
ECONR	Economic Recovery	STR	Surface Transportation Rural
FAABG	FAA Block Grant	STU	Surface Transportation Urban
FAAD	FAA Discretionary	SXF	Special Federal Funds (Demo)
FAI	Interstate Construction	TAP	Transportation Alternatives (TAP) Flexible
FB	Ferry Boat/Ferry Terminal Facilities	TAU	Tap > 200,000 Population
FFL	Federal Flood	TCS	Transpo & Community System Pres.
FHA	Public Lands Highways	TIGER	Trans Investment Generating Economic Recovery
FLAP	Federal Lands Access Program	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FLH	Forest Highways	TPK	Tumpike
FRA	Federal Railroad Administration	TTE	Transit Transportation Enhancements
FRB	Ferry Boat	WCPP	Wildlife Crossings Pilot Program
FTAD	FTA Discretionary Funds	073	Green Light-Go
GEN	PA General Fund	137	Municipal Bridge Improvements and Bundling
HCB	Historic Covered Bridge	138	Rural Commercial Routes
HPR	Highway Planning/Research	140	Intelligent Transportation System
HRRR	High Risk Rural Roads	144	302-87-3 Transportation Assistance
HSIP	Highway Safety Improvement Program	160	Community Transport.-Equip Grant
HVRU	Vulnerable Road User Safety	163	Community Transport.- Equip Grant
H4L	Highway for Life - 10% Limiting Amount	164	PTAF
INFRA	INFRA Discretionary Award	175	FTA- Capital Improvements
ITS	Intelligent Transportation System	179	Local Bridge Construction (Act 26 Counties)
IVB	Innovative Bridge	183	Local Bridge Construction
LBIP	Large Bridge Investment Program	184	Restoration - Hwy Transfer
LOC	Local Government Funds	185	State Bridge Construction
LRFA	Local Rail Freight Assistance	20005b	TOD Planning Pilot Program
MBP3	Major Bridge P3 Initiative	208	FTA- Discretionary Capital
MEGA	National Infrastructure Project Assistance program	244	ARLE Projects
MSFF	Marcellus Shale Fee Fund	278	Safety Admin
NEVI	National Electric Vehicle Infrastructure F/S	338	PT - 1513 Mass Transit Operating
NFP	National HWY Freight Program	339	PT - 1514 Asst Imprvmnt / Capitl Budg
NHPP	National Highway Performance Program	340	PT - 1517 Capital Improvement
OJT	On the Job Training Supportive Services	341	PT - 1516 Progrms of Statewide Signif

HBFHWATIP

Lehigh and Northampton Transportation Authority	
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PennDOT Project Id: 95008

Title: Purchase Van/Minibuses

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

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

Narrative: FFY2023: Van/Minibuses to be replaced include sixteen (16) gasoline vehicles with a year of manufacture of 2018 with gasoline vehicles. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2024: Van/Minibuses to be replaced include fifteen (15) gasoline vehicles with a year of manufacture of 2018 with gasoline vehicles. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2025: Van/Minibuses to be replaced. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2026: Van/Minibuses to be replaced. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

All vehicle replacements include the cost of the bus, security cameras and all necessary equipment.

Projects occurring under this MPMS number will assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5310	\$927	\$927	\$927	\$927	\$0	\$0
LOC	\$875	\$929	\$967	\$1,004	\$0	\$0
Federal:	\$927	\$927	\$927	\$927	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$875	\$929	\$967	\$1004	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$1,802	\$1,856	\$1,894	\$1,931	\$0	\$0
Total FY 2025-2036 Cost	\$7,483					

PennDOT Project Id: 95010

Title: PM Maintenance (Federal)

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M3 - Rehabilitation of transit vehicles

Narrative: Funding will be used toward fleet and facility Preventive Maintenance activities on LANTA's fixed route transit vehicle fleet and administrative/operating/maintenance facilities.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$6,160	\$6,160	\$6,160	\$6,160	\$0	\$0
LOC	\$1,540	\$1,540	\$1,540	\$1,540	\$0	\$0
Federal:	\$6160	\$6160	\$6160	\$6160	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$1540	\$1540	\$1540	\$1540	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$7,700	\$7,700	\$7,700	\$7,700	\$0	\$0
Total FY 2025-2036 Cost	\$30,800					

PennDOT Project Id: 95015

Title: ADA Para Trans Serv Cap

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Narrative: This funding covers a portion of the operating expenses for the Americans with Disabilities (ADA) paratransit service. LANTA is able to capitalize this portion of the funds for providing this service. The remainder of the funding for the ADA paratransit service comes from State operating assistance and passenger farebox revenue and is not capitalized.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$1,028	\$1,028	\$1,028	\$1,028	\$0	\$0
LOC	\$257	\$257	\$257	\$257	\$0	\$0
Federal:	\$1028	\$1028	\$1028	\$1028	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$257	\$257	\$257	\$257	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$1,285	\$1,285	\$1,285	\$1,285	\$0	\$0
Total FY 2025-2036 Cost	\$5,140					

PennDOT Project Id: 95019

Title: Heavy-Duty Bus Purchase

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

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

Replacement of nineteen (19) diesel-based buses with Compressed Natural Gas (CNG) buses from FFY 2023 through FFY 2026.

Narrative:

FFY2023: No specific vehicles will be replaced. Funds are being programmed in the TIP to pay for a future purchase.
 FFY2024: Vehicles to be replaced include nine (9) Hybrid Diesel-Electric buses with a year of manufacture of 2012 with new Hybrid Diesel-Electric buses. This will replace all vehicles in LANTA's fleet with a year of manufacture of 2012.
 FFY2025: No specific vehicles will be replaced. Funds are being programmed in the TIP to pay for a future purchase.
 FFY2026: Vehicles to be replaced include one (1) Hybrid Diesel-Electric bus with a year of manufacture of 2012 and nine (9) Hybrid Diesel-Electric buses with a year of manufacture of 2014 with new buses.

All vehicle replacements include the cost of the bus, security cameras and all necessary equipment.
 Projects occurring under this MPMS number will assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
OTH-F	\$960	\$480	\$480	\$480	\$0	\$0
5307	\$752	\$752	\$845	\$845	\$0	\$0
5339	\$741	\$741	\$741	\$741	\$0	\$0
LOC	\$613	\$493	\$517	\$517	\$0	\$0
Federal:	\$2453	\$1973	\$2066	\$2066	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$613	\$493	\$517	\$517	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$3,066	\$2,466	\$2,583	\$2,583	\$0	\$0
Total FY 2025-2036 Cost	\$10,698					

PennDOT Project Id: 95178

Title: ITS and Security Project

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M6 - Const. or renov. of power, signal, & comm systems

This project includes the replacement and upgrading of communication and monitoring technology, computer hardware, software, servers, & printers, and other computer technology for the administration and operation of LANtaBus and LANtaVan systems. The project budget satisfies the FTA requirement that LANta must spend at least 1% of its Section 5307 formula funds on security improvements.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$567	\$585	\$602	\$620	\$0	\$0
LOC	\$567	\$585	\$602	\$620	\$0	\$0
Federal:	\$567	\$585	\$602	\$620	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$567	\$585	\$602	\$620	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$1,134	\$1,170	\$1,204	\$1,240	\$0	\$0
Total FY 2025-2036 Cost	\$4,748					

PennDOT Project Id: 95180

Title: Service Vehicles Replace

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M2 - Purchase of support vehicles

Narrative: LANTA maintains a fleet of service vehicles for use in the conduct of daily duties. This line item includes funding for the replacement of eight (8) non-revenue service vehicles.

Projects occurring under this MPMS number will assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$32	\$32	\$32	\$32	\$0	\$0
LOC	\$8	\$8	\$8	\$8	\$0	\$0
Federal:	\$32	\$32	\$32	\$32	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$8	\$8	\$8	\$8	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$40	\$40	\$40	\$40	\$0	\$0
Total FY 2025-2036 Cost	\$160					

PennDOT Project Id: 95183

Title: Sign, Shelters and Enhanc

Air Quality Status:Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: Funding will be used to improve passenger amenities at heavily used bus stops and transit centers through the purchase, installation and maintenance of accurate and informative bus stop signs, passenger shelters, waiting areas and benches.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$40	\$40	\$40	\$40	\$0	\$0
LOC	\$10	\$10	\$10	\$10	\$0	\$0
Federal:	\$40	\$40	\$40	\$40	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$10	\$10	\$10	\$10	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$50	\$50	\$50	\$50	\$0	\$0
Total FY 2025-2036 Cost	\$200					

PennDOT Project Id: 97977

Title: LANTa Engine VOH Program

Air Quality Status:AQ Conformity Does Not Apply

County: Lehigh

Narrative: Beginning with model year 2017, LANTA began purchasing Compressed Natural Gas (CNG) powered buses equipped with the Cummins ISL-G engine and Allison B4000 transmission. As these buses reach the mid-point of their useful life, many of the vehicle components are worn out or at the end of their service life and need to be replaced. To maintain a state of good repair and a better than benchmark mean distance between failure (MDBF), an ongoing vehicle overhaul program will begin in calendar year 2023 and continue with subsequent model years as they reach their mid-life point of 6 years.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$480	\$615	\$567	\$840	\$0	\$0
LOC	\$120	\$154	\$142	\$210	\$0	\$0
Federal:	\$480	\$615	\$567	\$840	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$120	\$154	\$142	\$210	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$600	\$769	\$709	\$1,050	\$0	\$0
Total FY 2025-2036 Cost	\$3,128					

PennDOT Project Id: 106530

Title: LANTA Enhanced BRT Projec

Air Quality Status:Significant: Included in regional conformity analysis

County: Lehigh

Narrative: Funding is being programmed for LANTA's Enhanced Bus / Bus Rapid Transit (BRT) project. Funding will be used for planning, design, engineering and construction of road treatment elements and other capital improvements of Phase I and II, as recommended in the Lehigh Valley Enhanced Bus / Bus Rapid Transit Study. There will also be bus fleet expansion for the Enhanced Bus / BRT project. Improvements will include street furniture (benches, shelters and other passenger amenities), bus stop signage, transit signal priority devices & signal optimization, off-board fare collection systems, and other roadway betterments.

LANTA's current fixed route bus fleet stands at eighty-three (83) vehicles. In terms of bus fleet expansion for the LANTA Enhanced Bus / BRT Project, the number of new vehicles that will be needed is unknown at this time.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
OTH-F	\$1,000	\$0	\$0	\$0	\$0	\$0
5307	\$400	\$400	\$400	\$400	\$0	\$0
LOC	\$350	\$100	\$100	\$100	\$0	\$0
Federal:	\$1400	\$400	\$400	\$400	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$350	\$100	\$100	\$100	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$1,750	\$500	\$500	\$500	\$0	\$0
Total FY 2025-2036 Cost	\$3,250					

PennDOT Project Id: 106703

Title: LANta Operating Assist.

Air Quality Status:Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

This project provides funding for LANta's Operating Assistance to the Allentown-Bethlehem-Easton Urbanized Area through FFY 2026.

Narrative:

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$84	\$108	\$99	\$147	\$0	\$0
338	\$24,484	\$24,484	\$24,484	\$24,484	\$0	\$0
LOC	\$1,399	\$1,469	\$1,543	\$1,620	\$0	\$0
Federal:	\$84	\$108	\$99	\$147	\$0	\$0
State:	\$24484	\$24484	\$24484	\$24484	\$0	\$0
Local/Other:	\$1399	\$1469	\$1543	\$1620	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$25,967	\$26,061	\$26,126	\$26,251	\$0	\$0
Total FY 2025-2036 Cost	\$104,405					

PennDOT Project Id: 106704

Title: Share Ride Operate Assist

Air Quality Status:Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: A1 - Cont. ride-shrng & van-pool prom. at cur lvls

This project provides funding for LANta's shared ride activities in the Allentown-Bethlehem-Easton Urbanized Area through FFY 2026.

Narrative:

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
OTH-S	\$4,134	\$4,134	\$4,134	\$4,134	\$0	\$0
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$4134	\$4134	\$4134	\$4134	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$4,134	\$4,134	\$4,134	\$4,134	\$0	\$0
Total FY 2025-2036 Cost	\$16,536					

PennDOT Project Id: 110171

Title: Associated Cap. Maint

Air Quality Status:Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M4 - Purch off., shop, & op. eq. for exist. facility

This project provides funding for the replacement and refurbishing of LANta capital maintenance items, which includes the purchase of capitalized spare parts for LANta's fleet of heavy duty buses, as well as their tire lease for the heavy duty buses through FFY 2026. The renewal of LANta's tire lease agreement will occur within the four years of the TIP.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5339	\$120	\$120	\$120	\$120	\$0	\$0
LOC	\$30	\$30	\$30	\$30	\$0	\$0
Federal:	\$120	\$120	\$120	\$120	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$30	\$30	\$30	\$30	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$150	\$150	\$150	\$150	\$0	\$0
Total FY 2025-2036 Cost	\$600					

PennDOT Project Id: 110172

Title: LANta Facility Improve

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lehigh

Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: This project provides funding through FFY 2026 for engineering, design, renovation and construction activities at LANta- owned and leased facilities, including the Allentown Administrative Offices, Allentown Maintenance and Garage structures, the Easton Administrative Offices, Easton Maintenance and Garage structures, the LANTA Allentown Transportation Center (ATC), LANTA Bethlehem Transportation Center (BTC), LANTA Easton Intermodal Transportation Center (EITC), and the LANTA Lehigh Valley Mall transfer facility. Miscellaneous facility improvements and upgrades to shop and office equipment will be part of the renovation activities.

Project occurring under this MPMS number will assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$400	\$400	\$200	\$120	\$0	\$0
LOC	\$100	\$100	\$50	\$30	\$0	\$0
Federal:	\$400	\$400	\$200	\$120	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$100	\$100	\$50	\$30	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$500	\$500	\$250	\$150	\$0	\$0
Total FY 2025-2036 Cost	\$1,400					

PennDOT Project Id: 120873

Title: LANTA Capital Reserve

Air Quality Status: AQ Conformity Does Not Apply

County: Lehigh

LANTA FFY 2023 Capital Reserve Line Item

Narrative:

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$341	\$165	\$309	\$51	\$0	\$0
LOC	\$85	\$41	\$77	\$13	\$0	\$0
Federal:	\$341	\$165	\$309	\$51	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$85	\$41	\$77	\$13	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$426	\$206	\$386	\$64	\$0	\$0
Total FY 2025-2036 Cost	\$1,082					

Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	PIB	State Infrastructure Bank - 100% state
ACT3	Act 3 Public Transportation Grant	PL	Planning
ACT4A	Act 4A Supplemental Operating Grant	PRIV	Private Party
ACT83	Transit Bond	PRO	Protect Program
ADCMS	Advanced Digital Construction Management Systems	PRTCT	Promoting Resilient Operations for Transformative
ADMUO	Administration Use Only - Do Not Use	PTAF	Act 26 PA Transportation Assist Fund
AIP	FAA Airport Improvement Program	RAISE	Rebuild American Infra. Sustainability Equity
APD	Appalachia Development	RCP	Reconnecting Communities
APL	Appalachia Local Access	REC	Recreational Trails
BDP	Bridge Discretionary Program	RES	Funds Restoration
BGENT	FAA Block Grant Entitlement	RFAP	Rail Freight Assistance Program
BIP	Bridge Investment Program	RRX	Highway Safety
BND	Bridge Bonding	RURAL	Rural Surface Transportation Grant Program
BOF	Bridge Off System	SBY	Scenic Byways
BRIP	Bridge Investment Program	SECT9	FTA Federal Formula - Section 9
BUILD	BUILD Discretionary Grants	SIB	State Infrastructure Bank
CAQ	Congestion Mitigation/Air Quality	SPOPR	Supplemental Operating Assistance
CARES	Coronavirus Aid, Relief, and Economic Security	SPR	State Planning/Research
CB	Capital Budget Nonhighway	SRTSF	Federal Safe Routes to Schools
CFI	Charging - Fueling Infrastructure Program	SR2S	State Safe Route to School
COVID	COVID Relief	SSE	Supportive Services Enterprise
CPF	Community Project Funding	SS4A	Safe Streets for All
CRP	Carbon Reduction Program	STE	Surface Transportation Enhancement
CRPU	Carbon Reduction Program Urban	STN	STP - Nonurbanized
DAR	Defense Access Roads	STP	Surface Transportation Prog-Flexible
DBE	Disadvantages Business Enterprise	STR	Surface Transportation Rural
D4R	Discretionary Interstate Maintenance	STU	Surface Transportation Urban
EB	Equity Bonus	SXF	Special Federal Funds (Demo)
ECONR	Economic Recovery	TAP	Transportation Alternatives (TAP) Flexible
FAABG	FAA Block Grant	TAU	Tap > 200,000 Population
FAAD	FAA Discretionary	TCS	Transpo & Community System Pres.
FAI	Interstate Construction	TIGER	Trans Investment Generating Economic Recovery
FB	Ferry Boat/Ferry Terminal Facilities	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FFL	Federal Flood	TPK	Turnpike
FHA	Public Lands Highways	TTE	Transit Transportation Enhancements
FLAP	Federal Lands Access Program	073	Green Light-Go
FLH	Forest Highways	137	Municipal Bridge Improvements and Bundling
FRA	Federal Railroad Administration	138	Rural Commercial Routes
FRB	Ferry Boat	140	Intelligent Transportation System
FTAD	FTA Discretionary Funds	144	302-87-3 Transportation Assistance
GEN	PA General Fund	160	Community Transport.-Equip Grant
HCB	Historic Covered Bridge	163	Community Transport.- Equip Grant
HPR	Highway Planning/Research	164	PTAF
HRRR	High Risk Rural Roads	175	FTA- Capital Improvements
HSIP	Highway Safety Improvement Program	179	Local Bridge Construction (Act 26 Counties)
HVRU	Vulnerable Road User Safety	183	Local Bridge Construction
H4L	Highway for Life - 10% Limiting Amount	184	Restoration - Hwy Transfer
INFRA	INFRA Discretionary Award	185	State Bridge Construction
ITS	Intelligent Transportation System	20005b	TOD Planning Pilot Program
IVB	Innovative Bridge	208	FTA- Discretionary Capital
LOC	Local Government Funds	244	ARLE Projects
LRFA	Local Rail Freight Assistance	278	Safety Admin
MBP3	Major Bridge P3 Initiative	338	PT - 1513 Mass Transit Operating
MEGA	National Infrastructure Project Assistance program	339	PT - 1514 Asst Imprvmt / Capittl Budg
MSFF	Marcellus Shale Fee Fund	340	PT - 1517 Capital Improvement
NEVI	National Electric Vehicle Infrastructure F/S	341	PT - 1516 Progrms of Statewide Signif
NFP	National HWY Freight Program	342	Transit Administration and Oversight
NHPP	National Highway Performance Program	361	FTA- Capital Improvements
OJT	On the Job Training Supportive Services	383	DGS Delegated Facilities projects
OTH	Other Local Government Agencies	403	Act 89 - Aviation Grants
OTH-F	Other Federal Govt Agencies	404	Act 89 - Rail Freight Grants
OTH-S	Other Pa State Government Agencies	405	Act 89 - Passenger Rail Grants

Lehigh

PennDOT Project Id: 92780

Project Administrator: PennDOT

Title: I-78 Recon-Berks County Line to SR 100

Improvement Type: Reconstruct

State Route: 78

Municipality: Weisenberg (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/9/2033

Location: Interstate 78
Berks County Line to SR 100 Interchange
Includes SR 100 and SR 863 Interchanges
Lehigh County

Project Description: This project consists of the full reconstruction of Interstate 78 from the Berks County Line to SR 100 Interchange with ramps reconfiguration, including drainage system improvements, guide rail updates, safety barriers, signing, pavement marking, delineators and truck climbing lanes, in Weisenberg and Upper Macungie Townships.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$120000
State:	\$2780	\$13270	\$17248	\$12566	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,780	\$13,270	\$17,248	\$12,566	\$0	\$120,000
Total FFY 2027-2038 Cost	\$165,864					

PennDOT Project Id: 110072

Project Administrator: PennDOT

Title: I-78 Adams Road Interchange

Improvement Type: Interchange Improvement

State Route: 78

Municipality: Upper Macungie (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/1/2029

Location: I-78 with Adams Road and Kecks Road
Upper Macungie Township
Lehigh County

Project Description: This project involves the construction of the proposed interchange which relocates/replaces the existing Adams Road bridge over I-78 to the east and incorporates an interchange with the relocated roadway in Upper Macungie Township, Lehigh County. In addition, this project includes the replacement of the Kecks Road bridge to accommodate future widening of I-78 along with widening of I-78 to six lanes within the proposed footprint of the interchange.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$4240	\$4000	\$20783	\$88942	\$20000
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$4,240	\$4,000	\$20,783	\$88,942	\$20,000
Total FFY 2027-2038 Cost	\$137,965					

Northampton

PennDOT Project Id: 75835

Project Administrator: PennDOT

Title: I-78 - 33 Interchange to Morgan Hill

Improvement Type: Restoration

State Route: 78

Municipality: Glendon (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: I-78
SR 33 interchange to Morgan Hill Exit
Northampton County

Project Description: This project involves the bituminous overlay of NB & SB mainline and shoulders of (I-78) with stone matrix asphalt mixture design, bituminous milling, concrete and bituminous patching, Type 6-SP shoulders, all-weather pavement markers, line painting, and bridge preservation activities, along with other miscellaneous construction items.

