



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

LVTS TECHNICAL COMMITTEE MEETING Wednesday, November 19, 2025, at 9:00 am Virtual Meeting Agenda

Roll Call

Courtesy of the Floor

Minutes

1. *ACTION ITEM:* Technical Committee approval of the Joint Technical and Coordinating Committee Meeting Minutes of October 15, 2025 (HM)
2. *ACTION ITEM:* Technical Committee approval of the Technical Committee Workshop Minutes of October 22, 2025 (HM)

Old Business

1. *INFORMATION/DISCUSSION ITEM:* 2027-2030 Transportation Improvement Program (TIP) (BB)
2. *INFORMATION ITEM:* 2025-2028 TIP Administrative Actions (JR)
3. *DISCUSSION/ACTION ITEM:* Congestion Management Process (CMP) Project Selection Criteria
 - a. 2016 Congestion Management Process: www.lvpc.org/transportation-programs under the "Current Transportation Plans" section

New Business

1. *ACTION ITEM:* 2026 LVTS Meeting Schedule (HM)
2. *INFORMATION ITEM:* 2026-2027 Technical and Coordinating Committee Nominations

Status Reports

1. *INFORMATION ITEM:* Highway Performance Monitoring System: Monthly Traffic Report
2. Public Engagement, Education and Grants Report

Adjournment

Next LVTS Meeting

LVTS Joint Technical and Coordinating Committee Workshop
December 5, 2025, at 9:00 am

LVTS Joint Technical and Coordinating Committee Meeting
December 17, 2025, at 9:00 am

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

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

The LVPC/LVTS website, www.lvpc.org, may be translated into multiple languages. Publications and other public documents can be made available in non-English languages and alternative formats, if requested.



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

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

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

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

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

LVTS Coordinating Committee

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

Members Absent:

Technical Committee

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

Coordinating Committee

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

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

Public Present:

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

Courtesy of the Floor

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

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

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

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

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

Minutes

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

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

- Roadway Functional Classification System Update
- Adjournment

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

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

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

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

Old Business

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

LVPC Strategic Plan

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

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

Ms. Hauck reviewed the goals under each pillar:

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

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

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

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

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

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

Mr. Molchany asked for clarification on the commuter movements slide, and the narrative¹ was corrected. He asked if there were any questions from LVTS members or the public on the presentation thus far. Mr. Slingerland asked if the analysis considered people working from home. He also asked if traffic patterns have returned to pre-pandemic levels, and if there had been an examination of traffic patterns in the City of Bethlehem where Route 378 acts as a thru-way between Route 22 and Interstate 78. Ms. Bradley stated that this was an excellent segue into the next section of this presentation.

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

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

¹ These minutes reflect the narrative as intended for clarity.

Congestion Management Process (CMP) Update

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

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

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

Lehigh County Industrial Land Use Guide

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

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

US Route 22 Plan

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

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

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

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

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

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

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

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

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

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

INFORMATION ITEM: 2025-2028 TIP Administrative Actions

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

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

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

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

INFORMATION ITEM: Update on Transportation Funding + PA Budget

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

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

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

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

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

New Business

INFORMATION ITEM: PennDOT Truck Parking Focus

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

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

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

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

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

Status Reports

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

Adjournment

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



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Lehigh Valley Transportation Study Minutes from Wednesday, October 22, 2025 Technical Committee Workshop

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

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

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

Members Absent:

Technical Committee

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

Staff Present: Hannah Milagio, Evan Gardi, Subham Kharel, Becky Bradley, David Cohen, Giovanna Rizkallah, Minsoo Park, Mackenzie Geisner, Clay Karnis

Public Present: Scott Vottero, Scott Cressman, Kerry Cox, Craig Beavers, Michael McGuire, Nyomi Nonnemaker, Andrzej Trela, Toni Mitman, Scott Slingerland, Gene Porochniak

Workshop

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

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

- Off System Bridges (BOF) supports minor collector and local functional classification bridges greater than 20 feet in length. It is sourced from federal funds from the Surface Transportation Block Grant Program (STBG) and the Bridge Formula Investment Program (BRIP), and the project funding is split 80% federal and 20% state. The allocation is formula-based, determined by bridge deck area, and covers both state and local bridges
- Bridge Formula Investment Program (BRIP) is used for replacement, rehabilitation, preservation, protection and construction of highway bridges greater than 20 feet in length. It is sourced from federal funds, and the project funding is split 80% federal and 20% state. Funds are distributed by

national formula; 40% of funds are distributed to bridges over 20 feet that is not on the National Highway System (NHS), and 60% are distributed to NHS and Interstate bridges over 20 feet.

- Carbon Reduction Program (CRP) supports projects that reduce transportation emissions through carbon reduction, efficiency improvements, and Transportation Systems Management and Operations (TSMO) initiatives. It is sourced from federal funds, and project funding is split 80% federal and 20% state. \$10 million has been reserved statewide for TSMO initiatives. Allocations distributed by formula, and they are based on 2020 census population.
- Carbon Reduction Program – Urban (CRP-U) is an urban-specific carve-out of the CRP, reserved for MPOs serving populations over 200,000.
- Highway Safety Improvement Program (HSIP) focuses on safety infrastructure projects addressing both systemic and site-specific crash patterns and priority safety initiatives. It is sourced from federal funds, and project funding is split 90% federal and 10% state. \$50 million is reserved statewide for safety initiatives, with \$12 million distributed equally across regions. Projects must align with the State Strategic Highway Safety Plan (SHSP).
- Highway Safety Improvement Program Spike (sHSIP) funds are held in statewide reserve and are not regionally allocated. These spike funds are used to cover high-cost, unexpected, or statewide priority projects that are beyond a region's normal allocation.
- National Highway Performance Program (NHPP) supports interstate management, NHS projects, and bridge inspection activities for state and local bridges. It is primarily sourced through federal funds, and project funding is split 80% federal 20% state. \$150 million was initially set aside for interstate management in 2021, and that investment will increase by \$50 million annually until reaching \$1 billion in 2028. \$8.6 million is set-aside annually for bridge inspection. The remaining funds are distributed to regions based on bridge and highway factors such as deck area, lane miles, vehicle travel miles (VTM), and pavement.
- Surface Transportation Block Grant Program (STP) is a broad program that funds a wide range of highway, bridge, transit, and other eligible transportation projects. It is sourced from federal funds, and project funding is split 80% federal and 20% state. Twenty percent of funds are held in a statewide reserve for large/high cost "spike" projects. Each year, \$17 million is reserved for bridge inspection and agency use. The remaining funds are distributed regionally based on factors like bridge deck area, lane miles, VTM, and pavement.
- Surface Transportation Block Grant Program Set-Aside, also known as the Transportation Alternatives Program (TAU), supports active transportation, trails, Safe Routes to School projects, and community enhancement initiatives. It is sourced from federal funds, and project funding is split 80% federal and 20% state. Under the Infrastructure Investment and Jobs Act (IIJA), 59% of funds must be suballocated by population and 41% of funds may be used for statewide projects. MPOs serving populations over 200,000 receive allocations directly under the federal formula.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) supports projects in air quality non-attainment or maintenance areas that improve air quality and relieve congestion. Eligible projects include transit enhancements, traffic flow improvements, and emission reduction initiatives. It is sourced from federal funds, and project funding is split 80% federal and 20% state. Funds are distributed to qualifying areas (counties with non-attainment or maintenance status) based on air quality classification and 2020 Census data, and \$25 million per year may be flexed to transit uses.

