



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING

Wednesday, April 16, 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 March 19, 2025 (BD)
2. *ACTION ITEM*: Coordinating Committee approval of the Joint Technical and Coordinating Committee Meeting Minutes of March 19, 2025 (BD)

Old Business

1. *DISCUSSION AND ACTION ITEM*: State Transportation Commission 12-Year Program Survey (BD, EG)
2. *PRESENTATION, DISCUSSION AND ACTION ITEMS*: 2025 Work Program Updates
 - a. *PRESENTATION AND DISCUSSION ITEM*: Roadway Functional Classification System Update (FU, SK, MG)
 - b. TASA Project Selection (EG)
 - i. *PRESENTATION AND ACTION ITEM*: Selection Criteria
 - ii. *INFORMATION ITEM*: Next Steps
 1. Workshop #2 Wednesday, May 21st, 10:30 AM, In-Person
 - c. *INFORMATION ITEM*: Carbon Reduction Program Funds Reallocation
 - i. MPMS 120973 – Carbon Reduction Monitoring and Evaluation Program (BB/FU)
 - ii. Next Steps (HM)
 1. Workshop #1, Wednesday, June 25th, 9:00 AM, In-Person
 2. Workshop #2, Wednesday, July 16th, 10:30 AM, In-Person
3. *INFORMATION ITEM*: 2025-2028 Transportation Improvement Program (TIP)
 - a. Administrative Modifications (JR)

New Business

1. *INFORMATION ITEM*: 2025-2027 Unified Planning Work Program (BB)
2. *INFORMATION ITEM*: National Electric Vehicle Infrastructure Planning (EG)
 - a. Workshop #1: Wednesday, May 21st at 9:00 AM during LVTS Technical Committee Meeting
 - b. Workshop #2: Thursday, May 22nd at 12:00 PM
 - c. Workshop #3: Thursday, May 22nd at 5:30 PM during LVPC Transportation Committee
3. *INFORMATION ITEM*: 1st Quarter of 2025, January to March Traffic Monitoring Report (BH)

Status Reports

1. PennDOT District 5-0 Multimodal Transportation Fund (MTF) & Transportation Alternative Set-Aside (TASA) Project Status Report

Public Engagement, Education and Grants (HM)

1. **INFORMATION ITEM:** Public Engagement
 - WDIY, 88.1 FM, National Public Radio – Plan Lehigh Valley Radio Show
 - a. Aired April 7: “The Lehigh Valley Housing Supply and Attainability Strategy”
 - b. May 5: Next show airs 6:30 PM
 - <https://www.wdiy.org/show/plan-lehigh-valley>
 - Morning Call Business Cycle Column
 - a. April 13: “How We’ll Climb Out of this Housing Shortage”
 - b. May 25: Next column publishes
 - mcall.com, lvpc.org/news/v
2. **INFORMATION ITEM:** Lehigh Valley Government Academy (LVGA)
 - Local Technical Assistance Program (LTAP) Virtual Classes
 - a. May 16: PennDOT Traffic Calming Guidelines Update, 11 am to Noon
 - b. May 23: Asphalt Roads Maintenance, 8 am to Noon
 - c. June 5: Difficult Conversations in Municipal Workplaces, 11 am to Noon
3. **INFORMATION ITEM:** Grants (BD)
 - Safe Streets and Roads for All (SS4A)
 - <https://www.transportation.gov/grants/SS4A>
 - Pennsylvania Department of Community and Economic Development (DCED) Multimodal Transportation Fund (MTF)
 - <https://dced.pa.gov/programs/multimodal-transportation-fund/>
 - Pennsylvania Department of Transportation Automated Red-Light Enforcement (ARLE) Grant
 - <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDARLE.html>
 - Pennsylvania Department of Community and Economic Development (DCED) Greenways, Trails, and Recreation Program (GTRP)
 - <https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/>

Adjournment

Next LVTS Meetings & Workshops

LVTS Technical Committee Meeting
May 21, 2025, at 9:00 am
Virtual

LVTS Technical Committee Transportation Alternatives Set Aside Workshop #2
May 21, 2025, at 10:30 am
In-Person

LVTS Joint Technical and Coordinating Committee Meeting
June 18, 2025, at 9:00 am
Virtual