The 33 Interchange (SR 8018) and Morgan Hill Ramps (SR 8016) involve the milling and resurfacing with superpave asphalt mixture design, bituminous milling and patching, li painting along with other miscellaneous construction items.

The project is located in Northampton County; Williams and Lower Saucon Townships including SR 8016 and SR 8018 for a construction distance of approximately 10.71 miles (56,549 FT).

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$300	\$0	\$0	\$0	\$28687
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$300	\$0	\$0	\$0	\$28,687
Total FFY 2027-2038 Cost	\$29,187					

PennDOT Project Id: 109318

Project Administrator: PennDOT

Title: I-78 WB - Easton Rd to SR 33

Improvement Type: Concrete Rehabilitation

State Route: 78

Municipality: Lower Saucon (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/27/2026

Location: SR 2006 (Easton Rd) overpass to SR 33 Interchange
Lower Saucon Township
Northampton County

Project Description: Highway preservation / restoration on concrete slabs / construct a third/truck climbing lane
SR 2006 (Easton Rd) overpass to SR 33 Interchange
Lower Saucon Township, Northampton County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$16809	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$16,809	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$16,809					

PennDOT Project Id: 116518

Project Administrator: PennDOT

Title: i-78 LVTS Bridge Breakout 2

Improvement Type: Bridge Preservation Activities

State Route: 78

Municipality: Lower Saucon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2029

Location: Various locations along I-78 in Lower Saucon and Williams Township and Glendon Borough, Northampton County

Project Description: This project is the replacement/rehabilitation of various bridges carrying I-78 in Lower Saucon and Williams Township and Glendon Borough, Northampton County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$900	\$900	\$8695	\$5587	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$900	\$900	\$8,695	\$5,587	\$0	\$0
Total FFY 2027-2038 Cost	\$16,082					

HBTYP

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

Fund Type	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$14,811,000	\$14,811,000	\$13,383,000	\$13,383,000	\$13,383,000	\$13,383,000	\$13,383,000	\$13,383,000	
STP	\$7,210,000	\$7,210,000	\$7,193,000	\$7,193,000	\$7,193,000	\$7,193,000	\$7,193,000	\$7,193,000	
State Highway (581)	\$13,762,000	\$13,762,000	\$13,593,000	\$13,593,000	\$14,813,000	\$14,813,000	\$15,852,000	\$15,852,000	
State Bridge (185/183)	\$8,171,000	\$8,171,000	\$7,961,000	\$7,961,000	\$7,754,000	\$7,754,000	\$7,779,000	\$7,779,000	
BOF	\$5,614,000	\$5,614,000	\$5,614,000	\$5,614,000	\$5,614,000	\$5,614,000	\$5,614,000	\$5,614,000	
HSIP	\$5,461,000	\$5,461,000	\$5,461,000	\$5,461,000	\$5,461,000	\$5,461,000	\$5,461,000	\$5,461,000	
CMAQ	\$7,014,000	\$7,014,000	\$7,014,000	\$7,014,000	\$7,014,000	\$7,014,000	\$7,014,000	\$7,014,000	
TAU/TAP	\$1,295,000	\$1,295,000	\$1,295,000	\$1,295,000	\$1,295,000	\$1,295,000	\$1,295,000	\$1,295,000	
STU	\$13,868,000	\$13,868,000	\$13,868,000	\$13,868,000	\$13,868,000	\$13,868,000	\$13,868,000	\$13,868,000	
BRIP	\$8,526,000	\$8,526,000	\$8,526,000	\$8,526,000	\$8,526,000	\$8,526,000	\$8,526,000	\$8,526,000	
RRX	\$0	\$0	\$0	\$1,127,272	\$0	\$500,000	\$0	\$282,000	RRX money is programmed in FY 28, 29, and 30 but not in Financial Guidance
CRP	\$572,000	\$572,000	\$572,000	\$572,000	\$572,000	\$572,000	\$572,000	\$572,000	
CRPU	\$1,626,000	\$1,626,000	\$1,626,000	\$1,626,000	\$1,626,000	\$1,626,000	\$1,626,000	\$1,626,000	
Total	\$87,930,000	\$87,930,000	\$86,106,000	\$87,233,272	\$87,119,000	\$87,619,000	\$88,183,000	\$88,465,000	

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
LOCAL MATCH		\$250,000	\$250,000	\$250,000	Local Funding for MPMS 117517 Municipal Bridge Line Item. Construction Phase
LOCAL MATCH	\$301,186				Local Funding for MPMS 123418 Coplay Multimodal Street Improvements. Construction Phase
LOCAL MATCH	\$112,500	\$62,600	\$21,854		Local Funding for MPMS 110179 SR 611 Retaining Wall Rehab - Easton. Final Design, Right-of-Way, Utility
s581	\$8,000,000				Spike 581 Funds for MPMS 96423 Pave PA 33 I-78 to US 22
Total	\$8,413,686	\$312,600	\$271,854	\$250,000	

LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM 2027-2030
TRANSIT ELEMENT

March 18, 2026 (Figures in Thousands)

Project Name	FFY 2027		FFY 20268		FFY 2029		FFY 2030		Total 2027-30	
	No.	Cost	No.	Cost	No.	Cost	No.	Cost	No.	Cost
1. Transit Bus Fleet										
a. Standard Bus for Fleet Replacement	5	2,507	5	2,735	5	2,713	4	2,611	19	10,566
2. ADA Paratransit										
a. Vans/MiniBuses for Fleet Replacement	15	2,341	15	2,412	15	2,484	15	2,558	60	9,795
b. ADA Para Transit Service Capitalization		1,200		1,200		1,200		1,200		4,800
3. Service Vehicles Replacement	1	40	1	40	1	40	1	40	4	160
4. Capital Asset Maintenance										
a. Preventative Maintenance		8,182		8,182		8,182		8,182		32,728
b. Associated Capital Maintenance / Capital Leases		115		115		115		115		460
c. Facility Renovation/Expansion and Equipment										
i. General Facility/Equipment/Misc Projects		0		0		0		0		0
d. Engine Vehicle Overhaul Program (VOH)		975		726		726		805		3,232
5. Passenger Facilities and Amenities										
a. Shelters / Signs		0		0		0		0		0
6. Technology										
a. Miscellaneous		1,153		1,188		1,224		1,260		4,825
7. LV Enhanced Bus/BRT Program										
a. CNG Bus for Fleet Expansion - Phase II		0		0		0		0		0
b. Recommended Transit Priority Roadway Improvements - Phases I and II										
i. Planning and Engineering		279		198		0		1,250		1,727
ii. Construction										0
c. Other Program Related Capital Projects - Phases I and II		0		0		0		0		0
8. LANTA Operating Assistance		27,750		27,827		27,908		27,993		111,478
9. LANTA Shared Ride Operating Assistance		3,346		3,346		3,346		3,346		13,384
Total Program - 2027-2030		47,888		47,969		47,938		49,360		193,155
Funding Projection										
I. Federal - FTA & Other										
a. Formula - Sect. 5307 & Sect. 5340		9,600		9,600		9,600		9,600		38,400
b. Formula - Seniors & Individuals with Disabilities (5310)		837		837		837		837		3,348
c. Formula Section 5339 Capital		888		888		888		888		3,552
d. Other - CMAQ Flex		480		480		480		1,480		2,920
e. Other - CRP		279		198		0		0		477
II. State & Local Operating Assistance										
a. PM / ADA / ACMI / VOH Match		2,663		2,632		2,650		2,684		10,629
b. PennDOT Operating Assistance		26,208		26,208		26,208		26,208		104,832
c. Local Operating Assistance		1,542		1,618		1,699		1,784		6,643
d. PennDOT Shared Ride Operating Assistance		3,346		3,346		3,346		3,346		13,384
III. State - PennDOT										
a. Discretionary - Act 89		2,028		2,143		2,211		2,507		8,889
IV. Local										
a. Counties		17		19		19		26		81
										0
TOTAL FUNDING		47,888		47,969		47,938		49,360		193,155
DIFFERENCE		0		0		0		0		0

Air Quality Conformity Analysis Report

Lehigh Valley MPO 2027-2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP)

National Ambient Air Quality Standards (NAAQS) Addressed:

- 2008 8-Hour Ozone (Nonattainment)
- 2006 24-Hour PM_{2.5} (Maintenance)

Prepared by:

The Lehigh Valley Planning Commission and
Pennsylvania Department of Transportation
for the
Lehigh Valley Transportation Study

Report Date: April 2026

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Summary of Attachments

- Attachment A:** Project List
- Attachment B:** Detailed Emission Results
- Attachment C:** Sample MOVES Input Files

Overview

This report provides an analysis of the air quality implications of the Lehigh Valley Transportation Study (LVTS) MPO 2027-2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP). The analysis demonstrates transportation conformity under the 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS) and the 2006 24-hour PM_{2.5} NAAQS. The air quality conformity analysis reflects an assessment of the regionally significant non-exempt transportation projects included in both the TIP and LRTP.

This document replaces the previously approved conformity demonstration of the TIP and LRTP and ensures that the findings meet all current criteria established by the U.S. Environmental Protection Agency (EPA) for the applicable NAAQS. A conformity determination has been completed to provide a regional forecast of emissions based on planned air quality significant projects in the updated TIP and the latest available planning assumptions. All air quality significant projects for the LRTP remain the same as previous conformity determinations. The TIP and LRTP projects are listed in **Attachment A**.

Background on Transportation Conformity

Transportation conformity is a way to ensure that federal funding and approval are awarded to transportation activities that are consistent with air quality goals. Under the Clean Air Act (CAA), transportation and air quality modeling procedures must be coordinated to ensure that the TIP and the LRTP are consistent with the area's applicable State Implementation Plan (SIP). The SIP is a federally approved and enforceable plan by which each area identifies how it will attain and/or maintain the health-related primary and welfare-related secondary NAAQS.

In order to receive transportation funding and approvals from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), state and local transportation agencies must demonstrate that the plans, programs, or projects meet the transportation conformity requirements of the CAA as set forth in the transportation conformity rule. Under the transportation conformity rule, transportation plans are expected to conform to the applicable SIP in nonattainment or maintenance areas. The integration of transportation and air quality planning is intended to ensure that transportation plans, programs, and projects will not:

- Cause or contribute to any new violation of any applicable NAAQS.
- Increase the frequency or severity of any existing violation of any applicable NAAQS.
- Delay timely attainment of any applicable NAAQS, any required interim emissions reductions, or other NAAQS milestones.

The transportation conformity determination includes an assessment of future highway emissions for defined analysis years, including the end year of the LRTP. Emissions are estimated using the latest available planning assumptions and available analytical tools, including EPA's latest approved on-highway mobile sources emissions model, the Motor Vehicle Emission Simulator (MOVES). The conformity determination provides a tabulation of the analysis results for

applicable precursor pollutants, showing that the required conformity test was met for each analysis year.

Report Contents

This document includes a summary of the methodology and data assumptions used for the conformity analysis. As shown in **Exhibit 1**, attachments containing additional detail have been provided with the document. In addition, modeling input and output files have been reviewed by the Environmental Protection Agency (EPA) Region III and the Pennsylvania Department of Environmental Protection (DEP).

EXHIBIT 1: SUMMARY OF ATTACHMENTS

Attachment	Title	Description
A	Project List	Provides a list of regionally significant highway projects for the TIP and LRTP.
B	Detailed Emission Results	Provides a detailed summary of emissions by roadway type.
C	MOVES Sample Run Specification	Provides example MOVES5 data importer (XML) and run specification (MRS) files.

National Ambient Air Quality Standard Designations

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

The Lehigh Valley MPO area (includes Lehigh and Northampton counties) is currently designated as a marginal nonattainment area under the 2008 8-hour ozone NAAQS and a maintenance area under the 2006 24-hour PM_{2.5} NAAQS. The region is attaining the current 2012 annual PM_{2.5} NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

Fine Particulate Matter

Fine particulate matter (PM_{2.5}) can be emitted directly into the atmosphere (sources include exhaust and dust from brake and tire wear) or formed in the atmosphere by combinations of precursor pollutants (secondary formation). Sulfates and nitrates are two types of pollutants that contribute to secondary formation. Sulfate emissions are a result of power plant and industry emissions, while nitrate emissions result from automobiles, power plants, and other combustion sources. Scientific studies have shown a significant correlation between exposure to fine particulates and severe health issues such as heart disease, lung disease, and premature death.

The pollutants that could be analyzed in the conformity analysis are: [1] direct PM_{2.5} emissions (tail pipe emissions, brake and tire wear), [2] re-entrained road dust, and [3] precursors nitrogen oxides (NOX), volatile organic compounds (VOC), sulfur oxides (SOX) and ammonia (NH₃). The EPA has ruled that until the EPA or DEP find that other precursor pollutants are significant contributors, and a SIP revision is approved stating such findings, direct PM_{2.5} emissions and NOX are the only pollutants that must be analyzed for transportation conformity (40 CFR 93.119(f)(8)–(10)).

1997 Annual PM_{2.5} and 2006 24-hour PM_{2.5} Standards

The EPA published the 1997 annual PM_{2.5} NAAQS on July 18, 1997, (62 FR 38652), with an effective date of September 16, 1997. An area is in nonattainment of this standard if the 3-year average of the annual mean PM_{2.5} concentrations (for designated monitoring sites within an area) exceeds 15.0 micrograms per cubic meter (µg/m³). Lehigh and Northampton counties were designated as a nonattainment area under the 1997 annual PM_{2.5} NAAQS, effective April 5, 2005 (70 FR 944).

The EPA published the 2006 24-hour PM_{2.5} NAAQS on October 17, 2006, (71 FR 61144), with an effective date of December 18, 2006. The rulemaking strengthened the 1997 24-hour standard of 65 µg/m³ (62 FR 38652) to 35 µg/m³ and retained the 1997 annual PM_{2.5} NAAQS of 15 µg/m³. An area is in nonattainment of the 2006 24-hour PM_{2.5} NAAQS if the 98th percentile of the annual 24-hour concentrations, averaged over three years, is greater than 35 µg/m³. Lehigh and Northampton counties were designated as attainment under the 2006 24-hour PM_{2.5} NAAQS, effective December 14, 2009 (74 FR 58688).

A redesignation request and maintenance plan applicable to the 1997 annual PM_{2.5} NAAQS was approved by EPA effective December 22, 2014 (79 FR 76251). The maintenance plan includes 2017 and 2025 PM_{2.5} and NOX mobile vehicle emission budgets (MVEBs) for transportation conformity purposes.

EPA took final action on the “Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements” rule on August 24, 2016 (81 FR 58010 effective on October 24, 2016). In that rulemaking, EPA finalized the option that revokes the 1997 primary annual PM_{2.5} NAAQS in areas that have always been designated as attainment and in maintenance of that NAAQS. After revocation, areas no longer have to expend resources on CAA air quality planning and conformity determination requirements associated with the 1997 annual PM_{2.5} NAAQS.

2012 Annual PM_{2.5} Standard

The EPA published the 2012 annual PM_{2.5} NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual PM_{2.5} NAAQS by strengthening the standard from 15 µg/m³ to 12 µg/m³. An area is in nonattainment of this standard if the 3-year average of the annual mean PM_{2.5} concentrations for designated monitoring sites in an area is greater than 12.0 µg/m³. On December 18, 2014, EPA issued final designations for the standard that were revised on April 7, 2015 (80 FR 18535). Lehigh and Northampton counties are designated in attainment of the standard.

2024 Annual PM_{2.5} Standard

On February 7, 2024, EPA strengthened the annual PM_{2.5} standard at 9.0 µg/m³ to provide increased public health protection, consistent with the available health science. The nonattainment areas have not been designated yet for this new standard.

Ozone

Ozone is formed by chemical reactions occurring under specific atmospheric conditions. Precursor pollutants that contribute to the formation of ozone include VOC and NO_x, both of which are components of vehicle exhaust. VOCs may also be produced through the evaporation of vehicle fuel, as well as by displacement of vapors in the gas tank during refueling. By controlling VOC and NO_x emissions, ozone formation can be mitigated.

2008 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008, (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. The Lehigh Valley MPO area was designated as a nonattainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088). The nonattainment area also includes Carbon County, which demonstrates conformity separately. Effective June 3, 2016, EPA determined that the Lehigh Valley MPO area has attained the 2008 ozone NAAQS by the applicable attainment date. This determination of attainment does not constitute a redesignation to attainment. Redesignations require states to meet a number of additional statutory criteria, including the EPA approval of a state plan demonstrating maintenance of the air quality standard for 10 years after redesignation.