Mr. Cotter thanked Mr. Gardi for this review of the funding buckets and criteria. He asked if there were any questions from LVTS members or the public, and there were none.

DISCUSSION/ACTION ITEM: 2027-2030 Transportation Improvement Program Criteria Determination

Ms. Bradley reviewed the format of the criteria spreadsheet presented. Mr. Gardi reminded meeting participants that, during previous criteria setting workshops, the Technical Committee discussed each criterion and then assigned a score after a discussion of all the criteria. Mr. Cotter agreed that this would be a good method for the discussion.

Safety

Mr. Gardi read out the measures listed under the “Safety” factor: number of fatalities; number of suspected serious injuries; high injury network. Mr. Hopkins asked if the frequency of all crashes was considered. Ms. Bradley responded that it was, and that a heat map was created to show the frequency of crashes considered in measures listed. Mr. Hopkins stated that the measures presented only reflect crashes with fatalities and serious injuries, but that a high crash rate outside of fatalities and serious injuries can also show need. It was agreed that an additional measure would be added to the Safety factor: frequency of all crashes.

Mr. Petrik asked how many years of data are included in the safety measures, and Mr. Gardi said that the data will reflect the past five years. Ms. Bradley added that this aligns with Performance Measure-1 Safety requirements. Mr. Petrik asked how a quarter mile buffer for each of the safety measures listed correlates to projects. Mr. Gardi stated that this buffer is considered a walkable distance, which is important when considering incidents involving vulnerable road users. Ms. Bradley added that this can also indicate significant weaving or impediment issues. Mr. Petrik stated that this buffer makes sense for projects aimed at pedestrian infrastructure improvements or smaller scale lower roads, but he was unsure how this buffer correlates to projects that get funded out of other buckets. Ms. Bradley noted that, if the buffers in the criteria have strange impacts on the project list and scoring, alternate criteria can be proposed and voted on by the LVTS.

Ms. Ruth asked if the criteria is tied to the Highway Safety Network Screening Tool (HSNS). Mr. Gardi said that the HSNS was examined, and it could be referenced or included as a criterion on its own. Ms. Ruth stated that the HSNS should be included as a criterion, and she asked Mr. Raio if a project needs to be on the HSNS to get HSIP funding. Mr. Raio noted that a project does not need to be on the HSNS to receive HSIP funding, but that being on the HSNS makes it easier for a project to receive HSIP funding. Ms. Bradley added that the safety measures are tests for what should be on the screening list, and she believed it would make sense for the HSNS to be added as a factor. Mr. Porochniak added in the meeting chat: Per PennDOT's current guidelines, the Benefit Costs Ratio (BCR) ratio on the project needs to be at least 1.0.

Mr. Petrik asked if there will be a level of analysis to evaluate for the ability of the project to have an impact on any of the safety factors. Ms. Bradley stated that, once the criteria and weighting were set and adopted, the staff would automate the scores based on the criteria and weighting. They would also review project descriptions for any issues. Mr. Cotter asked if there were any additional questions from the LVTS members or the public. Ms. Mitman noted that Stefko and Emrick Boulevards in Northampton County go from two lanes to one lane without warning, and that this is a safety concern. There are many roadways with similar conditions and should be addressed. There were no additional questions or comments on safety criteria from LVTS members or the public.

Congestion Management

Mr. Gardi read the only measure under the Congestion Management factor: alignment with Congestion Management Plan (CMP). Ms. Bradley noted that this criterion supports congestion management goals and air quality conformity, as well as other performance measures. Ms. Mitman noted that congestion on Route 22 in Easton is a concern during peak travel times. Ms. Bradley stated that the CMP is being updated, and that the request for proposals for the Route 22 study has closed. Proposals for that study are currently being reviewed, and a lot will be happening with Route 22 in 2026. Ms. Mitman stated that congestion is caused by overdevelopment in the region. Route 22 is different than it was even five years ago, and driver has become outrageous. There were no additional comments on congestion management criteria from LVTS members or the public.

Accessibility and Mobility

Mr. Gardi read the measures under the Accessibility and Mobility factor: access to jobs; access to LANTA stops and routes; access to Enhanced Bus Service (EBS) stops and routes; percentage of zero vehicle households; access to institutional land uses. Mr. Gardi asked if the LVTS would like to have the EBS criterion in addition to the general LANTA criterion or include it in the general LANTA criterion. Ms. Bradley stated that the EBS is a big piece of *FutureLV: The Regional Plan*. Mr. Cotter noted that the EBS

is LANTA's most productive service and highest ridership. EBS travels through most urbanized areas of the region, and it could help some projects that would improve access and mobility that would really need it by being connected to a transit route. Mr. Cotter did not object to have the EBS as a separate criterion. Mr. Slingerland stated that EBS has been a game changer for LANTA, especially with respect to bus frequency. Giving EBS its own criterion will help alleviate congestion along the routes, and certain projects could benefit to solidify EBS further.

Mr. Petrik asked if access to institutional land uses would have a quarter mile buffer as well, and Mr. Gardi confirmed that it would. Ms. Mitman expressed concern about Lafayette College students getting to Forks Township safely, as this was brought up to her in discussion with Lafayette senior leadership. There were no further questions or comments from LVTS members or the public.

Environmental

Mr. Gardi read the measures under the Environmental factor: impact to natural resources; impact to cultural resources; impact to air quality. Ms. Bradley noted that the datasets behind these factors are used as a pre-screening tool. There were no additional comments or questions from LVTS members or the public.

Freight

Mr. Gardi read the measures under the Freight factor: alignment with the Eastern PA Freight Alliance Freight Infrastructure Plan; commodity flows and volumes; access to ports. Mr. Porochniak asked how the air quality impact will be assessed in terms of potential impacts. Dr. Kharel stated potential impact would be assessed using the Environmental Protection Agency (EPA) dataset on ozone and Particulate Matter (PM) 2.5 concentrations on census tract levels. This would be used to identify pollution concentration. Mr. Porochniak asked how the benefit of the project is going to be assessed against this area. Ms. Bradley stated that the projects are run through the automation based on the criteria and weighting, and then the project descriptions are evaluated.

Ms. Mitman stated that she is a member of a coalition against a warehouse in Easton. Noise and air pollution are significant issues in the eastern part of the region. There were no additional comments from LVTS members or the public.

Land Use

Mr. Gardi read the measures under the Land Use factor: transportation efficient land use; population density. Ms. Bradley noted that these measures were focused on population, whereas the measures in the Accessibility and Mobility factors were focused on employment. There were no additional comments from LVTS members or the public.