LVTS Technical Committee Carbon Reduction Program Workshop #1
June 25, 2025, at 9:00 am
In-Person

LVTS Technical Committee Carbon Reduction Program Workshop #2
July 16, 2025, at 10:30 am
In-Person

Meetings will be held virtually, and workshops will be in-person.
Meeting participation information can be found here:
<https://www.lvpc.org/transportation-committees.html>

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, March 19, 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
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
Jim Mosca	PennDOT Central Office
Owen O'Neill	LANTA
Thomas Stoudt	LNAA

Members Absent:

Technical Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Darlene Heller (Alt.)	City of Bethlehem
Salvatore Panto	City of Easton

LVTS Coordinating Committee

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

Staff Present: Becky Bradley, Evan Gardi, Brian Hite, Ben Dinkel, Hannah Milagio, Faria Urmey, Subham Kharel, Minsoo Park

Public Present:

Jerry Fry, Michael Rebert, Brian Hare, Christine Frey, WFMZ, Robert Almonte, Brett Webber, Jeff Rai, Scott Slingerland, Lawrence Peterson, Scott Harney, Sherri Penchisten, Craig Beavers, Scott Vottero, Kerri Cutwright, James McGee, Lee Rackus, Evan Jones, Rich Ames, Toni Mitman, Kurt Derr, Brian Miller, Kim Schaffer, Ron Beitler, Jennifer Swan

Courtesy of the Floor

Mr. Molchany recognized the Coalition for Appropriate Transportation (CAT) for awarding the LVTS with a "Considering Pedestrians" award for LVTS Bridge and Highway Projects.

CAT Executive Director Scott Slingerland added that the LVTS has an influence on Pedestrian and ADA mobility and thanked the committee again for considering bikes and pedestrian on LVTS projects.

Mr. Molchany asked if there were any comments or questions from the public about items not on the agenda, and there were none.

Minutes

Mr. Cotter stated that the last Technical Committee was held on February 19, 2025. Ms. Milagio noted the actions voted on:

- Minutes from January 15th, 2025, Joint Technical + Coordinating Committee Meeting
- Adjournment

Mr. Cotter asked for a motion to approve the minutes. Mr. Petrik made the motion, and the motion was seconded by Mr. Hopkins. 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 Coordinating Committee meeting was held on February 19, 2025. Ms. Milagio noted the actions voted on:

- Minutes from January 15th, 2025, Joint Technical + Coordinating Committee Meeting
- Adjournment

Mr. Molchany asked for a motion to approve the minutes. Mr. O'Neil made the motion, seconded by Mr. Mosca. 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.

There were no questions or comments from the committees or members of the public.

Old Business

ACTION ITEM: Transportation Planning Agreement between LVPC, PennDOT, and LANTA

Ms. Bradley presented the Transportation Planning Agreement between LVPC, PennDOT, and LANTA and said as part of the Federal Certification Review that occurred last year, LVPC, PennDOT and LANTA are required to enter into a transportation planning agreement outlining each agency's 'Roles and Responsibilities' in accordance with 23 Code of Federal Regulations 450.314.

Ms. Bradley added all partners met earlier this year and began working on the agreement. Partners have reached an agreement on language and checked that this meets the requirements of the federal law.

Ms. Bradley thanked Jim Mosca, Nick Raio and John Levitsky from PennDOT and Owen O'Neil and Brendan Cotter from LANTA for working diligently on their portions of the agreement and she thanked Gene Porochniak from the Federal Highway Administration for his guidance on the agreement.

Ms. Bradley presented on the LVTS's roles and responsibilities, Mr. Raio presented on the PennDOT Roles and Responsibilities, and Mr. O'Neil presented on LANTA's roles and responsibilities.

Mr. Cotter asked for a motion to approve the Transportation Planning Agreement. Mr. Hopkins made the motion, and the motion was seconded by Mr. Petrik. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Mosca thanked the partners for their coordination and gave Kudos to the LVPC for the comprehensive review presentation on the Transportation Planning Agreement.

There were no additional questions or comments from the committees or members of the public.