2015 8-hour Ozone NAAQS

In 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). On October 16, 2018 (83 FR 52163), EPA established designations to include Lehigh and Northampton Counties as attainment for the 2015 8-hour ozone NAAQS. However, a conformity determination is required as long as 2008 8-hour ozone standard is not revoked by EPA.

Interagency Consultation

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state). A meeting was conducted on January 29, 2026, to review all planning assumptions and to discuss the template and content for transportation conformity analyses.

Analysis Methodology and Data

This transportation conformity analysis was conducted using EPA's MOVES model, which is the official model for estimating emissions from highway vehicles for SIP emission inventories and transportation conformity (75 FR 9411). MOVES5 was released in November 2024 and has been used for this conformity determination; it is one of the latest approved model versions for SIP and transportation conformity purposes (89 FR 99862). MOVES5 has been integrated with local traffic, vehicle fleet, environmental, fuel, and control strategy data to estimate emissions.

Planning assumptions are updated following EPA and FHWA joint guidance (EPA420-B-08-901) that clarifies the implementation of the latest planning assumption requirements in 40 CFR 93.110. This analysis utilizes the best available latest traffic, vehicle fleet and environmental data to estimate regional highway emissions.

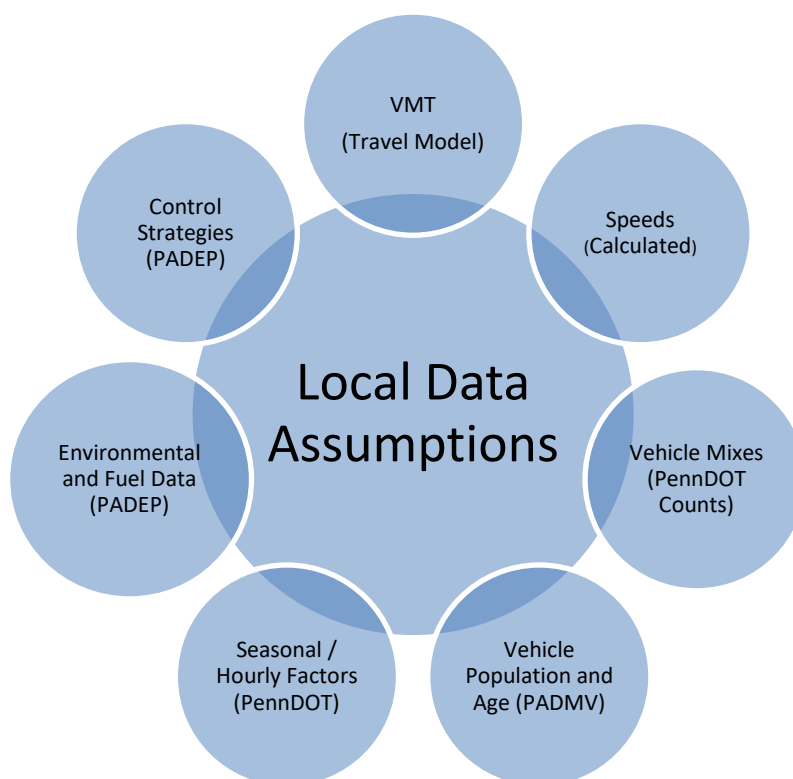
PennDOT updates many of its key planning assumptions on a triennial basis to support EPA's National Emissions Inventory (NEI) and FHWA's latest planning assumption requirements for transportation conformity. For this conformity analysis, the data draws from the latest MPO regional travel demand model and PennDOT's latest 2023 triennial data update. The PennDOT triennial data update also is used to inform the planning assumptions for the future analysis years used for transportation conformity.

The analysis methodology and data inputs for this analysis were developed through interagency consultation and used available EPA guidance documents that included:

- MOVES5 Policy Guidance: Use of MOVES for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes, US EPA Office of Transportation and Air Quality, EPA-420-B-24-038, November 2024.
- MOVES5 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity, US EPA Office of Transportation and Air Quality, EPA-420-B-24-043, November 2024.

A mix of local and national default (internal to MOVES) data are used in the analysis. As illustrated in **Exhibit 2**, local data has been used for data items that have a significant impact on emissions, including: vehicle miles of travel (VMT), vehicle population, congested speeds, and vehicle type mix, as well as environmental and fuel assumptions. Local data inputs to the analysis process reflect the latest available planning assumptions using information obtained from PennDOT, DEP and other local/national sources.

EXHIBIT 2: LOCAL DATA INPUTS USED FOR CONFORMITY RUNS



The methodology used for this analysis is consistent with the methodology used to develop SIP inventories. This includes the use of custom post-processing software (PPSUITE) to calculate hourly speeds and prepare key traffic input files to the MOVES emission model.

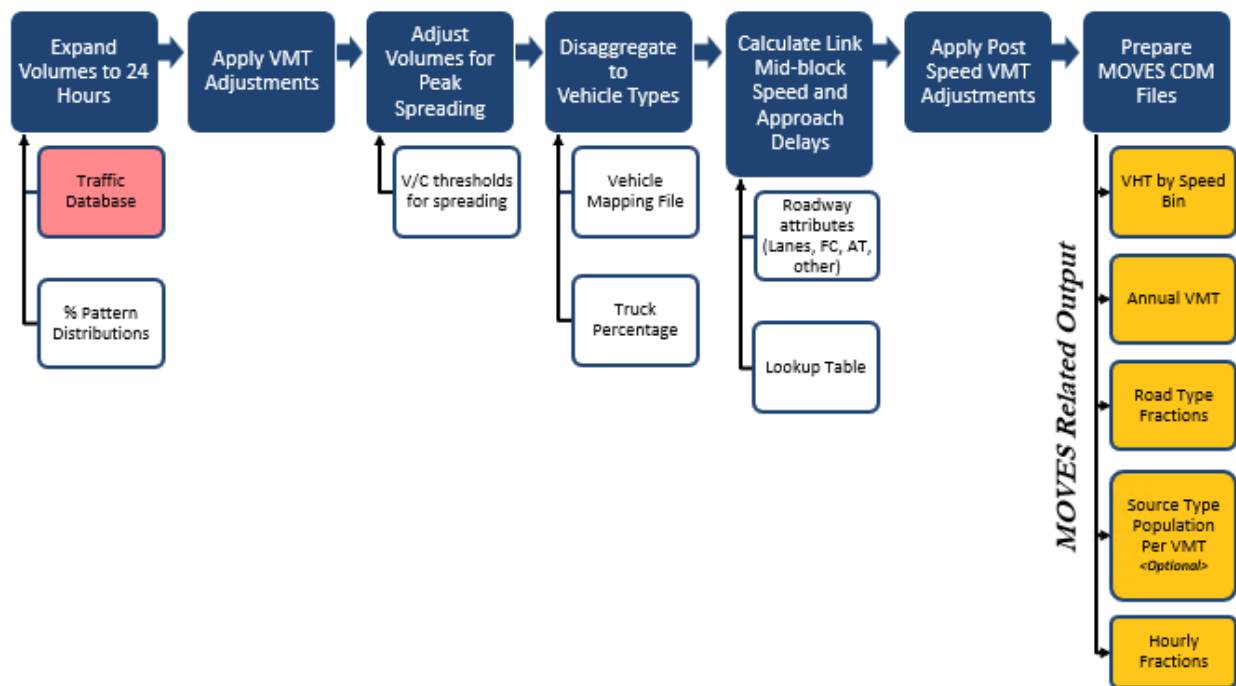
PPSUITE consists of a set of programs that perform the following functions:

- Analyzes highway operating conditions.
- Calculates highway speeds.
- Compiles VMT and vehicle type mix data.
- Prepares MOVES runs and processes MOVES outputs.

PPSUITE is a widely used and accepted tool for estimating speeds and processing emissions rates. The PPSUITE tool has been used for developing on-highway mobile source inventories in SIP revisions, control strategy analyses, and conformity analyses in other states. The software was developed to utilize accepted transportation engineering methodologies. The PPSUITE process is integral to producing traffic-related input files to the MOVES emission model. **Exhibit 3** summarizes the key functions of PPSUITE within the emission calculation process. Other MOVES input files are prepared externally to the PPSUITE software, including vehicle population, vehicle age, environmental and fuel input files.

The CENTRAL software is also used in this analysis. CENTRAL is a menu-driven software platform that executes the PPSUITE and MOVES processes in batch mode. The CENTRAL software allows users to execute runs for a variety of input options and integrates custom SQL steps into the process. CENTRAL provides important quality control and assurance steps, including file naming and storage automation.

EXHIBIT 3: EMISSION CALCULATION PROCESS



Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, I/M program parameters and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel and emission control program data for every county; EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. These data items are discussed in the following sections.

Travel Demand Model

The roadway data input to emissions calculations for this conformity analysis is based on information from the region's travel demand forecasting model. The travel demand model estimates roadway volumes based on input demographic forecasts and expected changes to the transportation roadway network.

The regional travel demand model follows the basic "four-step" travel demand forecasting process and utilizes the Cube Voyager (TP+) software platform. The model consists of 510 Traffic Analysis Zones (TAZs), approximately 9,000 links, and approximately 5,200 nodes. The network contains attributes such as distance, number of lanes, area type, facility type, free flow speed, capacity of the lane, and location of traffic signals.

The model was updated in December 2023. This update included preparation of a new socioeconomic dataset developed using the Census 2020 data, updates to the external share model and through trip table, updates to trip generation rates, and revisions to model parameters and coefficients to reflect 2022 traffic patterns and conditions. Using the projected traffic volume data from the model, conditions were evaluated for all applicable future analysis years. All significant air quality projects from the TIP and LRTP were coded into the travel demand model.

Transit data was also generated as part of the travel demand model. Existing fixed transit routes and their associated attributes (i.e., stops, headways, fares, speeds) are included within a transit subroutine. Transit ridership was validated using reported ridership available from the transit agency. Ridership estimates generated by this subroutine are fed back into the model stream as part of the overall network processing.

Traffic forecasts were projected based on the socioeconomic and land use data projections developed and adopted by the Lehigh Valley Planning Commission. This data includes total population, households, and employment. **Exhibit 4** summarizes the socioeconomic data for the base year and horizon years of the LRTP. Socioeconomic data for other analysis years were forecasted using interpolation.

EXHIBIT 4: SOCIOECONOMIC GROWTH ASSUMPTIONS TO THE TRAVEL MODEL

County	Year	Population	Household	Total Employment
Lehigh Valley	2023	694,596	274,076	397,106
	2030	719,110	283,778	413,155
	2040	753,086	297,292	434,952
	2050	786,755	310,527	457,453

The travel model network and assigned traffic volumes are processed by PPSUITE to prepare the traffic inputs needed to run the MOVES emission model. The following information is extracted from the model for emission calculations:

- Lanes
- Roadway capacity
- Distance
- Daily traffic volume
- Type of area abutting the roadway (e.g., urban, suburban, rural, etc.)
- Type of roadway facility (e.g., interstate, arterial, collector, local, etc.)

Other Supporting Traffic Data

Other traffic data is used to adjust and disaggregate traffic volumes. Key sources used in these processes include the following:

- *Highway Performance Monitoring System (HPMS VMT)*: According to EPA guidance, baseline inventory VMT computed from the regional travel model must be adjusted to be consistent with HPMS VMT totals. The VMT contained in the HPMS reports are considered to represent average annual daily traffic (AADT), an average of all days in the year, including weekends and holidays. Adjustment factors are calculated and used to adjust locally modeled roadway data VMT to be consistent with the reported HPMS totals and are applied to all county and facility group combinations within the region. These adjustments are important to account for local roadway VMT not represented within the regional travel demand model.
- *Seasonal Factors*: The traffic volumes estimated from the regional travel demand model are adjusted to summer or average monthly conditions (as needed for annual processing), using seasonal adjustment factors prepared by PennDOT's BPR in their annual traffic data report published on the [BPR website](#). The seasonal factors are also used to develop MOVES daily and monthly VMT fraction files, allowing MOVES to determine the portion of annual VMT that occurs in each month of the year.
- *Hourly Patterns*: Speeds and emissions vary considerably depending on the time of day. In order to produce accurate emission estimates, it is important to estimate the pattern by which

roadway volume varies, by breaking the data down into hourly increments. Pattern data is in the form of a percentage of the daily volumes for each hour. Distributions are provided for all the counties within the region and by each facility type grouping. The hourly pattern data has been developed from 24-hour vehicle count data compiled by PennDOT’s BPR, using the process identified in PennDOT’s annual traffic data report. The same factors are also used to develop the MOVES hourly fraction file.

Vehicle Class

MOVES produces emission rates for thirteen MOVES vehicle source input types. VMT is input into MOVES for six HPMS vehicle groups, with passenger cars and light trucks combined into a single class. **Exhibit 5** summarizes the distinction between each classification scheme.

EXHIBIT 5: MOVES SOURCE TYPES AND HPMS VEHICLE GROUPS

<u>SOURCE TYPES</u>		<u>HPMS Class Groups</u>	
11	Motorcycle	10	Motorcycle
21	Passenger Car	25	Passenger Car
31	Passenger Truck	25	Passenger/Light Truck
32	Light Commercial Truck	40	Buses
41	Other Buses	50	Single Unit Trucks
42	Transit Bus	60	Combination Trucks
43	School bus		
51	Refuse Truck		
52	Single Unit Short-haul Truck		
53	Single Unit Long-haul Truck		
54	Motor Home		
61	Combination Short-haul Truck		
62	Combination Long-haul Truck		

The emissions estimation process includes a method to disaggregate the traffic volumes to the thirteen source types and then to recombine the estimates to the five HPMS vehicle classes. Vehicle type pattern data is used by PPSUITE to distribute the hourly roadway segment volumes among the thirteen MOVES source types. Similar to the 24-hour pattern data, this data contains percentage splits to each source type for every hour of the day. The vehicle type pattern data is developed from several sources of information:

- PennDOT truck percentages from the RMS database.
- Hourly distributions for trucks and total traffic compiled by PennDOT’s BPR.
- School bus registration data from PennDOT’s Bureau of Motor Vehicles Registration Database.

Vehicle type percentages are also input into the capacity analysis section of PPSUITE to adjust the speeds in response to truck volume. Larger trucks take up more roadway space compared to an equal number of cars and light trucks, which is accounted for in the speed estimation process

by adjusting capacity using information from the Transportation Research Board's fifth edition of the *Highway Capacity Manual* (<http://hcm.trb.org/>).

Vehicle Ages

Vehicle age distributions are required to be input by thirteen source types. The distributions reflect the percentage of vehicles in the fleet up to 40 years old (for MOVES5 modeling). The vehicle age distributions used in this analysis were prepared from the most recently available 2023 registration download from PennDOT's Bureau of Motor Vehicles Registration Database. Due to data limitations, only data for light-duty vehicles and motor home (including source types 11, 21, 31, 32 and 54) was used as local inputs; and, heavy-duty vehicles (including source types 41, 42, 43, 51, 52, 53, 61 and 62) used the MOVES national default age distribution.

Vehicle Population

The vehicle population information, including the number and age of vehicles, impacts forecasted start and evaporative emissions within MOVES. In addition to vehicle age distribution, MOVES requires total vehicle populations for each of the thirteen source type categories. 2023 county vehicle registration data was used to estimate vehicle population for light-duty vehicles, transit buses, and school buses. Other heavy-duty vehicle population values were based on VMT for each source type using the vehicle mix and pattern data discussed previously. PPSUITE automatically applies MOVES default ratios of VMT and source type population (e.g., the number of miles per vehicle by source type) to the local VMT estimates to produce vehicle population.

For the preparation of source type population for other required conformity analysis years, base values were adjusted using forecast population and household data for the area. Growth rates were limited so as to not exceed the Lehigh Valley VMT growth assumptions.

Meteorology Data

Average monthly minimum temperatures, maximum temperatures, and humidity values are consistent with the regional State Implementation Plan (SIP) modeling conducted by DEP. The data was obtained from AccuWeather, Inc. (www.accuweather.com). The 10-year (2010-2020) average minimum and maximum monthly temperature and relative humidity values were obtained for each of the 10 airport locations in Pennsylvania.

Fuel Parameters

The MOVES5 default data assumptions have been reviewed and determined adequate to be used as inputs to the MOVES emissions modeling. Key assumptions include:

- 9.617 RVP used for summer months (based on MOVES5 defaults).
- 100% market share of 10% ethanol throughout the year for analysis years 2030, 2040 and 2050 (based on MOVES5 defaults).

AVFT Input

The AVFT (Alternate Vehicle Fuel and Technologies) input table is used to specify the fraction of fuel types capable of being used by model year and source type. Pennsylvania 2023 vehicle registration data was used to develop the AVFT input for light duty vehicles (source types 21, 31 and 32), school bus, transit bus and motor homes. Forecasts for electric vehicles (EV) were based on PennDOT's EV Roadmap for light duty vehicles (source types 21, 31 and 32). For all other source types and heavy-duty vehicles, EV assumptions from MOVES5 default AVFT inputs and forecasts were utilized.

I/M Program Parameters

The inspection maintenance (I/M) program inputs to the MOVES model are based on current programs within each county (all PA I/M programs are based on county boundaries). All analysis years include Pennsylvania's statewide I/M program. The default I/M program parameters included in MOVES were examined for each county and necessary changes were made to the default parameters to match the 2021 I/M program performance.

In order to ensure that emission controls are working properly, vehicle inspection and maintenance (I/M) programs have been adopted in some nonattainment areas. These programs have the added benefit of improving vehicle fuel efficiency. The Pennsylvania inspection and maintenance (I/M) program was upgraded and expanded throughout the state with a phase-in period starting in September 2003 and fully implemented by June 2004.

The I/M program requirements vary by region (five regions) and include on-board diagnostics (OBD) technology that uses the vehicle's computer for model years 1996 and newer to identify potential engine and exhaust system problems that could affect emissions. The program, named PAOBDII, is implemented by region as follows:

- Philadelphia Region - Bucks, Chester, Delaware, Montgomery and Philadelphia Counties
- [Includes tailpipe exhaust testing using ASM2015 or equipment for pre-1996 vehicles up to 25 years old]
- Pittsburgh Region - Allegheny, Beaver, Washington and Westmoreland Counties.
- [Includes tailpipe exhaust testing using PA 97 equipment for pre-1996 vehicles up to 25 years old]
- South Central and Lehigh Valley Region - Berks, Cumberland, Dauphin, Lancaster, Lebanon, Lehigh, Northampton and York Counties.
- [Includes gas cap and visual inspection only for 1975 through 1995 model years]
- North Region - Blair, Cambria, Centre, Erie, Lackawanna, Luzerne, Lycoming, and Mercer Counties.
- [Gas cap and visual inspection only – No OBD]
- Other 42 Counties – Includes the remaining 42 counties not included above.
- [Visual inspection only – No OBD]

Other Vehicle Technology and Control Strategy Data

Federal Programs

Current federal vehicle emissions control and fuel programs are incorporated into the MOVES5 software. The MOVES5 model includes the following new federal emission standard rules that were not in previous versions of MOVES:

- Multi-Pollutant Rule for Model Year 2027 and Later Light-Duty and Medium-Duty Vehicles (LMDV), March 2024 (Model Years 2027-2032): This rule incorporates higher projected electric vehicle (EV) fractions and more stringent standards for CO₂, particulate matter (PM), non-methane organic gases (NMOG), and NO_x.
- Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3 (HDP3), March 2024 (Model Years 2027-2032): This rule includes higher projected EV fractions and updated energy consumption for heavy-duty EVs.