Non-Motorized Needs

Mr. Gardi read the measures under the Non-Motorized factor: alignment with *Walk/RollLV: Active Transportation Plan*; alignment with the Lehigh Valley Walk Audit Initiative. Mr. Slingerland asked if there could be a criterion for traffic calming design philosophy, except for limited access highways. Ms. Bradley stated that this design philosophy is incorporated into the goals and priorities of *Walk/RollLV: Active Transportation Plan*. The description of this measure was amended to read "alignment with the goals and priority locations of *Walk/RollLV: Active Transportation Plan*." There were no further comments from LVTS members or the public.

Infrastructure

Mr. Gardi read the measures under the Infrastructure factor: bridge condition; pavement condition. Mr. Porochniak asked if there was a measure related to asset management, and Ms. Bradley suggested that the asset management factor (AMF) be added as a measure. Mr. Petrik asked how the measures under the infrastructure factor would be assessed for locally owned infrastructure. Mr. Porochniak stated that bridge asset management (BAM) and pavement asset management (PAM) come from PennDOT, who can provide more information.

Ms. Bradley asked Mr. Raio if the project builder tool discussed at the annual Planning Partners meeting would be available to the LVTS for this TIP update. Mr. Raio stated that the tool is not yet ready, but that PennDOT District 5 will be able to assist the LVTS understand how it is dealing with BAMs and PAMs, which are also included under federal regulations. Ms. Bradley asked Ms. Ruth and other District 5 representatives to bring these to the November 5 workshop, but that this will be different for locally owned infrastructure. Mr. Petrik noted that this is why he initially asked the question, and he asked what local municipalities need to have to qualify. Ms. Bradley stated that the automation with criteria and weighting would need to be run, and further discussion would need to take place on November 5. Mr. Cotter asked if LVTS members were satisfied with the criteria. Mr. Petrik answered that he was unsure how the weighting would go for this category because of the BAM and PAM gap for locally owned infrastructure, but that he was satisfied to move ahead in the discussion of the criteria themselves.

LVTS Factors

Mr. Gardi read the measures under the LVTS Factors: project value; leveraging of other projects or funds; project delivery/shovel readiness; project timeframe. Mr. Cotter asked if the project readiness measure was intended to focus on the construction phase of a project, or if all the other phases of a project would be considered. Ms. Bradley stated that all project phases would be considered, and that this criterion is designed to ensure that projects do not jump the line. The TIP currently has a series of mega-projects, which makes it hard for anything else to advance. This criterion is not intended to harm big projects, but to ensure that smaller projects progress.

Criteria Weighting

Mr. Cotter opened the discussion by asking for clarification that the only unweighted, or yes/no, criterion would be whether a project was included in *FutureLV: The Regional Plan*. Mr. Gardi noted that this was the thought process behind the criteria spreadsheet. There was consensus that this criterion would be a simple yes/no, and that all other criteria would be weighted. Mr. Porochniak shared this link in the meeting chat: [Linking Performance and Asset Management - A White Paper Produced by the Federal Highway Administra...](#)

Mr. Yandem suggested that the committee use the processes from the Transportation Alternative Set-Aside (TASA) and CRP selection criteria to weight the TIP criteria. These processes assigned weights to the factors (also referred to as umbrellas), and from there divide the umbrella score among the measures. There was consensus from the committee that the TIP criteria weighting process would mirror those of TASA and CRP.

Ms. Bradley referred to the wall in the LVPC conference room throughout the discussion, as she was physically present in the room while most meeting participants were joining the virtual meetings from other locations. She noted that, for the CRP process, the equivalent umbrellas would be:

- Accessibility + Non-Motorized Needs + Safety = 12 points
- CMP = 18 points
- Environmental + Land Use + Freight = 30 points
- LVTS + Infrastructure = 40 points

Mr. Yandem stated that, since safety is a top priority, it might be better suited to be paired with CMP. Mr. Cotter noted that the environmental factor was heavily favored in the CRP process because of the goal of that program. He asked committee members if this should be the same for the whole TIP, or if the point valuation for the groupings listed above should be realigned. Mr. Yandem suggested that CMP be added to the first umbrella. Mr. Raio suggested that, if the committee wanted four umbrellas, they could be split accordingly:

- Accessibility + Non-Motorized Needs
- Safety + CMP
- Environmental + Land Use + Freight
- LVTS + Infrastructure

Ms. Bradley disagreed with this split; she noted that safety and CMP tie into decisions on transit and pedestrian infrastructure, as these are core goals and priorities of *FutureLV: The Regional Plan* and *Walk/RollLV: Active Transportation Plan*. Mr. Raio thanked Ms. Bradley for her perspective, and the committee decided on the following umbrellas:

1. Accessibility + Non-Motorized Needs + Safety + CMP
2. Environmental + Land Use + Freight
3. LVTS + Infrastructure

Mr. Cotter suggested the committee assign point values to the umbrellas and then subdivide among the factors and measures, and there was consensus. Mr. Yandem suggested the following umbrella point division, and there was consensus from the committee:

1. Accessibility + Non-Motorized Needs + Safety + CMP = 40 points
2. Environmental + Land Use + Freight = 20 points
3. LVTS + Infrastructure = 40 points

Mr. Hopkins stated that it would be helpful for the staff to prep criteria weighting beforehand to save time. Ms. Bradley noted that, per the MPO's most recent federal certification review, the criteria and weighting discussions needed to be more hands-on with committee members. Mr. Porochniak stated that FHWA was not opposed to having further discussions with weighting for the committee. Ms. Bradley said that, in previous processes, the staff would bring factors and weights prepared and review them with the committee. The federal certification review stated that this practice was not transparent and would no longer be acceptable; in-depth discussion would be required for every aspect of project selection. Mr. Porochniak noted that, in his opinion, the concern from the federal certification review came from the compression of the previous process. FHWA would not object to work being done ahead of the meeting, if all members and the public had opportunities to provide feedback.

Mr. Hopkins asked if there was an opportunity to update projects in the TIP. Ms. Bradley responded that the opportunity to update projects would come in the open call for projects with the update of the Metropolitan Transportation Plan (MTP). Mr. Hopkins asked when that would take place, and Ms. Bradley answered that the open call for projects would take place in Spring 2026.