2025-2028 Transportation Improvement Program (TIP) Riverside Drive RAISE Grant TIP Amendment

Hannah Milagio presented the Riverside Drive RAISE Grant-TIP Amendment public comment period. The public comment period ran from January 29 to February 28, 2025. Physical copies of the amendment documentation were available at the LVPC, LANTA and PennDOT District 5 offices, as well as the public libraries in Allentown, Bethlehem, Easton, and Whitehall. Two public meetings were held, one at the February LVTS Joint Technical and Coordinating Committee meeting on February 19, and the other during the February LVPC Transportation Committee meeting on February 27. Four comments were collected and responded to during the 30-day public review and comment period.

Mr. Cotter asked for a motion to approve the Amendment. Mr. Raio made the motion, and the motion was seconded by Mr. Meyer. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

There were no questions or comments from the committees or members of the public.

2025-2028 Transportation Improvement Program (TIP) Administrative Modifications (JR)

Ms. Ruth shared 4 TIP Administrative Actions from February 8th through March 7th, 2025.

1. Freemansburg Ave Safety Improvements
2. Hugh More Park Bridge Painting and Repairs
3. Walnut Street Bridge
4. Powder Valley Road over Indian Creek

There were no questions or comments from the committees or members of the public.

2025 Work Program Updates

Chair Molchany shared we have two updates to the 2025 Work Program since the last meeting.

Ms. Milagio shared information about the Project Selection Process for Transportation Alternative Set-Aside and Carbon Reduction Program.

The first Transportation Alternative Set-Aside workshop is May 24th and the second is May 21st. The LVTS will consider adopting the project selection process on June 18th.

The first Carbon Reduction Program workshop is June 25th and the second is on July 16th. The LVTS will consider adopting the project selection process on August 20th.

Mr. Gardi gave an update on the Enhanced Bus Service (EBS)/ Bus Rapid Transit (BRT). He said we have been working closely with our partners at PennDOT District 5 and LANTA to move the Enhanced Bus/Bus Rapid Transit System forward. Through our work on various plans such as FutureLV: The Regional Plan, Walk/Roll LV: Active Transportation Plan, and the current update of our Transportation

Safety plan, we have gathered valuable data from across the Lehigh Valley. With this data we have created a draft analysis map; This serves as the backbone of the individual system component and location selection. We had a project meeting on Monday to discuss the data analysis map and determine how the analysis will help with selecting projects and improvements to enhance the overall EBS/BRT system.

There were no questions or comments from the committees or members of the public.

Lehigh Valley Passenger Rail Update

Chair Molchany said the LVTS is coordinating with the Federal Railroad Administration, and they have agreed to attend an LVTS meeting this summer. All Aboard Lehigh Valley is having an advocacy event tomorrow and Andy Batson, one of our WSP consultants, for the Lehigh Valley Passenger Rail Feasibility Analysis will be attending the event on behalf of the LVTS.

Chair Molchany said an update from the All-Aboard Event can happen at another meeting. Mr. Webber listed the speakers intending to present at the Event as: Becky Bradley, Northampton County Executive Lamont McClure, PA Representative Robert L. Freeman of PA House 136th District, Brett Webber, David Peter Alan *Railway Age*, Brian Licari of Econsult Solutions, Inc, Jim Matthews President and CEO of Rail Passenger Association, Joseph Barr Amtrak Director of Network Development – East, and Meredith Richards Chair of the Rail Passengers Association.

Ms. Bradely added Easton Mayor Salvador Panto is expected to present as well.

There were no additional questions or comments from the committees or members of the public.

New Business

Chair Molchany shared information that the 12-Year Program (TYP). He said it is like Pennsylvania's transportation planning tool. It includes statewide planning projects and assigns funding over a 12-year period. The first four years of the Statewide 12-year program is the Statewide Transportation Improvement Program. The State Transportation Commission opened a survey for agencies and the public to provide comments on the 12-Year Program and Statewide Transportation Improvement Program. It's an important opportunity for us to be strategic in which projects we advocate for. The average total cost of a project on the STIP, including all funding sources and excluding line items, is over \$7.2 million dollars, so there is a lot of competition around the state for transportation dollars. The public comment period is an opportunity to bring statewide money into our region, which can alleviate pressure on our LVTS Transportation Improvement Program. At the next LVTS meeting in April, we'll review a list of larger projects from our metropolitan transportation plan that may require outside funding to accomplish. Per the Transportation Planning Agreement, we will need forward a list of projects from the long-range transportation plan the State Transportation Commission for consideration for inclusion on the STIP. There will need to be larger projects that the regional transportation planning program would not be able to handle in an efficient or expeditious way without outside support. The state is holding a public forum on April 10th and the survey is open until April 30th. Information about the forum, survey, 12-year plan, and statewide transportation improvement program is available on "talkPATransportation.com". LVPC staff will attend the public meeting as part of our metropolitan planning responsibilities.