MOVES5 also includes the following recent on-road control programs that have already been incorporated in MOVES4 or earlier versions:

- Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards, January 2023 (Model Year 2027 and Later).
- Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards, December 2021 (Model Years 2023-2026).
- Safer Affordable Fuel Efficient (SAFE) Vehicles Rule, March 2020 (Model Years 2021-2026).
- Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium-and Heavy-Duty Engines and Vehicles—Phase 2, October 2016 (Model Years 2019-2027).
- Tier-3 Vehicle Emissions and Fuel Standards Program, March 2014 (Model Years 2017-2025).
- 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards, October 2012 (Model Years 2017-2025).
- Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium-and Heavy-Duty Engines and Vehicles, September 2011 (Model Years 2014-2018).
- Regulation of Fuels and Fuel Additives: Modifications to Renewable Fuel Standard Program (RFS2), December 2010.

Earlier foundational federal programs such as the Tier 2 Vehicle Emissions Standards and the 2007 Heavy-Duty Engine Rule are also inherently reflected in MOVES5 default emission rates. Modifications of default emission rates are required to reflect the early implementation of the National Low Emission Vehicle (NLEV) program in Pennsylvania. To reflect these impacts, EPA has released instructions and input files that can be used to model these impacts. The NLEV input database was created for Pennsylvania per EPA's instructions and was used for this inventory.

State Programs

The Pennsylvania Clean Vehicles (PCV) Program, adopted in 1998, incorporated the California Low Emission Vehicle Regulations (CA LEV) by reference. The PCV Program allowed automakers to comply with the NLEV program as an alternative to this Pennsylvania program until MY 2006. Beginning with MY2008, all “new” passenger cars and light-duty trucks with a gross vehicle weight rating (GVWR) of 8,500 pounds or less sold/leased and titled in Pennsylvania must be certified by the California Air Resources Board (CARB) or be certified for sale in all 50 states. For this program, a “new” vehicle is a qualified vehicle with an odometer reading less than 7,500 miles. DEP and PennDOT both work with the public, including manufacturers, vehicle dealers and consumers, to ensure that vehicles sold and purchased in Pennsylvania or vehicles purchased from other states by Pennsylvania residents comply with the requirements of the PCV Program, in order to be titled in Pennsylvania. Additionally, PennDOT ensures that paperwork for title and registration includes proof of CARB- or 50-state emission certification or that the vehicle owner qualifies for an exemption to the requirements, as listed on PennDOT’s MV-9 form and in the PCV Program regulation. When necessary, information from PennDOT’s title and registration process may be used to audit vehicle title transactions to determine program compliance.

The impacts of this program are modeled for all analysis years beyond 2008 using the same instructions and tools as downloaded for the early NLEV analysis. EPA provided input database to reflect the LEV I, LEV II, and LEV III California standards. Modifications to those databases were made to reflect a 2008 start date for Pennsylvania.

Analysis Process Details

The previous sections have summarized the input data used for computing speeds and emission rates for this conformity analysis. This section explains how PPSUITE and MOVES use that input data to produce emission estimates. **Exhibit 6** provides a more detailed overview of the PPSUITE analysis procedure using the available traffic data information described in the previous sections.

VMT Preparation

Producing an emissions inventory with PPSUITE requires a process of disaggregation and aggregation. Data is available and used on a very detailed scale – individual roadway segments for each of the 24 hours of the day. This data needs to be processed individually to determine the distribution of vehicle hours of travel (VHT) by speed and then aggregated by vehicle class to determine the input VMT to the MOVES emission model. Key steps in the preparation of VMT include:

- *Assemble VMT* - The regional travel demand model contains the roadway segments, distances and travel volumes needed to estimate VMT. PPSUITE processes each segment by simply multiplying the assigned travel volume by the distance to obtain VMT.
- *Apply Seasonal Adjustments* – PPSUITE adjusts the traffic volumes to the appropriate analysis season. These traffic volumes are assembled by PPSUITE and extrapolated over the course of a year to produce the annual VMT file input to MOVES.
- *Disaggregate to Hours* - After seasonal adjustments are applied, the traffic volumes are distributed to each hour of the day. This allows for more accurate speed calculations (effects of congested hours) and allows PPSUITE to prepare the hourly VMT and speeds for input to MOVES.
- *Perform Peak Spreading* - After distributing the daily volumes to each hour of the day, PPSUITE identifies hours that are unreasonably congested. For those hours, PPSUITE then spreads a portion of the volume to other hours within the same peak period, thereby approximating the “peak spreading” that normally occurs in such over-capacity conditions. This process also helps prevent hours with unreasonably congested speeds from disproportionately impacting emission calculations.
- *Disaggregate Vehicle Types* - EPA requires VMT estimates to be prepared by the six HPMS vehicle groups, reflecting specific local characteristics. As described in the previous section, the hourly volumes are disaggregated into thirteen MOVES source types based on data from PennDOT, in combination with MOVES defaults. The thirteen MOVES source types are then recombined into five HPMS vehicle classes.
- *Apply HPMS VMT Adjustments* - Volumes must also be adjusted to account for differences with the HPMS VMT totals, as described in previous sections. VMT adjustment factors are provided as inputs to PPSUITE and are applied to each of the roadway segment volumes. VMT adjustment factors are also applied to runs for future years.

Speed Estimation

Emissions for many pollutants (including VOC and NO_x) vary significantly with travel speed. VOC emissions generally decrease as speed increases, while NO_x emissions decrease at low speeds and increase at higher speeds, as illustrated in **Exhibit 7**. Because emissions are so sensitive to speed changes, EPA recommends special attention be given to developing reasonable and consistent speed estimates. EPA also recommends that VMT be disaggregated into subsets that have roughly equal speeds, with separate emission factors for each subset. At a minimum, speeds should be estimated separately by road type.

The computational framework used for this analysis meets and exceeds the recommendation above relating to speed estimates. Speeds are individually calculated for each roadway segment and hour. Rather than accumulating the roadway segments into a particular road type and calculating an average speed, each individual link hourly speed is represented in the MOVES vehicle hours of travel (VHT) by a speed bin file. This MOVES input file allows the specification of a distribution of hourly speeds. For example, if 5% of a county's arterial VHT operates at 5 mph during the AM peak hour and the remaining 95% operates at 65 mph, this can be represented in the MOVES speed input file. For the roadway vehicle emissions calculations, speed distributions are input to MOVES by road type and source type for each hour of the day.

To calculate speeds, PPSUITE first obtains initial capacities (i.e., how much volume the roadway can serve before heavy congestion) and free-flow speeds (speeds assuming no congestion) from a speed/capacity lookup table. As described previously, this data contains default roadway information indexed by the area and facility type codes. For areas with known characteristics, values can be directly coded to the database and the speed/capacity default values can be overridden. For most areas where known information is unavailable, the speed/capacity lookup tables provide valuable default information regarding speeds, capacities, signal characteristics, and other capacity adjustment information used for calculating congested delays and speeds. The result of this process is an estimated average travel time for each hour of the day for each highway segment. The average travel time multiplied by traffic volume produces vehicle hours of travel (VHT).

EXHIBIT 6: PPSUITE SPEED/EMISSION ESTIMATION PROCEDURE

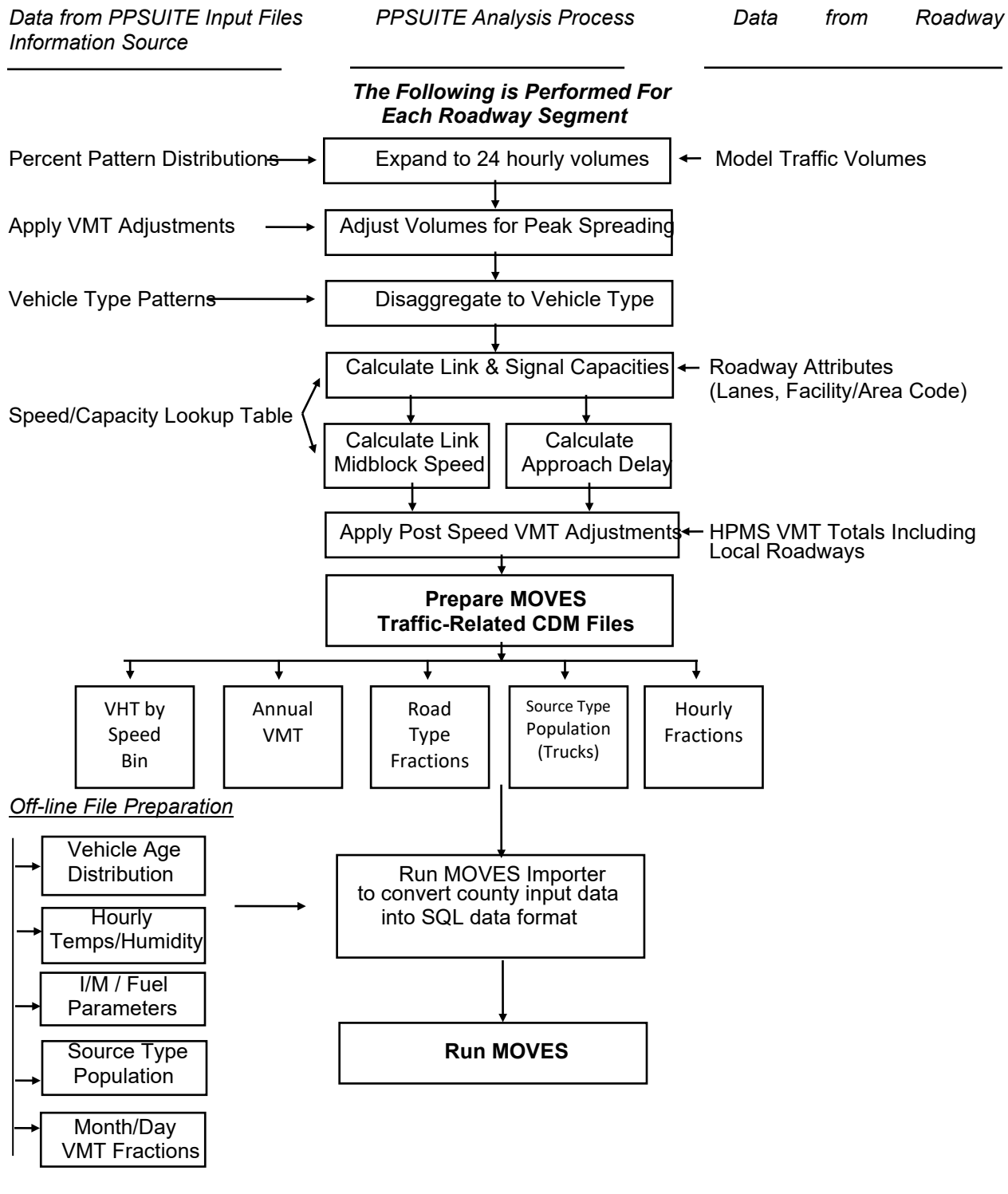
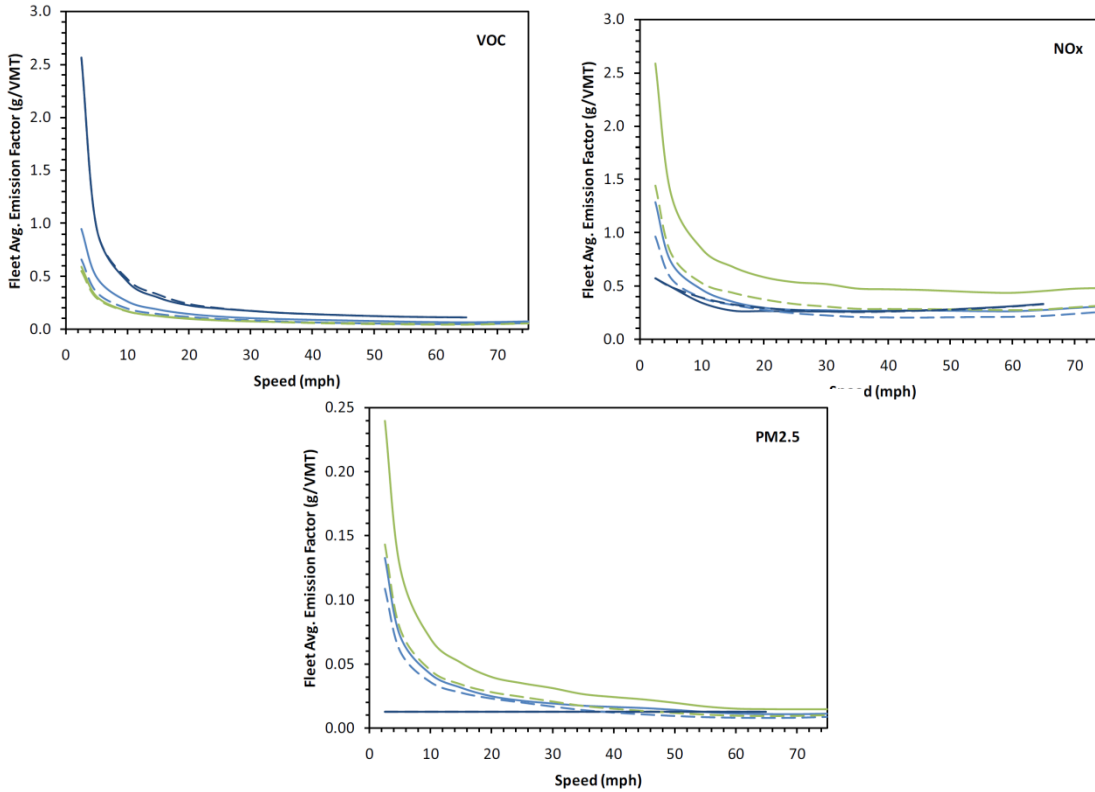


EXHIBIT 7: EMISSION FACTOR VS. SPEED VARIANCES (VOC, NO_x, AND PM_{2.5})

- MOVES Urban Restricted — MOVES Rural Restricted — MOBILE Freeway
- - MOVES Urban Unrestricted - - MOVES Rural Unrestricted - - MOBILE Arterial



Source: Figure 3 from Implications of the MOVES2010 Model on Mobile Source Emission Estimates, Air & Waste Management Association, July 2010.

Developing the MOVES Traffic Input Files

The PPSUITE software is responsible for producing the following MOVES input files for every analysis run:

- VMT by HPMS vehicle class.
- VHT by speed bin.
- Road type distributions.
- Hourly VMT fractions.

These files are text formatted files with a *.csv extension. The files are provided as inputs within the MOVES County Data Manager (CDM) and are described below:

- *VMT Input File*: VMT is the primary traffic input affecting emission results. The roadway segment distances, and traffic volumes are used to prepare estimates of VMT. PPSUITE performs these calculations and outputs the MOVES annual VMT input file to the County Data Manager (CDM). The annual VMT is computed by multiplying travel model roadway adjusted VMT by 365 days (366 days in a leap year).
- *VHT by Speed Bin File*: As described in the previous section, the PPSUITE software prepares the MOVES VHT by speed bin file, which summarizes the distribution of speeds across all links into each of the 16 MOVES speed bins for each hour of the day by road type. This robust process is consistent with the methods and recommendations provided in EPA's [technical guidance](#) and ensures that MOVES emission rates are used to the fullest extent.
- *Road Type Distributions*: Within MOVES, typical drive cycles and associated operating conditions vary by roadway type. MOVES defines five different roadway types as follows:
 - 1 Off-Network.
 - 2 Rural Restricted Access.
 - 3 Rural Unrestricted Access.
 - 4 Urban Restricted Access.
 - 5 Urban Unrestricted Access.

For this analysis, the MOVES road type distribution file is automatically generated by PPSUITE using defined equivalencies. The off-network road type includes emissions from vehicle starts, extended idling, and evaporative emissions. Off-network activity in MOVES is primarily determined by the Source Type Population input.

MOVES Runs

After computing speeds and aggregating VMT and VHT, PPSUITE prepares traffic-related inputs needed to run EPA’s MOVES software. Additional required MOVES inputs are prepared externally from the processing software and include temperatures, I/M program parameters, fuel characteristics, vehicle fleet age distributions, and source type population. The MOVES’ county data importer is run in batch mode. This program converts all data files into the MYSQL format used by the MOVES model. At that point, a MOVES run specification file (*.mrs) is created which specifies options and key data locations for the run. The MOVES run is then executed in batch mode. A summary of key MOVES run specification settings is shown in **Exhibit 8**. MOVES can be executed using either an inventory or rate-based approach. For this analysis, MOVES is applied using the *inventory-based* approach. Using this approach, actual VMT and population are provided as inputs to the model; MOVES is responsible for producing the total emissions for the region.

EXHIBIT 8: MOVES RUN SPECIFICATION FILE PARAMETER SETTINGS

Parameter	Setting
MOVES Version	MOVES5.0
MOVES Default Database Version	movesdb20241112
Scale	COUNTY
Analysis Mode	Inventory
Time Span	Annual Runs: Single MOVES run with 12-month inputs including all days and hours July Weekday Runs: July month, Weekday, 24 hours
Time Aggregation	Hour
Geographic Selection	County [FIPS]
Vehicle Selection	All source types Gasoline, Diesel, CNG, E85, Electricity
Road Type	All road types including off-network
Pollutants and Processes	All PM _{2.5} categories, NO _x , VOC
Database selection	Early NLEV database PA-Specific CAL LEV program database
General Output	Units: Emission = grams; Distance = miles; Time = hours; Energy = Million BTU
Output Emissions	Time = Hour or Month, Emissions by Process ID, Source Type and Road Type

Conformity Analysis Results

Transportation conformity analyses of the current TIP and LRTP have been completed for the Lehigh Valley MPO area. The analyses were performed according to the requirements of the Federal transportation conformity rule at 40 CFR Part 93, Subpart A. The analyses utilize the methodologies, assumptions and data as presented in previous sections. Interagency consultation has been used to determine applicable emission models, analysis years and emission tests.