Mr. Cotter returned the discussion to the factor weighting. He stated that the safety factor should be weighted higher than others in the first umbrella. Mr. Yandem suggested the following weighting for the factors within the first umbrella, and there was consensus:

- Safety = 15 points
- CMP = 10 points
- Accessibility + Mobility = 10 points
- Non-Motorized Needs = 5 points

Mr. Yandem suggested the following weighting for the second umbrella, and there was consensus:

- Environmental = 10 points
- Freight = 5 points
- Land Use = 5 points

Mr. Yandem suggested the following weighting for the final umbrella, and there was consensus:

- Infrastructure = 15 points
- LVTS = 25 points

Mr. Cotter suggested that the weights for each of the measures within the factors be split evenly, and there was consensus. Mr. Cotter asked for a motion to recommend the TIP Project Selection Criteria and Weights to the Coordinating Committee. Ms. Bradley made a motion to recommend the TIP Project Selection Criteria and Weights to the Coordinating Committee, and Mr. Yandem seconded the motion. Mr. Cotter asked if there were any comments from LVTS members and the public. Ms. Mitman wrote in the meeting chat "I have visited Los Angeles very frequently for the past 15 years. Please look up photos

of Interstate 10 as 'what NOT to do". The more lanes and roads they add, the more congestion and severe environmental issues." Ms. Bradley called for the vote, and the motion carried.

Adjournment

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

Factor	Measure	Description	Bucket Weight	Factor Weight	PM-1 Safety	PM-2 Bridge & Pavement Asset Management	PM-3 CMAQ & Freight	Transit PM
Overarching	Alignment with <i>FutureLV: The Regional Plan</i>	Inclusion in the Long Range Transportation Plan/Metropolitan Transportation Plan portion of FutureLV	Y/N					
Safety	# of Fatalities	Amount of fatal crashes within 1/4 Mile of the project	40	15	x			
	# of Suspected Serious Injuries	Amount of SSI crashes within 1/4 Mile of the project			x			
	# of Vulnerable Road User Crashes	Amount of pedestrian & bicycle crashes within 1/4 mile of the project			x			
	High Injury Network	1/4 mile around High Injury Network			x			
	Alignment with the Highway Safety Newtork Screening Tool	Inclusion in the HSNS			x			
	Frequency of All Crashes	Frequency of all crashes regardless of severity within 1/4 mile of the project			x			
Congestion Management	Alignment with Congestion Management Plan	Improvements proposed to a congested corridor as noted in the CMP including reduction in transportation delay.		10			x	
Accessibility & Mobility	Access to Jobs	Vicinity of project to Employment Centers - 1/4 Mile		10			x	x
	Access to LANTA Stops & Routes	Project within 1/4 Mile to Lehigh and Northampton Transportation Authority Stops & Routes						x
	Access to EBS Stops & Routes	Project within 1/4 Mile to Enhance Bus Service Stops & Routes						x
	% of Zero Vehicle Households	Percentage of Zero Vehicle households within 1/4 Mile to project						x
	Access to Institutional Land-Uses	Schools, Universities, Colleges, Technical Education, Healthcare, Senior Centers, Government Facilities, Publically owned Parks & Recreation Facilities - 1/4 Mile						x
Non-Motorized Needs	Alignment with Walk/RollLV	Aligns with the goals & priority locations identified in <i>Walk/RollLV: The Active Transportation Plan</i>		5	x			x
	Alignment with Lehigh Valley Walk Audit Initiative	Project improves a location identified in the LV Walk Audit Initiative			x			x
Environmental	Impact to Natural Resources	Mitigates impacts/development within the identified Medium & High Conservation Priority Areas in FutureLV	20	10			x	
	Impact to Cultural Resources	Assessment of potential effects to historic and/or cultural assets					x	
	Impact to Air Quality	Assessment of potential to impact to Ozone and Particulate Matter					x	
Freight	Alignment with Eastern PA Freight Alliance Freight Infrastructure Plan	In a priority infrastructure improvement area as identified in the Freight Infrastructure Plan		5			x	
	Commodity Flows & Volumes	Along freight corridors supporting the movement of goods with high volume, value, and tonnage					x	
	Access to Ports	Airports, Rail Centers					x	
Land Use	Transportation Efficient Land Use	Located within Development or Preservation Buffer Area identified in <i>FutureLV</i>		5			x	x
	Population Density	Population Density - Potential to serve more people			x		x	x
Infrastructure	Bridge Condition	A bridge in poor condition, improves condition	40	15		x		
	Pavement Condition	A roadway in poor condition, improves condition				x		
	Asset Management Factor (AMF)	Project aligns with BAMS & PAMs				x		
LVTS Factors	Project Value	If the project or phase of the project can be fully covered by the funds allocated to the region.		25				
	Leveraging of other projects or funds	How the project leverages funding from other sources, including federal agencies, state agencies, local governments, and/or community-based organizations. Could the project be combined or let with another?						
	Project Delivery/Shovel Readiness	Can be completed within the 4 years of the TIP. If its preliminary engineering done or if they have clearances done.						
	Project Time-frame	Is the project in the Short-Range or Mid-Range section of <i>FutureLV</i>						

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical Committee

TIP Modifications from October 4, 2025 through November 7, 2025

MPO Tech Meeting: November 19, 2025

MPO Coord Meeting: December 17, 2025

Administrative Action #1				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Main St - 21st St to Cherryville Rd 4003 - 02M Northampton County	113812	CON	Before	STU	Toll	350,000				360,700												710,700.00	Increase to cover low bid.
			Adjust	STU	Toll					228,751												228,751.00	
			After	STU	Toll	350,000				589,451												939,451.00	
Urban Line Item Reserve	82810	CON	Before	CRP						93,000			93,000			93,000			4,744,000			5,023,000.00	Source.
			Before	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00		
			Before	STU					604,068			159,064			21,745			73,246,508			74,031,385.00		
Lehigh County			Adjust	STU					(228,751)										4,744,000			(228,751.00)	
			After	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00		
			After	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00		
			After	STU					375,317			159,064			21,745			73,246,508			73,802,634.00		
Administrative Action #2				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Lehigh Race Street Intersection 1004 - 03S Lehigh County	57433	CON	Before	STP	581					200,000	50,000											250,000.00	Increase to cover additional inspection costs due to contract time extension.
			Adjust	STP	581					161,540	40,385											201,925.00	
			After	STP	581					361,540	90,385											451,925.00	
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185					1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00	Source.
			Before	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			Before	NHPP					3,973,548			1,519,940			319,000			67,372,480			73,184,968.00		
			Before	STP	581				2,298,566	1,019,083		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,509,099.00		
			Adjust	STP	581				(161,540)	(40,385)											(201,925.00)		
			After	BOF	185				1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00		
			After	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			After	NHPP					3,973,548			1,519,940			319,000			67,372,480			73,184,968.00		
			After	STP	581				2,137,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,307,174.00		
Administrative Action #3				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Hecktown Road Bridge over US 22 2027 - 01B Northampton County	89614	CON	Before	STU	Toll	4,649,468				800,532												5,450,000.00	Release due to low bid savings.
			Adjust	STU	Toll					(57,211)												(57,211.00)	
			After	STU	Toll	4,649,468				743,321												5,392,789.00	
Urban Line Item Reserve	82810	CON	Before	CRP						93,000			93,000			93,000			4,744,000			5,023,000.00	Balancing source to maintain fiscal constraint.
			Before	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00		
			Before	STU					375,317			159,064			21,745			73,246,508			73,802,634.00		
			Adjust	STU					57,211												57,211.00		
			After	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00		
			After	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00		
			After	STU					432,528			159,064			21,745			73,246,508			73,859,845.00		
Administrative Action #4				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Donats Peak Road Bridge over Kistler Creek 4037 - 02B Lehigh County	11588	CON	Before		185					1,450,000												1,450,000.00	Increase to cover PS&E estimate.
			Adjust		185						92,162											92,162.00	
			After		185						1,542,162											1,542,162.00	
Donats Peak Road Bridge over Kistler Creek 4037 - 02B Lehigh County	11588	UTL	Before		185					5,305												5,305.00	Release due to phase not being needed.
			Adjust		185						(5,305)											(5,305.00)	
			After		185						0											0.00	
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185					1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00	Source.
			Before	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			Before	NHPP					3,973,548			1,519,940			319,000			67,372,480			73,184,968.00		
			Before	STP	581				2,137,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,307,174.00		
			Adjust	BOF	185						(86,857)											(86,857.00)	
			After	BOF	185				1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00		
			After	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			After	NHPP					3,973,548			1,519,940			319,000			67,372,480			73,184,968.00		
			After	STP	581				2,137,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,307,174.00		
Interstate Administrative Action #1				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
LVTS Interstate Truck and Safety Study 78 - DPS Lehigh County	122987	STUDY	Before		581				0													0.00	Adding Study phase to 2025 program.
			Adjust		581				879,994													879,994.00	
			After		581				879,994													879,994.00	
Interstate Contingency	75891	CON	Before	NHPP	581			1,273,788	104,165,148	4,265,518		57,226,060	5,245,021		22,471,909	8,857,144					203,504,588.00	Source.	
			Before	BRIP	185			3,893,013		1,026,000				10,917,437		7,593,024							23,429,474.00
Line Item	75891	CON	Adjust	NHPP	581			(879,994)														(879,994.00)	
			Adjust	BRIP	185																	0.00	
			After	NHPP	581			393,794	104,165,148	4,265,518		57,226,060	5,245,021		22,471,909	8,857,144					202,624,594.00		
Central Office			After	BRIP	185			3,893,013		1,026,000				10,917,437		7,593,024					23,429,474.00		