Mr. Mosca added that the State Transportation Commission is still in the beginning of the process and encouraged the LVTS's participation in the process.

There were no additional questions or comments from the committees or members of the public.

LTAP Tech Assist & Training 5-year Report

Mr. Hite shared information about the last 5 years of the Local Technical Assistance Program. Educational Classes are what the LTAP was founded on, engaging best practices. 50 of 62 Lehigh Valley Municipalities have participated in LTAP class training from January 2020 to March 2025. While participation is largely municipal, engineers, planners and other professionals from associated or allied industries attend as well. All in all, 1,525 people have trained in "classroom" over the last five years. The education provided and the students attending various courses show the awareness of the value of LTAP

not only locally but from as far away as Chester County and the Scranton Area. In the five-year period of this report, the LTAP program offered a variety of options for education. In total there were 44 in-person classes held at the LVPC or at a municipality hosting a class. Additionally, virtual classes were extremely popular during the pandemic and now. The LVPC in collaboration with PennDOT provided 136 virtual classes. Through the LVPC's coordination and collaboration with PennDOT and Lehigh Valley communities, new classes were developed. These, while initiated locally, are now statewide and include "School Transportation Management", "Trucks on Local Roads" and "Introduction to Traffic Studies". LTAP also provides specialized one-on-one training through on-site "Tech Assists". LTAP's technical assistance provides customized guidance to municipalities on a host of transportation-related issues. Tech Assists provide recommendations or answer a question about the local transportation system. PennDOT's technical experts and LVPC staff help troubleshoot almost any local transportation maintenance or safety concern. Currently, this program is supported by the US Department of Transportation, PennDOT and LVPC, and is free of charge. Between January 2020 and March 2025, the Lehigh Valley LTAP Tech Assist program responded to 221 requests for assistance which trained or provided guidance to 43 municipalities. This is an annual average of 44 onsite technical assistance visits per year, the highest of any region in the Commonwealth. The future of the Lehigh Valley LTAP program is limitless in its potential as we build upon the success of the program over the past several years. With the excellent participation and level of on-site technical assistance required by and expected by the LVPC and our communities we are working with our LTAP Partner, PennDOT, to achieve a more strategic and targeted approach. This next level of technical assistance is currently, envisioned to coordinate local, regional and state transportation infrastructure needs. This comprehensive, collaborative approach to Tech Assists is intended to advance projects identified in the FutureLV: The Region Plan (Metropolitan Transportation Plan, WalkRollLV: Active Transportation Plan, Transportation Safety Plan, Congestion Management Process. A more targeted approach is also intended to support municipal and county governments with grant applications for state and federal funding outside for the regional Metropolitan Planning allocations and with local capital planning. As a growing region, transportation needs and improvements can be a challenge but collectively and collaboratively we can achieve more improvements, faster as a goal. Building upon the past success is essential, we will be providing information of where the LTAP program is and where we plan to evolve. Regular updates on virtual and in-person classes and Tech Assists are expected to be shared. Additionally, the Annual LTAP report will also be shared in the fourth quarter of 2025.

Mr. Molchany congratulated the LVPC on the success, and said the whole region benefits from these educational opportunities. He added Brian's efforts and noticeable and appreciated.

There were no additional questions or comments from the committees or members of the public.

Status Reports

Mr. Molchany said the status reports on PennDOT District 5 Highway Projects, the monthly Traffic Report and Public Engagement, Grants and Education 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 Joint Technical and Coordinating Committee meeting is on April 16, 2025, at 9 AM. Mr. Stoudt made a motion to adjourn, and the meeting was adjourned.