Emission Tests

There are currently no approved SIP MVEBs for the Lehigh Valley MPO area under 2008 8-hour ozone NAAQS. However, the Lehigh Valley MPO area has MVEBs approved by EPA under the 1997 8-hour ozone NAAQS using MOVES (79 FR 28435). The approved MVEBs are used in this analysis for the ozone conformity test. The ozone conformity analysis has been conducted to compare emissions to the applicable ozone MVEBs summarized in **Exhibit 9**.

EXHIBIT 9: 8-HOUR OZONE MOTOR VEHICLE EMISSION BUDGETS

Pollutant	2009 Budget (tons/day)	2018 Budget (tons/day)
VOC	20.65	12.43
NO_x	39.18	20.41

On April 13, 2015, EPA approved the Commonwealth of Pennsylvania’s request to redesignate the Lehigh Valley MPO area to attainment for the 2006 24-hour PM_{2.5} NAAQS. The MVEBs provided in the maintenance plans for the county are summarized in **Exhibit 10**. The MVEBs are specified as annual values in tons/year; and as a result, the conformity analyses are conducted for annual conditions.

EXHIBIT 10: ANNUAL PM_{2.5} MOTOR VEHICLE EMISSION BUDGETS

Pollutant	2017 Budget (tons/year)	2025 Budget (tons/year)
PM_{2.5}	297	234
NO_x	8,081	5,303

Analysis Years

Section 93.119(g) of the Federal Transportation Conformity Regulations requires that emissions analyses be conducted for specific analysis years as follows:

- A near-term year, one to five years in the future.
- The last year of the LRTP’s forecast period, horizon year 2050.
- All established MVEB years.
- Attainment year of the standard if within timeframe of TIP and LRTP.
- An intermediate year or years such that if there are two years in which analysis is performed, the two analysis years are no more than ten years apart.

All analysis years were determined through the interagency consultation process. **Exhibit 11** provides the analysis years used for this conformity analysis.

EXHIBIT 11: TRANSPORTATION CONFORMITY ANALYSIS YEARS

Analysis Year	Description
2030	Interim Year
2040	Interim Year
2050	Horizon Year of LRTP

Components of the PM_{2.5} Regional Emissions Analysis

PM_{2.5} can be the result of either direct or indirect emissions. Direct transportation emissions can be the result of brake or tire-wear, particulates in exhaust emissions, or dust raised by on-road vehicles or construction equipment. Possible indirect transportation related emissions of PM_{2.5} include: NH₃, NO_x, SO_x, and VOC. The EPA has ruled that regional analysis of direct PM_{2.5} emissions must include both exhaust and brake/tire-wear emissions. EPA’s current regulations specify that road dust should be included in the regional analysis of direct PM_{2.5} emissions only if the EPA or the state air agency have found it to be a significant contributor to the region’s nonattainment. Neither the EPA nor the state air agency has determined road dust to be a significant contributor in the nonattainment area for this conformity determination.

Until a SIP revision is approved affirming that NO_x is insignificant, EPA’s current regulations state that indirect PM_{2.5} emissions must be analyzed for NO_x. Conversely, VOC, SO_x and NH₃ must be analyzed only if the state(s) or the EPA determines one or more of these pollutants significant. Therefore, NO_x is the only indirect PM_{2.5} component analyzed for the nonattainment area in this conformity determination.

Regionally Significant Highway Projects

For the purposes of the conformity analysis, model highway networks are created for each analysis year. For the horizon years, regionally significant projects from the TIP and LRTP were coded onto the networks. Detailed assessments were only performed for those new projects which may have a significant effect on emissions in accordance with 40 CFR Parts 51 and 93. Only those projects which would increase capacity or significantly impact vehicular speeds were considered. Projects such as bridge replacements and roadway restoration projects, which constitute the majority of the TIP and LRTP list, have been excluded from consideration since they are considered exempt under 40 CFR 93.126-127. A list of highway projects is shown in **Attachment A**.

Analysis Results

An emissions analysis has been completed for 2008 8-hour ozone and 2006 24-hour PM_{2.5} NAAQS. The results of the analysis are summarized in the tables below. Forecast years have been estimated using the procedures and assumptions provided in this conformity report. A detailed emission summary is also provided in **Attachment B**. Example MOVES importer (XML) and run specification (MRS) files are provided in **Attachment C**.

2008 Ozone NAAQS

Exhibit 12 summarizes the Lehigh Valley MPO area ozone emission results for a summer weekday in each analysis year. The analysis year emission results are compared to the emission budgets in **Exhibit 9**. All years are lower than the applicable conformity budgets established in the regional maintenance plan for the 1997 ozone NAAQS.

EXHIBIT 12: OZONE EMISSION ANALYSIS RESULTS AND CONFORMITY TEST
(Summer Weekday)

Pollutant	2018 BUDGET (tons/day)	2030 (tons/day)	2040 (tons/day)	2050 (tons/day)
VOC	12.43	3.02	2.22	2.07
NO _x	20.41	4.10	2.24	2.08
Conformity Result		Pass	Pass	Pass

2006 24-hour NAAQS

Exhibit 13 summarizes the 24-hour PM_{2.5} and NO_x emissions for annual conditions. The emissions are compared against the available 2017 and 2025 SIP MVEBs listed in **Exhibit 10**. The results illustrate that projected emissions are below the applicable MVEBs.

Exhibit 13: PM_{2.5} EMISSION ANALYSIS RESULTS AND CONFORMITY TEST
(Annual Analysis Runs)

Pollutant	2030 (tons/year)	2040 (tons/year)	2050 (tons/year)
PM _{2.5}	78	63	60
NO _x	1,324	776	734
MVEB - PM _{2.5}	234	234	234
MVEB - NO _x	5,303	5,303	5,303
Conformity Result	Pass	Pass	Pass

Conformity Determination

Financial Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan and TIP to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The Lehigh Valley MPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the Lehigh Valley MPO area and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The TIP and LRTP have been determined to be financially constrained.

Public Participation

The TIP and LRTP have undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, LVTS Public Participation Plan and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period starting April 15, 2026, and included a public meeting.

Conformity Statement

The conformity rule requires that the TIP and LRTP conform to the applicable SIP(s) and be adopted by the MPO/RPO before any federal agency may approve, accept, or fund projects. Conformity is determined by applying criteria outlined in the transportation conformity regulations to the analysis.

The TIP and LRTP for the Lehigh Valley MPO are found to conform to the applicable air quality SIP(s) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the Lehigh Valley MPO and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system.

Resources

MOVES Model

The Modeling Page on the EPA's Office of Mobile Sources Website (<https://www.epa.gov/moves>) contains the latest version of the MOVES model download, MOVES users guide and other information.

MOVES5 Policy Guidance: Use of MOVES for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes, US EPA Office of Transportation and Air Quality, EPA-420-B-24-038, November 2024.

MOVES5 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity, US EPA Office of Transportation and Air Quality, EPA-420-B-24-043, November 2024.

Traffic Engineering

Highway Capacity Manual, sixth edition (HCM2016), Transportation Research Board, presents current knowledge and techniques for analyzing the transportation system.

Traffic Data Collection and Factor Development Report, 2023 Data, Pennsylvania Department of Transportation, Bureau of Planning and Research.

Highway Vehicle Emissions Analysis Glossary

AADT: Average Annual Daily Traffic, average of ALL days.

CAA: Clean Air Act as amended.

CARB: California Air Resources Board.

CFR: Code of Federal Regulations.

County Data Manager (CDM): User interface developed to simplify importing specific local data for a single county or a user-defined custom domain without requiring direct interaction with the underlying MySQL/MariaDB database in the MOVES emission model.

DEP: Pennsylvania Department of Environmental Protection

Emission rate or factor: Expresses the amount of pollution emitted per unit of activity. For highway vehicles, this is usually expressed in grams of pollutant emitted per mile driven.

EPA: Environmental Protection Agency

FC: Functional code. Applied to road segments to identify their type (freeway, local, etc.).

FHWA: Federal Highway Administration.

FR: Federal Register.

FTA: Federal Transit Administration.

Growth factor: Factor used to convert volumes to future years.

HPMS: Highway Performance Monitoring System.

I/M: Vehicle emissions inspection/maintenance programs are required in certain areas of the country. The programs ensure that vehicle emission controls are in good working order throughout the life of the vehicle. The programs require vehicles to be tested for emissions. Most vehicles that do not pass must be repaired.

LRTP: Long Range Transportation Plan

MOVES: Motor Vehicle Emission Simulator. The latest model EPA has been developed to estimate emissions from highway vehicles.

MVEB: motor vehicle emissions budget.

NAAQS: National Ambient Air Quality Standard

NTD: National Transit Database

Pattern data: Extrapolations of traffic patterns (such as how traffic volume on road segment types varies by time of day, or what kinds of vehicles tend to use a road segment type) from segments with observed data to similar segments.

PPSUITE: Post-Processor for Air Quality. A set of programs that estimate speeds and prepares MOVES inputs and processes MOVES outputs.

Road Type: Functional code, applied in data management to road segments to identify their type (rural/urban highways, rural/urban arterials, etc.).

RMS: Roadway Management System.

Source Type: One of thirteen vehicle types used in MOVES modeling.

SIP: State Implementation Plan

TAZ: Traffic Analysis Zone System

TIP: Transportation Improvement Program

VHT: Vehicle hours traveled.

VMT: Vehicle miles traveled. In modeling terms, it is the simulated traffic volumes multiplied by link length.

ATTACHMENT A

Project List

The following air quality significant projects were included in the conformity emissions analyses. The projects are listed in PennDOT's 12-year Program (TYP) and the Lehigh Valley MPO's 2050 Long Range Transportation Plan (LRTP). The PennDOT TYP includes the 2027-2030 TIP. Project descriptions have been included with the associated TIP and LRTP documentation.

AIR QUALITY SIGNIFICANT PROJECTS BY ANALYSIS YEAR

MPMS #	AQ Significant Project Name
2027-2038 Highway-Bridge TYP Projects	
92780 (Interstate)	I-78 Reconstruction – Berks County Line to SR 100
109318 (Interstate)	I-78 WB - Easton Rd to SR 33 Truck Climbing Lane
110072 (interstate)	I-78 Adams Road Interchange
96384	US 22 Widening: US 22 from 15th Street to Airport Road
119690	SR 22 Widening - Lehigh River Bridge to Airport Rd
96432	SR 309 & Tilghman Interchange Reconfiguration
99697	7 th Street Multimodal Corridor
120952	SR 248/Airport Road Intersection Improvements
120976	Linden Street Two-Way Conversion
110173	SR 309 Coopersburg Adaptive Signal Upgrade
110174	Mauch Chunk Road Signal Upgrade
102160	State Route 309/Center Valley Parkway Interchange
110076	Jordan Creek Bridge Replacement
110183	SR 29 Shimersville Hill Safety Improvements
117606	SR 22/ SR 191 Interchange Improvements
117509	Freemansburg Ave (SR 2018) Safety Improvements
116936	SR 191 Lower Nazareth Intersection Improvements
118070	Riverside Drive Raise Grant
94873	Fifth Street Bridge Replacement (State Route 1029)
2027-2030 Transit TIP Projects	
106530	LANTA Enhanced Bus / BRT

2050 LRTP Projects (Incorporates PennDOT 12-Year Program) No Changes from Past Conformity Determination
AQ Significant Project Name
Emmaus Avenue Adaptive Signal Upgrades
Hanover Avenue Adaptive Signal Upgrades at 7 Intersections - North Albert to North Wahneta Streets
State Route 512/Mill Street Intersection Improvements
Union Boulevard/Tilghman Street Adaptive Signal Upgrades at 27 Intersections
American Parkway intersections improvement at Hamilton, Linden & Gordon Streets
State Route 145/South Pike Avenue Betterment Project
Fullerton Avenue (State Route 1015) Betterment Project
State Route 145/7th Street Betterment Project
State Route 33 Betterment Project
State Route 378 Betterment Project
State Route 248 Betterment Project
State Route 145 (MacArthur Road) Betterment Project, from Newburg Road to 7th Street
State Route 145 (MacArthur Road) Betterment Project, from Center Street to Clearview Road
US Route 22 Betterment Project
State Route 33 North/South Betterment Project
State Route 611 Betterment Project
State Route 248 Betterment Project
State Route 100 Betterment Project
State Route 412 Hellertown Corridor Improvements
State Route 145 (South 4th Street/Pike Avenue) Corridor Improvements
Adaptive Signal Updates
State Route 2002 (Emmaus Avenue) Signal Improvements
State Route 1009 (Schoenersville Road) Corridor Improvements
Lehigh Street and Union Street Intersection and Corridor Improvements
Hamilton Street/Hanover Avenue Corridor Study and Construction
State Route 512 Adaptive Signal Upgrade
State Route 222 (Jaindl Highway) at Krocks Road Intersection Improvements
State Route 29 (Cedar Crest Boulevard) Intersection Improvements.
Weaversville Road Curve Improvements
State Route 1002 (Tilghman Street) Improvements
Nestle Way/Grim Road Corridor and State Route 3012 (Schantz Road) Intersection Improvements
Old Route 22 & State Route 863 Intersection Widening
State Route 222 (Jaindl Highway/Hamilton Boulevard/Hamilton Street) Signal Improvements
State Route 222 (Jaindl Highway), Grim Road and Cetronia Road Intersection Improvements

State Route 100 and Industrial Boulevard Intersection Improvements
Bath Adaptive Traffic Signals
Advanced Signal Coordination System along State Route 512
Road Auxiliary Turn Lanes at Intersection of Vera Cruz Road and Pike Avenue
Downtown Easton Signal Improvements
State Route 1002 (Tilghman Street) Signal Improvements
Uhler Road/Sullivan Trail Intersection Improvement
Center Street One Way to Two Way Conversion
State Route 2020 (William Penn Highway) and State Route 33 Interchange
US Route 22 Widening from Mauch Chunk Road & Route 145
Jefferson Street Road Diet/Roundabout
State Route 309 Northbound Realignment
State Route 222 (Hamilton Boulevard) Breinigsville Road/Newtown Road Roundabout
State Route 2004 (Susquehanna Street/Seidersville Road), State Route 2002 (Emmaus Avenue/Broadway) Roundabout
Mauch Chunk Road/Elizabeth Avenue Roundabout
College Heights Boulevard Traffic Calming and Roundabout
State Route 248 (Lehigh Drive) and State Route 946 (Mountain View Drive) Intersection
State Routes 946 and 248 Intersection Improvements
State Route 512 (Market Street) Improvements, Bangor Borough
Male Road Bridge
Coffeetown Road Bridge Replacement
Water Street Culvert
Canal Park Bridge
Airport Road Corridor Phase 1 Infrastructure Implementation Line Item
Broad Street Traffic Signal Upgrades
State Route 378 (Wyandotte Street) Corridor Improvements
State Route 512 Slate Belt Corridor Improvements Study and Improvements
State Route 33 and Interstate 78 Interchange Reconstruction
State Route 1006 (Walbert Avenue) Betterment Project
17th Street Corridor Traffic Signal Modernization
Americans with Disabilities Act Traffic Signalization in Bath Borough

ATTACHMENT B

Detailed Emission Results

Ozone Analysis

Lehigh Valley Ozone Daily Emission Summary
2030 FFY27 TIP and 2050 LRTP Conformity

County	Summer Daily VMT Speed (mph)		Emissions (Tons/Day)	
			VOC	NOx
Lehigh	10,720,041	30.2	1.7	2.41
Northampton	7,957,569	34.2	1.4	1.69
Off-Model Project Emission Benefits			0.00	0.00
Region Total	18,677,611		3.02	4.10
		(Kg/Day)	2,743	3,720

Lehigh Valley Ozone Daily Emission Summary
2030 FFY27 TIP and 2050 LRTP Conformity (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Lehigh	Off-Network	N/A	N/A	1.1	0.44
	Rural Restricted	907,963	51.5	0.0	0.16
	Rural UnRestricted	1,614,144	30.9	0.1	0.29
	Urban Restricted	3,437,215	40.5	0.1	0.62
	Urban UnRestricted	4,760,719	23.7	0.3	0.91
	<i>Subtotal</i>	<i>10,720,041</i>			<i>1.65</i>
Northampton	Off-Network	N/A	N/A	1.0	0.36
	Rural Restricted	0	N/A	0.0	0.00
	Rural UnRestricted	1,521,143	39.3	0.1	0.23
	Urban Restricted	3,412,565	45.9	0.1	0.56
	Urban UnRestricted	3,023,861	25.3	0.2	0.54
	<i>Subtotal</i>	<i>7,957,569</i>			<i>1.37</i>
Off-Model Project Emission Benefits				0.00	0.00
Region Total		18,677,611		3.02	4.10
		(Kg/Day)		2,743	3,720

Lehigh Valley Ozone Daily Emission Summary
2030 FFY27 TIP and 2050 L RTP Conformity (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Lehigh	Motorcycle	63,641	0.2	0.04
	Passenger Car	8,598,963	1.1	0.30
	Passenger Truck	1,073,274	0.2	0.19
	Light Commercial Truck	101,673	0.0	0.03
	Intercity Bus	4,126	0.0	0.02
	Transit Bus	17,063	0.0	0.03
	School Bus	6,074	0.0	0.01
	Refuse Truck	5,844	0.0	0.02
	Single Unit Short-haul Truck	263,176	0.1	0.22
	Single Unit Long-haul Truck	34,301	0.0	0.03
	Motor Home	14,887	0.0	0.01
	Combination Short-haul Truck	226,594	0.0	0.62
	Combination Long-haul Truck	310,426	0.0	0.92
	<i>Subtotal</i>	<i>10,720,041</i>	<i>1.65</i>	<i>2.41</i>
Northampton	Motorcycle	47,352	0.1	0.03
	Passenger Car	6,280,973	0.9	0.23
	Passenger Truck	910,442	0.2	0.16
	Light Commercial Truck	86,282	0.0	0.02
	Intercity Bus	2,107	0.0	0.01
	Transit Bus	7,046	0.0	0.01
	School Bus	4,837	0.0	0.01
	Refuse Truck	4,200	0.0	0.01
	Single Unit Short-haul Truck	190,348	0.0	0.15
	Single Unit Long-haul Truck	24,820	0.0	0.02
	Motor Home	10,771	0.0	0.01
	Combination Short-haul Truck	163,895	0.0	0.41
	Combination Long-haul Truck	224,497	0.0	0.62
	<i>Subtotal</i>	<i>7,957,569</i>	<i>1.37</i>	<i>1.69</i>
Off-Model Project Emission Benefits		0.00	0.00	
Region Total	18,677,611 (Kg/Day)	3.02 2,743	4.10 3,720	

Lehigh Valley Ozone Daily Emission Summary
2040 FFY27 TIP and 2050 L RTP Conformity