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical Committee

TIP Modifications from October 4, 2025 through November 7, 2025

MPO Tech Meeting: November 19, 2025

MPO Coord Meeting: December 17, 2025

Interstate Administrative Action #2				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
District Wide Interstate Concrete Patching 78 - DCP	120146	CON	Before	NHPP	Toll	4,740,600			0												4,740,600.00	Increase to meet low bid.	
Adjust			NHPP	Toll				649,452													649,452.00		
After			NHPP	Toll	4,740,600			649,452															5,390,052.00
Interstate Contingency	75891	CON	Before	NHPP					103,624,848			57,226,060			22,471,909							183,322,817.00	Source.
Line Item			Adjust	NHPP				(649,452)													(649,452.00)		
Central Office			After	NHPP				102,975,396			57,226,060			22,471,909								182,673,365.00	
Administrative Action #5				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Transp Alternative Project Management - TEM	89055	PE	Before	STP	Toll	162,000			75,000			75,000			75,000			600,000			987,000.00	Increase for ongoing TASA management of ongoing and new projects.	
Adjust			STP	Toll				185,000													185,000.00		
After			STP	Toll	162,000			260,000			75,000			75,000			600,000						1,172,000.00
LVTS TOC Operator	114344	CON	Before	NHPP	Toll	50,000			50,000			50,000			50,000			400,000			600,000.00	Increase to cover negotiated agreement.	
Adjust			NHPP	Toll				79,626													79,626.00		
After			NHPP	Toll	50,000			129,626			50,000			50,000			400,000						679,626.00
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185				1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00	Source.	
			Before	BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00			
			Before	NHPP				3,973,548			1,519,940			319,000			67,372,480			73,184,968.00			
			Before	STP	581			2,137,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,307,174.00			
			Adjust	NHPP				(79,626)												(79,626.00)			
			Adjust	STP	581				(185,000)												(185,000.00)		
			After	BOF	185				1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00		
			After	BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00			
			After	NHPP				3,893,922			1,519,940			319,000			67,372,480			73,105,342.00			
			After	STP	581				1,952,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,122,174.00		
Administrative Action #6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
SR 512 of Brush Meadow Creek	85945	CON	Before	STP	Toll	1,381,402			292,198												1,673,600.00	Increase to cover PS&E estimate.	
Before			STU	Toll	400,000			426,400												826,400.00			
Adjust			STU	Toll				245,924												245,924.00			
After			STP	Toll	1,381,402			292,198												1,673,600.00			
Northampton County			After	STU	Toll	400,000			672,324										1,072,324.00				
Urban Line Item Reserve	82810	CON	Before	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	Source.	
Before			CRPU				1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00				
Before			STU				432,528			159,064			21,745			73,246,508			73,859,845.00				
Adjust			STU				(245,924)												(245,924.00)				
After			CRP				93,000			93,000			93,000			4,744,000			5,023,000.00				
After			CRPU				1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00				
Lehigh County			After	STU				186,604			159,064			21,745			73,246,508			73,613,921.00			
Administrative Action #7				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
PA 309 Resurface	102312	UTL	Before	STU	581				0	0											0.00	Increase to cover PPL agreement amount.	
Adjust			STU	581				155,216	38,804												194,020.00		
After			STU	581				155,216	38,804												194,020.00		
Urban Line Item Reserve	82810	CON	Before	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	STU source.	
Before			CRPU				1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00				
Before			STU				186,604			159,064			21,745			73,246,508			73,613,921.00				
Adjust			STU				(155,216)													(155,216.00)			
After			CRP				93,000			93,000			93,000			4,744,000			5,023,000.00				
After			CRPU				1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00				
Lehigh County			After	STU				31,388			159,064			21,745			73,246,508			73,458,705.00			
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185				1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00	581 source.	
Before			BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00				
Before			NHPP				3,893,922			1,519,940			319,000			67,372,480			73,105,342.00				
Before			STP	581			1,952,026	978,698		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,122,174.00				
Adjust			STP	581				(38,804)												(38,804.00)			
After			BOF	185				1,098,258	228,676		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,380,477.00			
After			BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00				
After			NHPP				3,893,922			1,519,940			319,000			67,372,480			73,105,342.00				
After			STP	581				1,952,026	939,894		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,083,370.00			
Administrative Action #8				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Mauch Chunk Rd Signal Upgrade	110174	CON	Before	CAQ		1,200,000			345,000			0									1,545,000.00	Increase to cover PS&E estimate, including incorporated non-participating UTL costs.	
Adjust			CAQ					359,852			18,429										378,281.00		
After			CAQ		1,200,000			704,852			18,429										1,923,281.00		
SR 512 Bath Boro Corridor Signal Optimization	113887	CON	Before																		0.00	Deobligation returned to region for reassignment.	
Adjust			CAQ					(359,852)													(359,852.00)		
After																					0.00		