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MEMORANDUM

DATE: April 16, 2025
TO: Lehigh Valley Transportation Study
FROM: Lehigh Valley Planning Commission
CC:
REGARDING: State Transportation Commission 12 Year Program Survey

The State Transportation Commission (STC) reviews and adopts the 12 Year Program (TYP) every two years. The TYP is Pennsylvania's official mid-range planning tool. It lists statewide planned projects and assigns funding to projects over a 12-year period. The first four years is the Statewide Transportation Improvement Program (STIP), which includes all regional and statewide TIPs. PennDOT creates the TYP and submits it to the STC before the public comment period.

The 2025 Public Comment Period for the 12-Year Program began on March 3, 2025, and ends April 30, 2025.

The LVTS committee members will deliberate and choose transportation projects from the Mid-Range and Long-Range sections of *FutureLV: The Regional Plan* to send to the STC because it may bring additional money into the region.

LVPC Planners will forward an official list of projects approved by the LVTS to the STC for potential contribution to the TYP as part of the formal public comment period.

FutureLV: The Regional Plan Metropolitan Transportation Plan								
FutureLV Page #	Project Name & Description	Municipality	Short-Range (2024-2028)	Mid-Range (2029- 2036)	Long-Range (2037- 2050)	Unmet Needs	On National Highway System?	On STC TYP?
Bridge								
155	Hill-to-Hill Bridge Rehabilitation - Bridge Rehabilitation	City of Bethlehem		\$29,825,000			Y	Y
158	Hamilton Street Bridge - Rehabilitation/Replacement of the bridge carrying Hamilton Street over Railroad Tracks and the Jordan Creek	City of Allentown		\$16,374,239			Y	N
158	Fourth Street Bridge - Replacement project for the bridge carrying Fourth Street in the City of Allentown over Sumner Avenue and Jordan Creek	City of Allentown, Whitehall Township		\$16,374,239			N	N
158	Hamilton Street Bridge - Rehabilitation/Replacement of the bridge carrying Hamilton Street over Albert Street, railroad tracks and the Lehigh River	City of Allentown		\$60,000,000			Y	N
159	US Route 22 over Bushkill Creek Bridge - Cemetery Curve Bridge rehabilitation or deck replacement	City of Easton		\$10,907,163	\$19,794,537		Y	N
Road								
169	State Route 145/South Pike Avenue Betterment Project - Improvements from State Route 309 to Church Road	City of Allentown		\$13,397,630	\$4,000,000		Y	N
169	Fullerton Avenue (State Route 1015) Betterment Project - Improvements from Front Street to First Avenue	Whitehall Township		\$7,573,086			Y	N
169	State Route 145/7th Street Betterment Project - Improvements from Church to Fairmont	City of Allentown, Whitehall Township		\$9,722,205			Y	N
169	State Route 33 Betterment Project - Improvements from Interstate 78 to US Route 22	Bethlehem Township		\$20,263,121			Y	N
170	State Route 378 Betterment Project - Colesville Road to Brighton Street	City of Bethlehem, Upper Saucon Township		\$17,771,165			Y	N
Road Reconstruction, Modernization, Automation								
183	Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements - Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT	Various		\$8,000,000	\$26,000,000		Y	Y