County	Summer Daily VMT Speed (mph)		Emissions (Tons/Day)	
	VMT	Speed	VOC	NOx
Lehigh	11,595,534	29.4	1.2	1.31
Northampton	8,540,719	33.3	1.0	0.92
Off-Model Project Emission Benefits			0.00	0.00
Region Total	20,136,253 (Kg/Day)		2.22 2,017	2.24 2,030

Lehigh Valley Ozone Daily Emission Summary
2040 FFY27 TIP and 2050 LRTP Conformity (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Lehigh	Off-Network	N/A	N/A	0.8	0.33
	Rural Restricted	942,612	50.1	0.0	0.08
	Rural UnRestricted	1,744,181	29.5	0.1	0.15
	Urban Restricted	3,829,750	41.1	0.1	0.31
	Urban UnRestricted	5,078,992	22.7	0.2	0.45
	Subtotal	11,595,534		1.21	1.31
Northampton	Off-Network	N/A	N/A	0.7	0.27
	Rural Restricted	0	N/A	0.0	0.00
	Rural UnRestricted	1,606,059	39.0	0.0	0.11
	Urban Restricted	3,653,761	43.3	0.1	0.28
	Urban UnRestricted	3,280,899	25.0	0.1	0.26
	Subtotal	8,540,719		1.01	0.92
Off-Model Project Emission Benefits				0.00	0.00
Region Total		20,136,253		2.22	2.24
			(Kg/Day)	2,017	2,030

Lehigh Valley Ozone Daily Emission Summary
2040 FFY27 TIP and 2050 LRTP Conformity (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Lehigh	Motorcycle	68,759	0.2	0.04
	Passenger Car	9,291,552	0.8	0.13
	Passenger Truck	1,159,713	0.2	0.07
	Light Commercial Truck	109,869	0.0	0.01
	Intercity Bus	5,065	0.0	0.01
	Transit Bus	18,126	0.0	0.02
	School Bus	6,668	0.0	0.01
	Refuse Truck	6,407	0.0	0.01
	Single Unit Short-haul Truck	288,209	0.0	0.15
	Single Unit Long-haul Truck	37,575	0.0	0.01
	Motor Home	15,987	0.0	0.00
	Combination Short-haul Truck	247,881	0.0	0.35
	Combination Long-haul Truck	339,723	0.0	0.50
	Subtotal	11,595,534	1.21	1.31
	Northampton	Motorcycle	50,750	0.1
Passenger Car		6,733,223	0.6	0.11
Passenger Truck		976,000	0.1	0.06
Light Commercial Truck		92,477	0.0	0.01
Intercity Bus		2,529	0.0	0.00
Transit Bus		7,421	0.0	0.01
School Bus		5,277	0.0	0.01
Refuse Truck		4,577	0.0	0.01
Single Unit Short-haul Truck		207,294	0.0	0.10
Single Unit Long-haul Truck		27,048	0.0	0.01
Motor Home		11,502	0.0	0.00
Combination Short-haul Truck		178,303	0.0	0.23
Combination Long-haul Truck		244,317	0.0	0.34
Subtotal	8,540,719	1.01	0.92	
Off-Model Project Emission Benefits			0.00	0.00
Region Total		20,136,253	2.22	2.24
			(Kg/Day)	2,017
				2,030

Lehigh Valley Ozone Daily Emission Summary
2050 FFY27 TIP and 2050 LRTP Conformity

County	Summer Daily VMT Speed (mph)		Emissions (Tons/Day)	
			VOC	NOx
Lehigh	12,454,750	28.0	1.1	1.21
Northampton	9,152,236	31.6	0.9	0.85
Off-Model Project Emission Benefits			0.00	0.00
Region Total	21,606,986	(Kg/Day)	2.07	2.06
			1,880	1,864

Lehigh Valley Ozone Daily Emission Summary
2050 FFY27 TIP and 2050 LRTP Conformity (By Road Type)

County	Road Type	Summer Daily VMT	Speed (mph)	Emissions (Tons/Day)	
				VOC	NOx
Lehigh	Off-Network	N/A	N/A	0.7	0.32
	Rural Restricted	1,086,343	48.0	0.0	0.08
	Rural UnRestricted	1,731,587	27.3	0.1	0.12
	Urban Restricted	4,006,221	39.6	0.1	0.28
	Urban UnRestricted	5,630,599	21.8	0.2	0.41
	<i>Subtotal</i>	<i>12,454,750</i>			<i>1.13</i>
Northampton	Off-Network	N/A	N/A	0.6	0.26
	Rural Restricted	0	N/A	0.0	0.00
	Rural UnRestricted	1,716,150	38.0	0.0	0.10
	Urban Restricted	3,864,392	41.4	0.1	0.25
	Urban UnRestricted	3,571,694	23.6	0.1	0.24
	<i>Subtotal</i>	<i>9,152,236</i>			<i>0.94</i>
Off-Model Project Emission Benefits				0.00	0.00
Region Total		21,606,986	(Kg/Day)	2.07	2.06
				1,880	1,864

Lehigh Valley Ozone Daily Emission Summary
2050 FFY27 TIP and 2050 LRTP Conformity (By Source Type)

County	Source Type	Summer Daily VMT	Emissions (Tons/Day)	
			VOC	NOx
Lehigh	Motorcycle	73,754	0.2	0.04
	Passenger Car	9,968,201	0.7	0.10
	Passenger Truck	1,244,181	0.1	0.05
	Light Commercial Truck	117,886	0.0	0.01
	Intercity Bus	5,814	0.0	0.01
	Transit Bus	19,434	0.0	0.02
	School Bus	7,244	0.0	0.01
	Refuse Truck	6,957	0.0	0.01
	Single Unit Short-haul Truck	313,536	0.0	0.15
	Single Unit Long-haul Truck	40,908	0.0	0.01
	Motor Home	17,456	0.0	0.00
	Combination Short-haul Truck	269,697	0.0	0.34
	Combination Long-haul Truck	369,681	0.0	0.46
	<i>Subtotal</i>	<i>12,454,750</i>	<i>1.13</i>	<i>1.21</i>
Northampton	Motorcycle	54,326	0.2	0.03
	Passenger Car	7,208,576	0.6	0.09
	Passenger Truck	1,044,887	0.1	0.04
	Light Commercial Truck	99,019	0.0	0.01
	Intercity Bus	2,863	0.0	0.00
	Transit Bus	7,925	0.0	0.01
	School Bus	5,709	0.0	0.01
	Refuse Truck	4,984	0.0	0.01
	Single Unit Short-haul Truck	224,479	0.0	0.10
	Single Unit Long-haul Truck	29,263	0.0	0.01
	Motor Home	12,491	0.0	0.00
	Combination Short-haul Truck	193,066	0.0	0.23
	Combination Long-haul Truck	264,650	0.0	0.31
	<i>Subtotal</i>	<i>9,152,236</i>	<i>0.94</i>	<i>0.85</i>
Off-Model Project Emission Benefits		0.00	0.00	
Region Total	21,606,986 (Kg/Day)	2.07 1,880	2.06 1,864	

Annual PM_{2.5} Analysis

Lehigh Valley PM2.5 Annual Emission Summary
2030 FFY27 TIP and 2050 LRTP Conformity

County	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Lehigh	3,264,471,336	35.7	769.49	45.10
Northampton	2,411,413,995	37.5	554.60	32.71
Off-Model Project Emission Benefits			0.00	0.00
Region Total	5,675,885,331	(Kg/Year)	1,324.09	77.81
			1,201,195	70,588

Lehigh Valley PM2.5 Annual Emission Summary
2030 FFY27 TIP and 2050 LRTP Conformity (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Lehigh	Off-Network	N/A	N/A	165.25	7.55
	Rural Restricted	262,726,192	57.7	50.95	1.92
	Rural UnRestricted	508,115,332	35.7	92.68	6.18
	Urban Restricted	994,686,996	50.5	175.78	8.01
	Urban UnRestricted	1,498,942,816	28.2	284.83	21.44
	<i>Subtotal</i>	<i>3,264,471,336</i>		<i>769.49</i>	<i>45.10</i>
Northampton	Off-Network	N/A	N/A	134.11	6.54
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	477,402,980	40.5	79.85	5.24
	Urban Restricted	984,897,421	53.8	162.40	7.47
	Urban UnRestricted	949,113,593	27.7	178.25	13.46
	<i>Subtotal</i>	<i>2,411,413,995</i>		<i>554.60</i>	<i>32.71</i>
Off-Model Project Emission Benefits			0.00	0.00	
Region Total		5,675,885,331	(Kg/Year)	1,324.09	77.81
				1,201,195	70,588

Lehigh Valley PM2.5 Annual Emission Summary
2030 FFY27 TIP and 2050 LRTP Conformity (By Source Type)

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Lehigh	Motorcycle	19,398,693	14.64	0.43
	Passenger Car	2,621,301,100	122.85	19.78
	Passenger Truck	327,176,270	60.40	4.11
	Light Commercial Truck	30,993,809	8.01	0.47
	Intercity Bus	932,986	3.61	0.14
	Transit Bus	5,248,250	9.03	0.19
	School Bus	1,868,164	3.30	0.13
	Refuse Truck	1,765,203	5.24	0.16
	Single Unit Short-haul Truck	79,238,706	62.92	2.40
	Single Unit Long-haul Truck	10,343,037	7.90	0.37
	Motor Home	4,481,093	3.48	0.17
	Combination Short-haul Truck	68,202,793	186.51	6.25
	Combination Long-haul Truck	93,521,232	281.61	10.51
	<i>Subtotal</i>	<i>3,264,471,336</i>	<i>769.49</i>	<i>45.10</i>
Northampton	Motorcycle	14,362,254	11.04	0.32
	Passenger Car	1,905,056,896	97.76	14.59
	Passenger Truck	276,142,570	52.92	3.52
	Light Commercial Truck	26,169,969	7.04	0.40
	Intercity Bus	474,745	1.81	0.07
	Transit Bus	2,190,451	3.85	0.09
	School Bus	1,503,696	2.76	0.10
	Refuse Truck	1,267,980	3.60	0.11
	Single Unit Short-haul Truck	57,090,783	43.83	1.66
	Single Unit Long-haul Truck	7,437,195	5.48	0.26
	Motor Home	3,228,639	2.48	0.12
	Combination Short-haul Truck	49,155,843	127.92	4.27
	Combination Long-haul Truck	67,332,973	194.11	7.20
	<i>Subtotal</i>	<i>2,411,413,995</i>	<i>554.60</i>	<i>32.71</i>
Off-Model Project Emission Benefits		0.00	0.00	
Region Total	5,675,885,331 (Kg/Year)	1,324.09 1,201,195	77.81 70,588	

Lehigh Valley PM2.5 Annual Emission Summary
2040 FFY27 TIP and 2050 LRTP Conformity

County	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Lehigh	3,538,225,299	34.8	450.95	37.14
Northampton	2,594,887,052	37.0	325.01	26.32
Off-Model Project Emission Benefits			0.00	0.00
Region Total	6,133,112,351 (Kg/Year)		775.96 703,937	63.47 57,576

Lehigh Valley PM2.5 Annual Emission Summary
2040 FFY27 TIP and 2050 LRTP Conformity (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Lehigh	Off-Network	N/A	N/A	134.18	4.01
	Rural Restricted	273,449,528	57.5	25.92	1.37
	Rural UnRestricted	550,456,626	34.3	49.16	5.64
	Urban Restricted	1,111,043,312	49.6	94.93	6.55
	Urban UnRestricted	1,603,275,833	27.4	146.75	19.57
	<i>Subtotal</i>	<i>3,538,225,299</i>		<i>450.95</i>	<i>37.14</i>
Northampton	Off-Network	N/A	N/A	109.24	3.52
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	505,347,322	40.0	40.40	4.54
	Urban Restricted	1,057,167,259	53.5	83.70	5.83
	Urban UnRestricted	1,032,372,472	27.4	91.67	12.43
	<i>Subtotal</i>	<i>2,594,887,052</i>		<i>325.01</i>	<i>26.32</i>
Off-Model Project Emission Benefits			0.00	0.00	
Region Total		6,133,112,351 (Kg/Year)		775.96 703,937	63.47 57,576

Lehigh Valley PM2.5 Annual Emission Summary
2040 FFY27 TIP and 2050 LRTP Conformity (By Source Type)

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Lehigh	Motorcycle	21,000,049	15.75	0.47
	Passenger Car	2,838,061,904	68.20	16.10
	Passenger Truck	354,228,910	23.07	2.97
	Light Commercial Truck	33,559,063	3.53	0.32
	Intercity Bus	1,146,409	2.19	0.10
	Transit Bus	5,624,591	6.05	0.18
	School Bus	2,069,067	2.02	0.09
	Refuse Truck	1,925,620	3.49	0.13
	Single Unit Short-haul Truck	87,024,744	41.32	1.55
	Single Unit Long-haul Truck	11,343,933	4.61	0.22
	Motor Home	4,829,280	1.18	0.11
	Combination Short-haul Truck	74,849,560	114.67	5.97
	Combination Long-haul Truck	102,562,168	164.85	8.92
	<i>Subtotal</i>	<i>3,538,225,299</i>	<i>450.95</i>	<i>37.14</i>
Northampton	Motorcycle	15,433,063	11.73	0.34
	Passenger Car	2,047,495,904	56.90	11.56
	Passenger Truck	296,790,470	21.23	2.50
	Light Commercial Truck	28,121,298	3.23	0.27
	Intercity Bus	571,872	1.08	0.05
	Transit Bus	2,326,393	2.67	0.09
	School Bus	1,654,112	1.75	0.08
	Refuse Truck	1,388,668	2.41	0.09
	Single Unit Short-haul Truck	62,362,887	28.59	1.06
	Single Unit Long-haul Truck	8,129,680	3.17	0.15
	Motor Home	3,461,341	0.83	0.08
	Combination Short-haul Truck	53,655,616	78.57	4.04
	Combination Long-haul Truck	73,495,748	112.84	6.02
	<i>Subtotal</i>	<i>2,594,887,052</i>	<i>325.01</i>	<i>26.32</i>
Off-Model Project Emission Benefits			0.00	0.00
Region Total		6,133,112,351 (Kg/Year)	775.96 703,937	63.47 57,576

Lehigh Valley PM2.5 Annual Emission Summary 2050 FFY27 TIP and 2050 LRTP Conformity

County	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Lehigh	3,791,978,837	34.0	429.42	35.89
Northampton	2,775,588,892	35.8	304.73	24.51
Off-Model Project Emission Benefits			0.00	0.00
Region Total	6,567,567,729		734.15	60.40
		(Kg/Year)	666,013	54,798

Lehigh Valley PM2.5 Annual Emission Summary 2050 FFY27 TIP and 2050 LRTP Conformity (By Road Type)

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Lehigh	Off-Network	N/A	N/A	135.39	1.24
	Rural Restricted	298,461,184	58.0	24.20	1.32
	Rural UnRestricted	542,584,197	32.6	41.95	5.42
	Urban Restricted	1,179,240,909	48.7	86.91	6.43
	Urban UnRestricted	1,771,692,546	27.0	140.97	21.48
	<i>Subtotal</i>	<i>3,791,978,837</i>		<i>429.42</i>	<i>35.89</i>
Northampton	Off-Network	N/A	N/A	108.43	1.07
	Rural Restricted	0	N/A	0.00	0.00
	Rural UnRestricted	538,554,411	39.3	36.61	4.66
	Urban Restricted	1,115,820,391	53.5	75.67	5.57
	Urban UnRestricted	1,121,214,090	26.1	84.03	13.21
	<i>Subtotal</i>	<i>2,775,588,892</i>		<i>304.73</i>	<i>24.51</i>
Off-Model Project Emission Benefits			0.00	0.00	
Region Total		6,567,567,729		734.15	60.40
		(Kg/Year)	666,013	54,798	

Lehigh Valley PM2.5 Annual Emission Summary
2050 FFY27 TIP and 2050 LRTP Conformity (By Source Type)

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Lehigh	Motorcycle	22,450,031	16.71	0.51
	Passenger Car	3,034,492,888	59.73	13.83
	Passenger Truck	378,750,330	16.80	2.42
	Light Commercial Truck	35,886,522	2.89	0.26
	Intercity Bus	1,346,509	2.02	0.10
	Transit Bus	6,043,503	5.10	0.19
	School Bus	2,252,708	1.75	0.09
	Refuse Truck	2,116,066	3.45	0.14
	Single Unit Short-haul Truck	95,697,864	40.70	1.41
	Single Unit Long-haul Truck	12,484,249	3.94	0.18
	Motor Home	5,325,658	0.56	0.10
	Combination Short-haul Truck	82,306,618	116.08	6.64
	Combination Long-haul Truck	112,825,890	159.68	10.03
	<i>Subtotal</i>	<i>3,791,978,837</i>	<i>429.42</i>	<i>35.89</i>
Northampton	Motorcycle	16,490,899	12.46	0.37
	Passenger Car	2,188,151,988	50.73	9.60
	Passenger Truck	317,174,000	15.95	1.98
	Light Commercial Truck	30,057,133	2.70	0.21
	Intercity Bus	649,378	0.97	0.04
	Transit Bus	2,483,029	2.31	0.10
	School Bus	1,788,730	1.54	0.08
	Refuse Truck	1,500,801	2.34	0.09
	Single Unit Short-haul Truck	67,379,008	27.56	0.94
	Single Unit Long-haul Truck	8,777,684	2.64	0.12
	Motor Home	3,749,834	0.38	0.07
	Combination Short-haul Truck	57,980,809	77.94	4.35
	Combination Long-haul Truck	79,405,600	107.21	6.56
	<i>Subtotal</i>	<i>2,775,588,892</i>	<i>304.73</i>	<i>24.51</i>
Off-Model Project Emission Benefits		0.00	0.00	
Region Total		6,567,567,729 (Kg/Year)	734.15 666,013	60.40 54,798

ATTACHMENT C

Sample MOVES5 Data Importer (XML) Input Files and Run Specification (MRS) Input Files

(Sample for 2030 July Weekday and Annual Runs)

MOVES County Data Manager Importer File – July Weekday Run (MOVESIMPORTER.XML)

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      </FuelFormulation>
    <FuelUsageFraction>
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    </FuelUsageFraction>
    <AVFT>
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  </parts>
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  <parts>