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical Committee

TIP Modifications from October 4, 2025 through November 7, 2025

MPO Tech Meeting: November 19, 2025

MPO Coord Meeting: December 17, 2025

Administrative Action #9				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks		
Project Title		MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Shimmersville Hill Safety Improvements		110183	CON	Before	HSIP	Toll	3,208,806			2,255,675			1,700,000			1,590,519						8,755,000.00	Release HSIP funds to match maximum approved amount and increase to cover PS&E estimate.	
				Before	STP	Toll				0												0.00		
				Before	STU	Toll				0												0.00		
Adjust	HSIP			Toll				914,669			(1,700,000)			(1,590,519)							(2,375,850.00)			
Adjust	STP			Toll				3,000,000														3,000,000.00		
Adjust	STU			Toll				1,214,654																1,214,654.00
29 - 05S		110183	CON	After	HSIP	Toll	3,208,806			3,170,344			0			0							6,379,150.00	
				After	STP	Toll				3,000,000														3,000,000.00
				After	STU	Toll				1,214,654														1,214,654.00
Before	HSIP			Toll				1,150,000			1,000,000			1,032,700								3,182,700.00		
Adjust	HSIP			Toll				(914,669)			914,669											0.00		
After	HSIP			Toll				235,331			1,914,669			1,032,700									3,182,700.00	
SR 191 Lower Nazareth Intersection Improvements		116936	CON	Before	HSIP	Toll				289,363			96,000			1,893,169			39,246,000				41,524,532.00	
				Adjust	HSIP	Toll							785,331			1,590,519							2,375,850.00	
				After	HSIP	Toll				289,363			881,331			3,483,688			39,246,000				43,900,382.00	
Before	NHPP			581	7,424,300	4,750,000		3,785,700	5,375,000			708,745										22,043,745.00		
Before	STP				4,806,000			3,694,000															8,500,000.00	
Before	STU				8,500,000			7,511,436			2,834,980												18,846,416.00	
309 - 12M		96432	CON	Adjust	STP					(3,000,000)													(3,000,000.00)	
				Adjust	STU					(1,214,654)														(1,214,654.00)
				After	NHPP	581	7,424,300	4,750,000		3,785,700	5,375,000			708,745										22,043,745.00
After	STP				4,806,000			694,000															5,500,000.00	
After	STU				8,500,000			6,296,782			2,834,980												17,631,762.00	
						Before FFY Totals				36,872,576	9,916,801	0	277,819,959	17,215,419	0	138,913,216	19,033,446	0	65,942,042	24,735,524	0	1,102,904,796	507,730,796	
FFY Adjustment Totals						0	0	0	0	0	18,429	0	0	0	0	0	0	0	0	0	0	18,429		
After FFY Totals						36,872,576	9,916,801	0	278,179,811	17,215,419	18,429	138,913,216	19,033,446	0	65,942,042	24,735,524	0	1,102,904,796	507,730,796		2,201,462,856			

NOTES:

MEMORANDUM

DATE: November 12, 2025
TO: LVTS Technical and Coordinating Committees
FROM: LVPC Project Team
CC:
REGARDING: Congestion Management Process and Plan

Traffic congestion is a natural outcome of regional growth, reflecting rising travel demand on the transportation network. When unmanaged, it can limit access to jobs, housing, education, and healthcare, diminishing economic vitality and quality of life. Congestion occurs when roadway demand exceeds capacity, leading to delays, wasted fuel, and declining air quality. While moderate congestion may signal a strong economy, sustained or severe congestion undermines system efficiency and regional mobility. Managing it therefore requires balancing economic growth with accessibility and sustainability.

At the federal level, congestion management is guided by legislation requiring Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs) to maintain a Congestion Management Plan (CMP). Established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and strengthened through subsequent laws—SAFETEA-LU, MAP-21, the FAST Act, and the Infrastructure Investment and Jobs Act (IIJA)—the CMP is a core element of metropolitan transportation planning. It integrates with the Long-Range Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP) to ensure coordinated, performance-based decision-making.



The Congestion Management Plan is a performance-based assessment, that is data-driven and evaluates how well the transportation system meets established goals and objectives.

Performance-based assessment refers to a data-driven approach that evaluates how well the transportation system meets established goals and objectives. It uses measurable indicators such as reliability, travel time, and access to guide investment priorities and monitor progress over time. Within this framework, the LVPC/LVTS collaborate with state and transit agencies to track how effectively the network supports passenger and freight mobility.

During this congestion management process and plan the LVTS will evaluate transportation system performance, identify priority corridors, and recommend strategies to improve mobility and reliability. The CMP also informs *FutureLV: The Regional Plan*/MTP updates and aligns with regional objectives for mobility, accessibility, equity, safety, and sustainability.

The table below summarizes the CMP goals, associated measure types, specific measures, their definitions, and methods of measurement and is the basis for discuss and prioritization.

CMP Goals	Measure Type	Name of Measure	Definition	Measurement
Enhancing system reliability and mobility	PM3 (performance measures): reliability measures	Peak hour excessive delay (PHED)	PHED measures the amount of extra time drivers spend in traffic during rush hour. A corridor/bottleneck is considered highly congested if the delay is worse than the regional average.	Total hours of delay during rush hour that go beyond an acceptable limit. A corridor/bottleneck is considered highly congested if its delay is above the regional average.
		Level of travel time reliability (LOTTR)	LOTTR shows how dependable travel times are from day to day. If this number is high, it means your trip time can vary a lot depending on the day.	Measures how consistent travel times are during busy periods. A value of 2.50 or higher means low reliability; 1.50–2.49 means moderate reliability.
	Congestion intensity measures	Volume to capacity (V/C) ratio	V/C ratio compares how much traffic a road carries (volume) to how much it was built to handle (capacity). A higher ratio means the road is overcrowded.	Shows how much traffic a road carries compared to how much it was designed for. Roads/Bottlenecks are considered congested when this ratio is greater than 0.85.
		Travel time index (TTI)	TTI compares how long a trip actually takes versus how long it would take with no traffic.	Compares actual travel time to free-flow (no-traffic) conditions. The higher the number, the worse the congestion.
	PM3: Truck reliability and congestion intensity measures	Truck travel time index (TTTI)	Similar to TTI but focuses on trucks. A high number means trucks are heavily delayed compared to free-flow conditions.	Similar to TTI but focuses only on truck travel.
		Truck travel time reliability (TTTR)	TTTR evaluates how consistent truck travel times are. High values mean truck travel times vary widely and are less predictable.	Measures how reliable truck travel times are on major highways during peak hours.
Ensuring Cross-Border Mobility and Network Modernization	Network modernization	Freight centers and Lehigh Valley airport terminals	Corridors/bottlenecks are selected if they are located near major freight facilities or airports, where truck activity and deliveries are common.	Quarter mile of major freight centers or airport terminals in the Lehigh Valley.

Supporting the goals identified in <i>FutureLV: The Regional Plan</i>	Ozone and particulate matter 2.5	Ozone and particulate matter 2.5 concentration	Identifies areas with higher air pollution levels than the regional average. These are areas more affected by emissions and poor air quality.	Census tracts where ozone or fine particulate matter levels are higher than the regional average.
	Multimodal accessibility	Near fixed route transit system	Corridors/bottlenecks are selected if they are located close to fixed route public transit system.	Within quarter mile of the fixed route transit system
		Near population and employment centers	Corridors/bottlenecks are selected if they are located in an area with high concentrations of residents or jobs, where many people live or work.	Census blocks with high population density or within quarter mile buffer of employment centers.
		Near corridors identified in FutureLV	Corridors/bottlenecks are selected if they are close to major corridors that are part of the region's metropolitan transportation plan.	Quarter mile buffer of a corridor identified in FutureLV
	Safety	Locations with maximum crash severity	Corridors/bottlenecks are selected if they are located in areas where serious crashes happen more frequently, indicating potential safety concerns.	Quarter mile buffer of an area with high crash severity as determined through the Pennsylvania Crash Information Tool.
	Infrastructure Resilience	Near major bridges	Corridors/bottlenecks are selected if they are near bridges that carry higher daily traffic volumes.	If the Annual Average Daily Traffic on the bridge exceeds the regional average
		Located in a flood hazard area	Corridors/bottlenecks are selected if they fall within a flood-prone area as identified by FEMA. These are more likely to be impacted during flooding events.	Quarter mile of the 2024 national flood hazard (quarter mile)



2026 LVTS MEETINGS

The following is the schedule of regular monthly meetings of the Lehigh Valley Transportation Study (LVTS). All LVTS meetings will be held virtually via Microsoft Teams. All LVTS meetings can be accessed virtually at www.tinyurl.com/LVTS2026 or by phone at 610-477-5793 ID: 987 695 225#

Joint Technical & Coordinating Committee

Meets on the third Wednesday of January, February, and every other month following February, at 9:00 AM. *Except October.

Wednesday	January 21, 2026	9:00 AM
Wednesday	February 18, 2026	9:00 AM
Wednesday	April 15, 2026	9:00 AM
Wednesday	June 17, 2026	9:00 AM
Wednesday	August 19, 2026	9:00 AM
Wednesday	*October 14, 2026	9:00 AM
Wednesday	December 16, 2026	9:00 AM

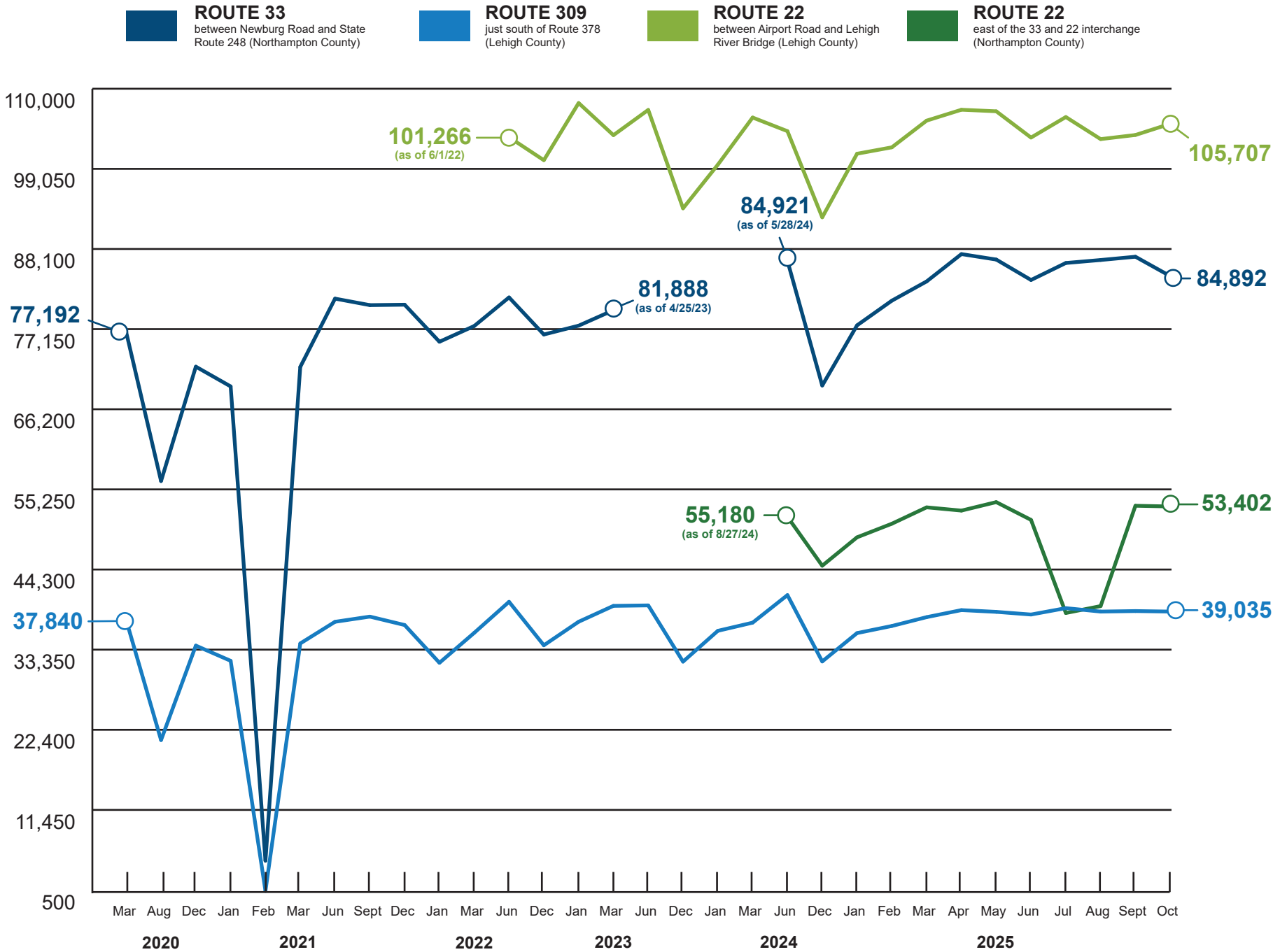
Technical Committee

Meets on the third Wednesday of every other month, starting in March, at 9:00 AM.