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</generic>  
</importer>  
</moves>
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MOVES Run Specification File – July Weekday Run (MOVESRUN.MRS)

```

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Scenario: OZO Lehigh 2030 Jul WkDay
2030TIP created from 2023, Inv, Ozone
Emission Inventory with Local data]]></description>
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  </models>
  <modelscale value="INV"/>
  <modeldomain value="SINGLE"/>
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  </geographicselections>
  <timespan>
    <year key="2030"/>
    <month id="7"/>
  <day id="5"/>
    <beginhour id="1"/>
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    <aggregateBy key="Hour"/>
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    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetyponame="Passenger Car"/>
    <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="21" sourcetyponame="Passenger Car"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="21" sourcetyponame="Passenger Car"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetyponame="Passenger Truck"/>
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    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="31" sourcetyponame="Passenger Truck"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetyponame="Light Commercial Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetyponame="Light Commercial Truck"/>
    <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="32" sourcetyponame="Light Commercial Truck"/>
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Bus"/>
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Truck"/>
    <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="51" sourcetyponame="Refuse Truck"/>
    <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="52" sourcetyponame="Single Unit Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetyponame="Single Unit Short-haul Truck"/>
    <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="52" sourcetyponame="Single Unit
Short-haul Truck"/>

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    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="90" processname="Extended
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    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="91" processname="Auxiliary
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    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="11" processname="Evap
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    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="12" processname="Evap Fuel
Vapor Venting"/>
    <pollutantprocessassociation pollutantkey="1" pollutantname="Total Gaseous Hydrocarbons" processkey="13" processname="Evap Fuel
Leaks"/>
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processname="Crankcase Running Exhaust"/>
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    <pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="16"
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    <pollutantprocessassociation pollutantkey="87" pollutantname="Volatile Organic Compounds" processkey="13" processname="Evap Fuel
Leaks"/>
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    <fueltype selected="false"/>
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    <emissionprocess selected="true"/>
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    <sourceusetype selected="true"/>
    <movesvehicletype selected="false"/>
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```

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<outputsho value="true"/>
<outputsh value="true"/>
<outputshp value="true"/>
<outputshidling value="true"/>
<outputstarts value="true"/>
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  <distancefactors selected="true" units="Miles"/>
  <massfactors selected="true" units="Grams" energyunits="Million BTU"/>
</outputfactors>
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</savedata>

<donotexecute>

</donotexecute>

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  <donotperformfinalaggregation selected="false"/>
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MOVES County Data Manager Importer File – Annual Run (MOVESIMPORTER.XML)

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      <timespan>
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        <month id="1"/>
        <month id="2"/>
        <month id="3"/>
        <month id="4"/>
        <month id="5"/>
        <month id="6"/>
        <month id="7"/>
        <month id="8"/>
        <month id="9"/>
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        <month id="11"/>
        <month id="12"/>
        <day id="2"/>
        <day id="5"/>
        <beginhour id="1"/>
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        <aggregateBy key="Hour"/>
      </timespan>
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        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="11" sourcetype="Motorcycle"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21" sourcetype="Passenger Car"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetype="Passenger Car"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="21" sourcetype="Passenger Car"/>
        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="21" sourcetype="Passenger Car"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetype="Passenger Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31" sourcetype="Passenger Truck"/>
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        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetype="Other Buses"/>
        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="41" sourcetype="Other Buses"/>
        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="41" sourcetype="Other Buses"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="42" sourcetype="Transit Bus"/>
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        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="42" sourcetype="Transit Bus"/>
        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="42" sourcetype="Transit Bus"/>
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        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="43" sourcetype="School Bus"/>
        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="43" sourcetype="School Bus"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="51" sourcetype="Refuse Truck"/>
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        <onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="51" sourcetype="Refuse Truck"/>
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        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetype="Single Unit Short-haul Truck"/>
      </onroadvehicleselections>
    </filters>
  </importer >
</moves>

```

```

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  </parts>
</agedistribution>

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  <parts>
    <avgSpeedDistribution>
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</avgspeeddistribution>

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    <FuelUsageFraction>

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</AVFT>
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</fuel>

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  <parts>
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</generic>
</importer>
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MOVES Run Specification File – 2030 Annual Run (MOVESRUN.MRS)

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Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

RESOLUTION X-XX-2026-A

2027 – 2030 Transportation Improvement Program AIR QUALITY Resolution

RESOLUTION of the Lehigh Valley Transportation Study Metropolitan Planning Organization (LVTS MPO) to certify conformity of the 2027 – 2030 Transportation Improvement Program (TIP) in accordance with the Clean Air Act Amendments of 1990.

WHEREAS, the Congress of the United States enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as “the CAAA”; and

WHEREAS, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in non attainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and

WHEREAS, the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans and programs and projects: and

WHEREAS, the EPA amended the Final conformity Rule various times between 1996 and the present; and

WHEREAS, effective July 20, 2012, the LVTS MPO area has been designated as an ozone nonattainment area under EPA’s 2008 eight-hour ozone standard; and

WHEREAS, effective December 14, 2009, the LVTS MPO area has been designated by EPA as a nonattainment area under the 2006 PM2.5 24-hour NAAQS; and

WHEREAS, effective April 13, 2015, the LVTS MPO area has be redesignated as an attainment area under the 2006 PM2.5 24-hour NAAQS with and approved Maintenance State Implementation Plan that includes motor vehicle emission budgets; and

WHEREAS, the transportation plans and programs are required to conform to the purposes of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d)); and

WHEREAS, the LVTS MPO is responsible for the development of transportation plans and programs in the two-county MPO region including Lehigh and Northampton counties in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and

WHEREAS, the final conformity rule (and subsequent amendments) requires the LVTS MPO Policy Board determines that the transportation plans and programs conform within the CAAA requirements by meeting the criteria described in the final guidelines.

NOW, THEREFORE BE IT RESOLVED THAT the Lehigh Valley MPO Technical Committee has found that the 2027– 2030 TIP contributes to the achievement and maintenance of the NAAQS and is consistent with the final conformity rule issued on November 24, 1993, and subsequent amendments.

NOW, THEREFORE BE IT RESOLVED THAT the Lehigh Valley MPO Coordinating Committee has found that the 2027 – 2030 TIP contributes to the achievement and maintenance of the NAAQS and is consistent with the final conformity rule issued on November 24, 1993, and subsequent amendments.

I hereby certify that this Resolution was adopted by the Lehigh Valley Transportation Study Technical and Coordinating Committees at its joint meeting on XXX, 2026.

Ryan Meyer, Chair

LVTS Technical Committee

Owen O'Neil, Chair

LVTS Coordinating Committee

Becky A. Bradley, AICP, Secretary

LVTS Technical and Coordinating Committees



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

DATE: April 8, 2026
TO: Municipal + Community Partners
FROM: Hannah Milagio, Regional Planner for Community Engagement
CC: Becky Bradley, Executive Director; Steven Weber, Director of Transportation Planning; Faria Umy, Regional Plan Program Manager; Evan Gardi, Transportation Planner
REGARDING: 2027-2030 Transportation Improvement Program Public Comment Period

This memorandum serves to formally notify all municipalities, counties, school districts, legislative districts, and municipal authorities within Lehigh and Northampton Counties that the Draft 2027-2030 Transportation Improvement Program (TIP) is open for public comment from April 15 to May 16. The documents for the Draft 2027-2030 TIP are available at:

- www.lvpc.org/transportation-programs
- LVPC Office – 615 Waterfront Drive, Suite 201, Allentown, PA 18102
- LANTA Office – 1060 Lehigh St, Allentown, PA 18103
- PennDOT District 5-0 Office – 1002 Hamilton St, Allentown, PA 18101
- Allentown Public Library – 1210 Hamilton St, Allentown, PA 18102
- Bethlehem Area Public Library – 11 W Church St, Bethlehem, PA 18018
- Easton Area Public Library – 515 Church St, Easton, PA 18042

The LVTS will host three public meetings to solicit public comments on the Draft 2027-2030 TIP:

- April 15, 2026, 9 AM – LVTS Joint Technical + Coordinating Committee Meeting
 - No registration needed
 - Virtual Meeting: www.tinyurl.com/LVTS2026
- April 23, 2026, 5:30 PM – LVPC Transportation Committee Meeting
 - No registration needed
 - Virtual Meeting: www.tinyurl.com/LVPC2026
- May 5, 2026, 5 PM – General Public Meeting
 - Registration at <https://www.eventbrite.com/e/lehigh-valley-2026-transportation-improvement-program-public-meeting-tickets-1986014324306?aff=oddtcreator>
 - In-Person Meeting, held at the Coalition for Appropriate Transportation: 33 West Walnut Street, Suite 100, Bethlehem, PA 18018

In addition to verbal participation in the public meetings listed above, public comments may be submitted by:

- Email: planning@lvpc.org
- Comment Box: www.lvpc.org/transportation-programs
- Phone: 610-264-4544
- Mail: Lehigh Valley Transportation Study, c/o Hannah Milagio, 615 Waterfront Drive, Suite 201, Allentown, PA 18102
 - Comments by mail must be received by May 16, 2026 to be considered.

Please send all correspondence related to the TIP and the TIP Public Comment period, including requests for accommodations regarding the TIP documents or public meetings, to me at hmilagio@lvpc.org or by phone at 610-264-4544.

The LEHIGH VALLEY TRANSPORTATION STUDY (MPO) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, the MPO is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability, economic status, or religious creed. Meeting facilities are accessible to persons with disabilities and the location is reachable by public transit. The MPO will provide auxiliary services for individuals with language, speech, sight or hearing impediments provided the request for assistance is made 4 days prior to the meeting. The MPO will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services to LVPC at 610-264-4544. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by the MPO, you may file a complaint using the procedures provided in our complaint process document or by contacting Hannah Milagio at 610-264-4544 or lvpc@lvpc.org.

**LEHIGH VALLEY TRANSPORTATION STUDY (LVTS) DRAFT 2027-2030
TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT PERIOD**

The Lehigh Valley Transportation Study (LVTS) will release the Draft 2027-2030 Transportation Improvement Plan (TIP) for public comment Apr 15 – May 16. Public meetings will be held to solicit comments on the Draft TIP: April 15, 9 AM, LVTS Technical Committee virtual meeting, www.tinyurl.com/LVTS2026; April 23, 5:30 PM, LVPC Transportation Committee virtual meeting, www.tinyurl.com/LVPC2026; May 5, 5 PM, Coalition for Appropriate Transportation, 33 W Walnut St, Ste 100, Bethlehem, PA 18018. Physical copies can be found at the LVPC Office (615 Waterfront Dr, Ste 201, Allentown, PA 18102), PennDOT District 5 Office (1002 Hamilton St, Allentown, PA 18102), LANTA Office (1060 Lehigh St, Allentown, PA 18103), Allentown Public Library (1210 Hamilton St, Allentown, PA 18102), Bethlehem Area Public Library (11 W Church St, Bethlehem, PA 18018) and Easton Area Public Library (515 Church St, Easton, PA 18042). The TIP can be viewed digitally at www.lvpc.org. Comments can be made to planning@lvpc.org, 610-264-4544, or at www.lvpc.org.

The LEHIGH VALLEY TRANSPORTATION STUDY (MPO) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, the MPO is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, sex, age, disability, economic status, or religious creed. Meeting facilities are accessible to persons with disabilities and the location is reachable by public transit. The MPO will provide auxiliary services for individuals with language, speech, sight or hearing impediments provided the request for assistance is made 4 days prior to the meeting. The MPO will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services to LVPC at 610-264-4544. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by the MPO, you may file a complaint using the procedures provided in our complaint process document or by contacting Hannah Milagio at 610-264-4544 or lvpc@lvpc.org.

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Thu Apr 9, 2026	Parkland Press	<i>All Zones</i>	Whitehall-Coplay Press	<i>All Zones</i>

Account Details

. LEHIGH VALLEY PLANNING COMMISSION
961 Marcon Blvd., Ste. 310
ALLENTOWN, PA 18109
610-264-4544
hmilagio@lvpc.org

PUBLIC NOTICE

**LEHIGH VALLEY TRANSPORTATION STUDY (LVTS) DRAFT 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM
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Apr 8-9

TITLE VI PUBLIC NOTICE

The LEHIGH VALLEY TRANSPORTATION STUDY (LVTS) (MPO) are committed to compliance with Title VI of the Civil Rights Act, applicable to the programs and activities they administer. Accordingly, the MPO is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, or national origin. LVPC's website, www.lvpc.org, may be translated into multiple languages. Publications and other public documents can be made available in non-English languages and alternative formats, if requested. The MPO will provide translation or interpretation services for individuals with language impediments provided the request for assistance is made four days prior to the meeting. The MPO will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services to Hannah Milagio, Program Associate for Community Engagement at planning@lvpc.org 610-264-4544. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by the MPO, you may file a complaint using the procedures provided in our complaint process document at www.lvpc.org or by contacting planning@lvpc.org or 610-264-4544.

AVISO PUBLICO DEL TÍTULO VI

EL ESTUDIO DE TRANSPORTE DE VALLE DE LEHIGH (Organización Metropolitana de Planificación [MPO, Metropolitan Planning Organization]) están comprometido con el cumplimiento de los requisitos de no discriminación del Título VI de la ley de derechos civiles, correspondientes a los programas y las actividades que administra. Por ende, la MPO se dedica a garantizar que los beneficiarios de un programa reciban oportunidades de participación pública sin tener en cuenta su raza, color, país de origen, sexo, edad, discapacidad o situación económica. El sitio de web de la Comisión de Planificación del Valley de Lehigh, www.lvpc.org, se puede traducirse en otras idiomas. Documentos públicos se pueden traducir en idiomas no-ingleses y formatos alternativos, si se solicita. La MPO brindará servicios de traducción y interpretación para personas con impedimentos lingüísticos siempre y cuando la solicitud de asistencia se haga cuatro días antes de la reunión. La MPO intentará responder a otras solicitudes, según sus posibilidades. Solicite servicios auxiliares llamando a Hannah Milagio, Asociada del programa de participación de comunidad, planning@lvpc.org o al 610-264-4544. Si cree que le negaron oportunidades de participación o que lo discriminaron de otra manera en relación con los programas o las actividades que administra la MPO, puede presentar una queja siguiendo los procedimientos que figuran en nuestro documento de proceso de queja a www.lvpc.org o comunicándose con planning@lvpc.org or 610-264-4544.

TITLE VI POLICY STATEMENT

The Lehigh Valley Planning Commission (LVPC) and the Lehigh Valley Transportation Study (LVTS) are committed to ensuring that no person is excluded from participation in or denied the benefits of its services based upon race, color, or national origin in any program or activity administered by the LVPC/LVTS and/or its sub-recipients, consultants and contractors.

It is LVPC/LVTS's objective to:

- Ensure that the level and quality of programs and activities is provided without regard to race, color, or national origin;
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects of programs and activities on minority and low-income populations;
- Promote the full and fair participation of all affected populations in land use and transportation planning decision making;
- Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- Ensure meaningful access to programs and activities by persons with Limited English Proficiency (LEP).

This policy statement expresses LVPC/LVTS's commitment to the nondiscrimination provisions of federal and state law and their subsequent compliance.

NONDISCRIMINATION PUBLIC NOTICE

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- Ensure meaningful access to programs and activities by persons with Limited English Proficiency (LEP).

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Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

Title VI of The Civil Rights Act of 1964 and Additional Nondiscrimination Requirements

The Lehigh Valley Transportation Study (LVTS MPO) does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, LVTS MPO will not, directly or through contractual arrangements:

- Engage in intentional discrimination because of race, color, or national origin;
- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

In addition to the aforementioned covered Title VI basis, LVTS MPO does not discriminate against individuals on the basis of disability in its services, programs or activities.

All complaints that allege exclusion from participation in, denial of benefits or discrimination on the grounds of race, color, or national origin from a program, service or activity administered by LVTS MPO shall be forwarded to the LVTS MPO Title VI Coordinator for intake and disposition consistent with the appropriate operating administration's complaint resolution process. Members of the public may file Title VI Complaints via email to TOscavich@lvpc.org (email address) or via mail at:

Lehigh Valley Planning Commission
615 Waterfront Drive, Suite 201
Allentown, PA 18102

Complaints that a program, service, or activity of LVTS MPO or one of its member municipalities is not accessible to persons with disabilities should be directed to:

Tracy Oscavich
Lehigh Valley Planning Commission
615 Waterfront Drive, Suite 201
Allentown, PA 18102
(610) 264-4544
TOscavich@lvpc.org

LVTS MPO will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.



Lehigh Valley Transportation Study

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Technical Committee

Procedures for 2027-2030

Transportation Improvement Program Revisions

Background

This Memorandum of Understanding (MOU) between the Lehigh Valley Transportation Study (LVTS), the Lehigh and Northampton Transit Authority (LANTA), and the Pennsylvania Department of Transportation (PennDOT) establishes procedures to be used for processing revisions to the 2027-2030 Transportation Improvement Program (TIP).

For more information on the development of the TIP, see Pennsylvania's 2027 Transportation Program General and Procedural Guidance and Pennsylvania's 2027 Transportation Program Financial Guidance. These documents were both released in fall 2025 and can be found on the Statewide Transportation Improvement Program (STIP) page on the State Transportation Commission (STC) website under 2027 Guidance Documents.

Definitions

- **Administrative Modification** - a minor revision to the Transportation Improvement Program (TIP) that does not require LVTS action.
- **Amendment** - a major revision to a TIP that involves approval by the LVTS.
- **Betterment** - surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of a highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as drainage improvements and guide rail updates.
- **Change in Scope** - a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** - PennDOT, LVTS, LANTA, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- **Fiscal Constraint Chart (FCC)** – a spreadsheet or a chart generated by the Multimodal Project Management System (MPMS) that depicts the transfer of funds
- **Interstate Management (IM) Program** - PennDOT's four-year listing of statewide interstate maintenance (non-capacity adding) projects.
- **New Project** - a project that has not been programmed in the current TIP and does not have previous obligations from a prior TIP.
- **Planning Partner** - one of the following: MPOs, or RPOs, or the independent County of Wayne.
- **Public Participation Plan (PPP)** - a documented broad-based public involvement process that describes how the LVTS will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.

- **Rapid Bridge Replacement (RBR)** - initiative (developed via a Public Private Partnership – P3) that follows the **Statewide Managed Program** guidance in the administration of the program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the STIP. Placement of RBR projects and or line items on LVTS’s TIP will be considered as an administrative action.
- **Reserve Line Item** - holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or a project phase(s).
- **Revision** - either an Amendment or an Administrative Modification to a TIP.
- **Statewide Managed Program (Statewide Program)** - includes those transportation improvements or projects that are managed on the STIP, including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to Highway Safety Improvement Program (HSIP), Railroad Crossing Program (RRX), and State Transportation Alternatives Program (TAP) projects. The Interstate Management Program (IM) will remain its own individual program.

TIP Administration

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If LVTS, LANTA, or PennDOT wishes to proceed with a federally funded project not programmed on the TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR §450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR §450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, LVTS, LANTA, FHWA, and FTA. Any alternative procedures must be agreed upon and documented in the TIP.

TIP revisions must be consistent with Pennsylvania’s Transportation Performance Management (TPM) requirements, Pennsylvania’s Long Range Transportation Plan (LRTP), and *FutureLV: The Regional Plan*, adopted in October 2019 and updated in October 2023. In addition, TIP revisions must support Pennsylvania’s Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management Plan (TAM), the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT’s Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT’s ongoing assessment, target setting, reporting and evaluation of performance data associated with the TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth’s transportation system.

TIP revisions must correspond to the adopted provisions of the 2024 LVTS Public Participation Plans (PPP). A PPP is a documented broad-based public involvement process that describes how LVTS will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity to public review and comment shall be provided for significant revisions to the TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. LVTS will coordinate with regional PennDOT to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an amendment to the STIP and region's TIP shall also be developed and approved by LVTS. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with LVTS region's PPP are required.

The federal planning regulations, 23 CFR §450.324(c), define update cycles for the LVTS LRTP. If the LVTS LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for LVTS. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulations.

TIP Revisions

In accordance with the federal transportation planning regulations 23 CFR §450 revisions to the STIP/TIP will be handled as an **Amendment** or an **Administrative Modification** based on agreed upon procedures detailed below.

An **Amendment** is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source;**
- Adds a new federally funded project, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$2 million for the Lehigh Valley Transportation Study
 - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation;
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and LVTS (not to exceed any federally-funded threshold contained in this MOU);

- Results in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project.

Approval by LVTS is required for **Amendments**. LVTS must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modification actions that occurred along with or were presented with this action at LVTS meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) materials, if available.

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the LVTS and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the federally-funded Statewide Program or increases/decreases exceeding the thresholds defined in the STIP MOU will be considered an amendment to the STIP (subsequent placement of these individual projects or line items on respective MPO TIP will be considered an administrative modification). In the case of Statewide Programs, including the Interstate Management Program and other federally-funded statewide programs, approval by PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and LVTS and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An **Administrative Modification** is a minor revision to a LVTS TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or LVTS TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure;
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the thresholds established above. (A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project);
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item but does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;

- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution.

Administrative Modifications do not affect air quality conformity, nor do they involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established in the MOU between PennDOT and LVTS (as detailed in the aforementioned Amendment Section); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. (A change in scope is a substantial alteration to the original intent or function of a programmed project.)

Administrative Modifications do not require federal approval. PennDOT and LVTS will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU, where federal funds are being utilized.

Transit

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint 23 CFR §450.218(l) and 23 CFR §450.326(g)(j)&(k) for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

TIP Financial Reporting

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. The reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement 23 CFR §450.334. Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

STIP/TIP Transportation Performance Management

In accordance with 23 CFR §450.326(c), PennDOT and the MPOs/RPOs will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

MPO/RPO TIP Revision Procedures

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of the Statewide TIP MOU. If a MPO/RPO elects to set more stringent

procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

The Statewide TIP MOU will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2026, and remain in effect until September 30, 2029, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles:

Ms. Kristin Mulkerin,
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date

Mr. Owen O'Neil,
Coordinating Committee Chair
Lehigh Valley Transportation Study

Date

Mr. Ryan Meyer,
Technical Committee Chair
Lehigh Valley Transportation Study

Date

Ms. Becky A. Bradley, AICP,
Secretary
Lehigh Valley Transportation Study

Date

Mr. Owen O'Neil,
Executive Director
Lehigh and Northampton Transportation Authority

Date



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

RESOLUTION XX-XX-XX-B 2027 – 2030 Transportation Improvement Program

SELF CERTIFICATION

RESOLUTION of the Lehigh Valley Transportation Study Metropolitan Planning Organization (LVT S MPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP).

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of a proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the State TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Section 134 of Title 23 USC, 49 USC 5303, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of an LRTP and TIP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.326 (j) and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)] and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Public Law 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA-funded projects have been met; and

WHEREAS, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the provision of 49 CFR Part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE BE IT RESOLVED THAT the Lehigh Valley MPO Technical Committee certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region’s transportation plans and programs, including the Federal Fiscal Year (FFY) 2027 – 2030 TIP.

NOW, THEREFORE BE IT RESOLVED THAT the Lehigh Valley MPO Coordinating Committee certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region’s transportation plans and programs, including the Federal Fiscal Year (FFY) 2027 – 2030 TIP.

I hereby certify that this Resolution was adopted by the Lehigh Valley Transportation Study Technical and Coordinating Committees at its joint meeting on XX.

ATTEST:

Ryan Meyer, Chair

LVTS Technical Committee

Owen O’Neil, Chair

LVTS Coordinating Committee

Becky A. Bradley, AICP, Secretary

LVTS Technical and Coordinating Committees

Projects Implemented from the 2025-2028 Transportation Improvement Program

The Lehigh Valley Transportation Study (LVTS), Lehigh and Northampton Transportation Authority (LANTA) and the Pennsylvania Department of Transportation (PennDOT) have identified major projects implemented or anticipated to be implemented from the 2025-2028 Transportation Improvement Program. The following lists indicate such projects by PennDOT as referenced in the PennDOT Multimodal Project Management System (MPMS) which enables transparency of projects including project descriptions, location(s), anticipated timelines and funding.

MPMS	Project Title	Completion Date (or Anticipated)
110086	LVTS Urban Intelligent Transportation System	5/15/2026
110169	SR 29/Cedar Crest Blvd Signal Upgrades	11/7/2026
109971	Route 145 Safety Improvements	10/27/2026
110170	MacArthur Rd Signal Upgrades	11/17/2025
107552	Gap Bridge Repairs	2/20/2026
57433	Lehigh Race St Intersection	8/17/2026
89627	Kernsville Rd Bridge	11/12/2024
85692	Mosserville Road over Ontelaunee Creek	11/25/2024
109966	LVTS Bridge Preservation & Repair 6	1/20/2025
12084	Richmond Bridge	11/1/2024
79468	Williams Twp Canal Wall Replacement	9/17/2026
85930	Lower South Main Street o/Martins Creek	1/14/2025
109914	Raubsville Road over Frey's Run	8/35/2026
89616	Country Club Rd o/US 22	11/6/2024
11981	Linden Street	11/14/2024
85940	Newburg Rd (SR 3020) o/Trib Monocacy Creek	4/30/2025
110062	Box Culvert Bundle-Round 1	11/13/2026
12286	Meadows Road Bridge (Co Br 15)	6/17/2026

LANTA Major Regional Projects from 2025 TIP Implemented

1. Heavy Duty Bus Purchase (MPMS # 95019) – Thirteen (13) total vehicles were ordered during FFY 2023 and were placed into revenue service in July 2024. Total Cost - \$7,693,634

2. Purchase Van/Minibuses (MPMS # 95008) – Twelve (12) vehicles that were ordered in September 2024 were delivered and placed into revenue service in December 2025. Total Cost - \$1,577,316.
LANTA ordered an additional fifteen (15) vehicles in July 2025 which should be arriving in early FFY2027 to be added into revenue service. Total Cost \$2,208,765
LANTA ordered one (1) vehicle in March 2025 which should be arriving in the middle of FFY2026 to be added into revenue service. Total Cost \$184,121

Projects Delayed from the 2025-2028 Transportation Improvement Program

The Lehigh Valley Transportation Study (LVTS), the Pennsylvania Department of Transportation (PennDOT) and the Lehigh and Northampton Transportation Authority (LANTA) have identified projects that have major delays from the FFY 2025-2028 Transportation Improvement Program. The following lists indicate such projects by PennDOT as referenced in the PennDOT Multimodal Project Management System (MPMS) which enables transparency of projects including project descriptions, location(s), anticipated timelines and funding. This list also includes a short narrative on the reasoning for the delay of the project from its initial timelines.

MPMS	Project Title	Reason for Delay
110173	State Route 309 Coopersburg Adaptive Signal	Due to draft 2027 TIP development discussions and priorities
110396	Summit Lawn to American Parkway Study	Due to draft 2027 TIP development discussions and priorities
11406	Front Street Bridge	Due to draft 2027 TIP development discussions and priorities
94873	Fifth Street Bridge	Due to coordination and letting with the SR 22/Fullerton Interchange
110076	Jordan Creek Bridge Replacement	Due to delay in receiving CE Clearance
92049	Schantz Rd / Trib to Cedar Creek	Due to structure priorities
110179	611 Retaining Wall Rehab – Easton	Due to design delays

FUTURELV THE REGIONAL PLAN



STRATEGY LABS SCHEDULE

- **Monday, May 11th, 2026, 3-5 PM @ LVPC Office**
 - **Topic: Economy-** How land use, education, workforce and community values converge to shape our future quality of life and economy.
 - ❖ **Roundtable Discussions:** Workforce, Economics of Land Use, Community Enhancements, Education, Mineral Extraction, Agriculture/Farmlands Industry
- **Monday, May 11th, 2026, 6:30-8:30 PM @ LVPC Office**
 - **Topic: Municipal Development and Land Use: Boroughs and Rural Areas;** This Strategy lab will be in partnership with Small Cities Lab and the Greater Lehigh Valley Chamber of Commerce- How municipal development and land use shape the challenges and opportunities facing our boroughs and rural communities.
 - ❖ **Roundtable Discussions:** Roundtable Discussions with Local Governments from Boroughs and Rural Communities
- **Tuesday, May 12th, 2026, 9-11 AM @ LVPC Office**
 - **Topic: Municipal Development and Land Use: Cities and Suburbs-** How municipal development and land use shape the challenges and opportunities facing our boroughs and rural communities.
 - ❖ **Roundtable Discussions:** Roundtable Discussions with Local Governments from Cities and Suburbs
- **Wednesday, May 13th, 2026, 9-11 AM @ LVPC Office**
 - **Topic: Transportation -** How roads, bridges, transit, and multimodal systems must evolve to support the mobility needs of a growing Lehigh Valley.
 - ❖ **Roundtable Discussions:** Transit, Highway/Bridge, Multimodal, Future Forces

- **Wednesday, May 13th, 2026, 1-3 PM @ LVPC Office**
 - **Topic: Arts and Culture** – How arts, culture, historic sites, parks and recreation shape our quality of life and give the Lehigh Valley its unique identity.
 - ❖ **Roundtable Discussions:** Arts + Culture, Tourism, Parks and Recreation, Historic Sites + Preservation

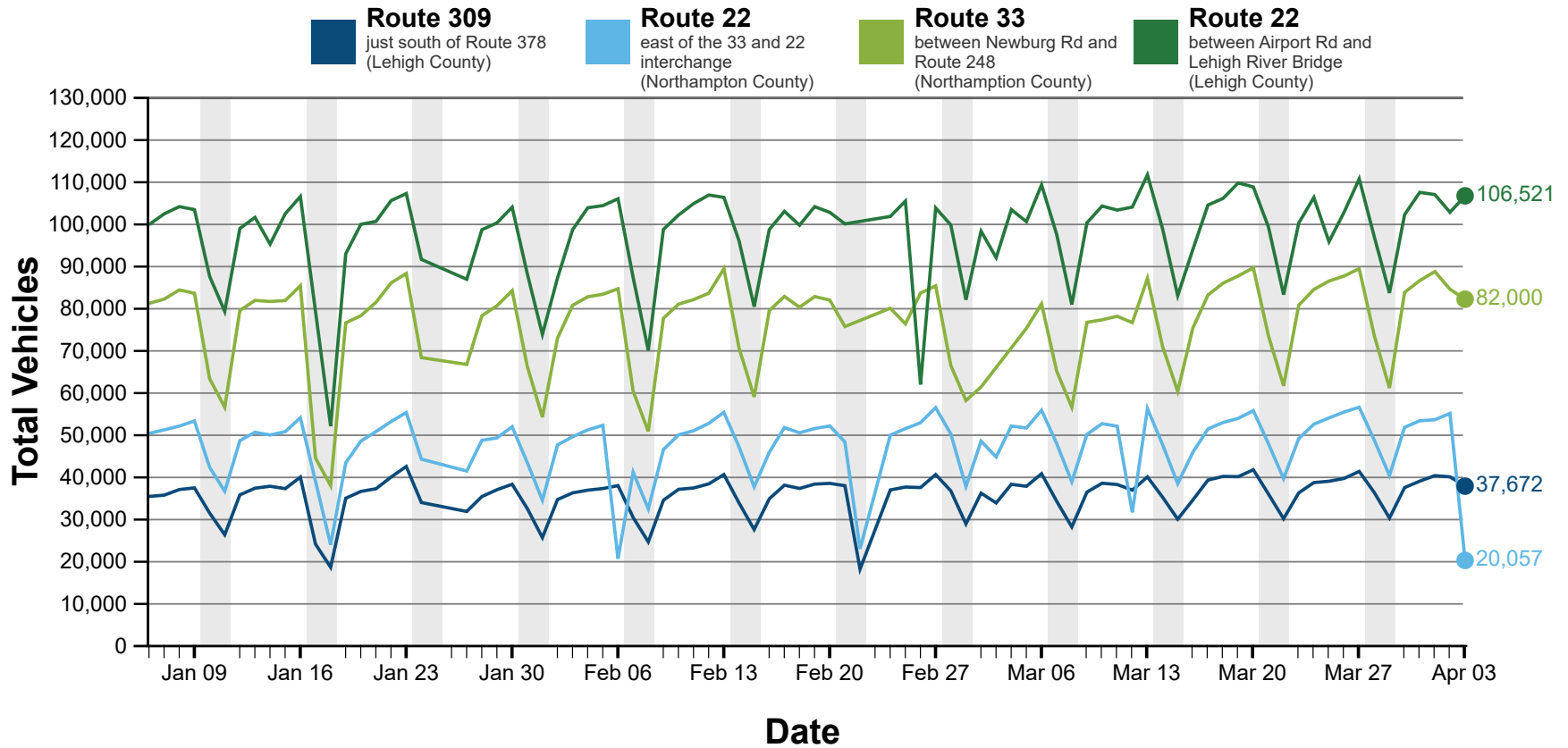
- **Monday, May 18th, 2026, 3-5 PM @ LVPC Office**
 - **Topic: Environment** – How the region's strength and vitality depend on protecting and managing its environment for long-term sustainability and quality of life, and how this becomes more complex as the region grows.
 - ❖ **Roundtable Discussions:** Climate Action, Resiliency, Natural Resources

- **Tuesday, May 19th, 2026, 3-5 PM @ LVPC Office**
 - **Topic: Community Infrastructure** - How this growing region must expand and modernize the capacity and resilience of core infrastructure systems—including municipal assets, water, sewer, stormwater, solid waste, gas, electric, and communications—to support future development.
 - ❖ **Roundtable Discussions:** Sewer + Water, Stormwater, Solid Waste Management, Municipal Assets, Gas, Electric, Communications Utilities.

- **Wednesday, May 20th, 2026, 2-4 PM @ LVPC Office**
 - **Topic: Care and Crisis** – How strengthening our hazard mitigation, emergency services and health care systems is integral to regional preparedness and community well-being.
 - ❖ **Roundtable Discussions:** Hazard Mitigation, Emergency Services, Health Care

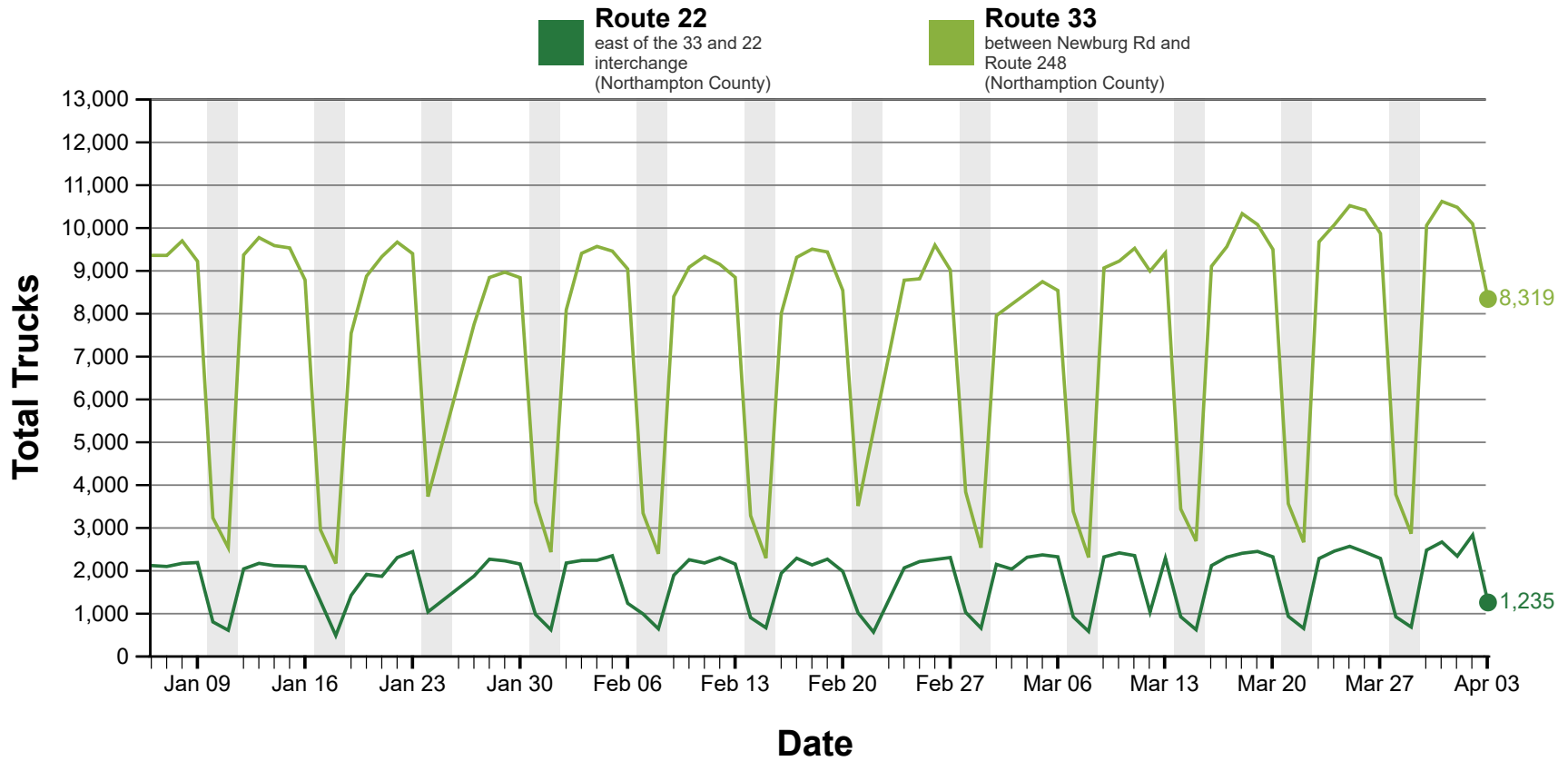
- **Thursday, May 21st, 2026, 9-11 AM @ LVPC Office**
 - **Topic: Trends and Future Forces** – How rapidly changing technology and societal preferences require us to anticipate change and adapt to support regional development and mobility.
 - ❖ **Roundtable Discussions:** Current and Future Societal Trends

Traffic Volumes Throughout the Lehigh Valley



**Data from Jan/5/2025 - Apr/3/2026 at daily intervals*

Truck Volumes Throughout the Lehigh Valley



*Data from Jan/5/2025 - Apr/3/2026 at daily intervals