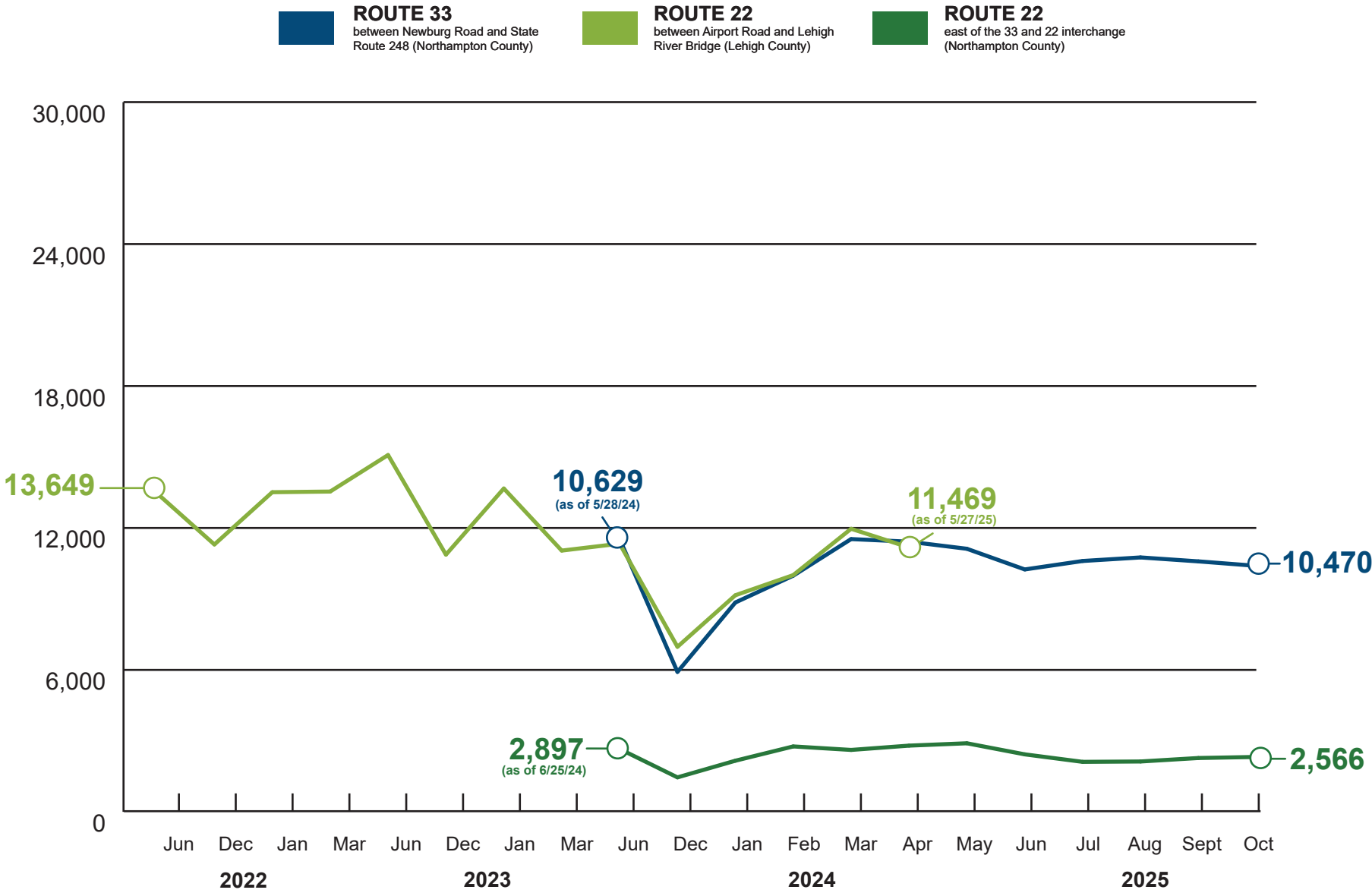
Wednesday	March 18, 2026	9:00 AM
Wednesday	May 20, 2026	9:00 AM
Wednesday	July 15, 2026	9:00 AM
Wednesday	September 16, 2026	9:00 AM
Wednesday	November 18, 2026	9:00 AM

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 the LVTS complaint process document or by contacting Hannah Milagio at 610-264-4544 or lvpc@lvpc.org.

TRAFFIC VOLUME AROUND THE LEHIGH VALLEY



TRUCK VOLUME AROUND THE LEHIGH VALLEY





Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: November 5, 2025
TO: Lehigh Valley Transportation Study
FROM: Lehigh Valley Planning Commission

REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, November 3 on WDIY radio 88.1 FM, focused on how Lehigh Valley communities can prepare for data centers, advanced manufacturing and cryptocurrency mining. With co-hosts Becky Bradley and Matt Assad, LVPC Chief Community and Regional Planner Jill Seitz discussed the creation of the Lehigh County Industrial Land Use Guide as a tool to help communities prepare for the new generation of planning trends. The podcast is now streaming at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newsly. The next Plan Lehigh Valley will air December 1 at 6:30 pm.

The next **Morning Call Business Cycle Column** will publish on Sunday, November 9, and will also focus on the Lehigh County Industrial Land Use Guide, with a special look at how technology is ramping up how quickly land use trends change. In the column, Becky discusses why things like data centers and largescale 3D Printing are a very different planning uses, and how communities can be ready for them. The column will be available at www.lvpc.org/newsly and mcall.com. The next column in the Morning Call will publish on Sunday, December 21.

Educational Opportunities

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

Trucks on Local Roads: Issues and Solutions

What: Truck traffic on local roads is a difficult balancing act for many municipalities in Pennsylvania. While trucks need access to pick-up and deliver the goods that are necessary for everyday life and the economy, many local roads are not suitable for truck travel. Furthermore, recent changes to State Law in Act 31 of 2018 add more complications. This class will:

- Review current state laws and regulations on truck access and restrictions.
- Discuss the traffic study requirements and options for restricting truck traffic.
- Examine real local truck traffic issues, problems, and solutions.
- Explore planning approaches for trucks, including land use, the roadway network, and ordinances.

Who: All municipal employees involved with trucks on the local roads. While the primary audience is road crews and roadmasters, everyone involved with trucks in the municipality should attend, including public works employees, street superintendents, elected officials, law enforcement personnel, municipal managers, office staff, and engineers.

When: Tuesday, December 2, 8 AM to noon

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

Anyone can register at www.gis.penndot.gov/LTAP or by contacting Hannah Milagio at hmilagio@lvpc.org or 610-264-4544

Grant Opportunities

PA Department of Transportation (PennDOT) Green Light – Go

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

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

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

Pre-Applications Project Scoping forms must be filed by January 2, 2026 and the full application period runs from March 1, 2026 through March 31, 2026. In addition to the electronic application, applicants must update information in the Department's Traffic Signal Asset Management System as indicated in the Green Light—Go Program guidelines posted on the Department's Traffic Signal website.

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

PA Department of Transportation (PennDOT) NEVI Corridor Connections

Funds for the PennDOT NEVI program are to be awarded on a competitive basis to plan, design, construct, operate, and maintain Electric Vehicle Supply Equipment (EVSE) sites across Pennsylvania. All incorporated entities are eligible to receive NEVI funds, and project sites must

be located in an eligible corridor group. Interstate 78 in Lehigh and Northampton counties is a Priority 1 location. **PennDOT will begin accepting proposals on December 22, 2025.** **Proposals must be submitted by 5:00 PM EST on January 30, 2026.** For more information, go to <https://www.pa.gov/agencies/penndot/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/corridor-connections-funding-round>