184	Allentown LED Streetlight Conversion - Upgrade all pedestrian lighting infrastructure to high efficiency LED technology across the city	City of Allentown		\$10,000,000			Y	N
184	State Route 412 Hellertown Corridor Improvements - Reduce congestion and improve safety along the corridor between Commerce Center Boulevard and Cherry Lane	City of Bethlehem, Hellertown Borough		\$9,000,000			Y	N
185	Tilghman Street/Union Boulevard (State Route 1002) - Modernization of 27 intersections along the corridor and integration with Allentown's Traffic Management Center	City of Allentown		\$14,500,000			Y	N
185	Wyandotte Street (State Route 378) Corridor Improvements - Reduce congestion and improve safety along the corridor between Third Street to and including the "5-points" intersection at Broadway Avenue	City of Bethlehem		\$20,000,000			Y	N
188	Saint John Street Traffic Calming Improvements - Bump outs, medians/curb realignment, and potential lane reductions along State Route 2005, install sidewalks on the west side of the road, add high visibility crosswalks, enhanced street and pedestrian lighting, and a new pedestrian bridge to connect Scott Park to Delaware Canal State Park	City of Easton		\$10,397,294	\$2,023,260		Y	Y
Roadway Expansion								
199	State Route 309 & Tilghman Interchange Reconstruction - Interchange reconfiguration bridge replacements coordinated signal system	South Whitehall Township	\$40,000,000	\$33,250,000			Y	Y
199	State Route 309 Center Valley Interchange - Interchange improvements	Upper Saucon Township	\$40,000,000	\$30,150,000			Y	Y
200	Interstate 78 from Berks County/Lehigh County Line to East of State Route 100 - Highway reconstruction to add truck climbing lanes and State Route 100 interchange ramp reconfiguration	Upper Macungie and Weisenberg Townships	\$22,033,151	\$390,961,466			Y	Y
201	US Route 22 Widening - Lehigh River to Airport Road - Highway widening to six lanes from 15th Street to Airport Road. This is a breakout project from the overall SR 22 Widening project (MPMS 96384) per 2/15/2023 meeting - PE completed under MPMS 96384 (New PennDOT MPMS 119690)	Hanover, South Whitehall and Whitehall Townships		\$34,212,500			Y	N
201	State Route 33 and Interstate 78 Interchange Reconstruction - Reconfigure and reconstruct the interchange and approaches to improve safety and operational functionality	Lower Saucon Township		\$45,000,000			Y	y

FutureLV: The Regional Plan Metropolitan Transportation Plan								
FutureLV Page #	Project Name & Description	Municipality	Short-Range (2024-2028)	Mid-Range (2029-2036)	Long-Range (2037-2050)	Unmet Needs	On National Highway System?	On PA TYP?
Bridge								
159	US Route 22 over Bushkill Creek Bridge - Cemetery Curve Bridge rehabilitation or deck replacement	City of Easton		\$10,907,163	\$19,794,537		Y	N
159	Northampton County Bridge #19 - Rehabilitation/Replacement Seidersville Road Bridge	City of Bethlehem			\$16,374,239		N	N
159	Main Street Ramp Bridge Rehabilitation - Connect to Main Street from State Route 378	City of Bethlehem			\$20,467,799		N	N
159	Pine Street Bridge - Spanning the Lehigh River between Whitehall Township and the Catasauqua Borough	Whitehall Township, Catasauqua Borough			\$80,531,161		N	N
161	Kecks Bridge - Rehabilitation/Replacement of the bridge carrying Keystone Road over the Little Lehigh Creek	Salisbury Township			\$10,233,899		N	N
162	State Route 611 Retaining Wall - Improvement of retaining wall along Delaware River Canal and Delaware River	City of Easton			\$17,309,731		Y	Y
163	Jacksonville Road (State Route 22) Bridge - Rehabilitation/Replacement of bridge carrying US Route 22 over Jacksonville Road to improve safety, mitigate congestion and enhance multimodal opportunities along Jacksonville Road	Hanover Township			\$20,000,000		Y	N
163	Bake Oven Road (State Route 4019) Bridge - Rehabilitation/Replacement of bridge over Tributary to Jordan Creek	Heidelberg Township			\$12,500,000		N	N
163	Airport Road Bridge - Rehabilitation of bridge over abandoned railroad	East Allen Township			\$10,000,000		N	N
163	Saeger's Quarry Bridge - Rehabilitation/Replacement of bridge carrying County Bridge Road over Trout Creek	Washington Township			\$7,163,730		N	N
Road								
170	American Parkway - Ridge Avenue to Union Street milling, paving, Americans with Disabilities Act ramps, concrete repair, striping and crosswalks	City of Allentown		\$1,036,347	\$10,220,943		N	N
170	Lehigh Street (State Route 2005) Betterment - Resurface of Lehigh Street (State Route 2005) from State Route 29 to State Route 145	City of Allentown, Emmaus Borough			\$8,183,504		N	Y
170	State Route 378 Betterment Project - Main Street to US Route 22	City of Bethlehem			\$26,391,818		Y	N
170	Tilghman Street (State Route 1002) Resurface Betterment - from State Route 100 in Upper Macungie Township, through South Whitehall Township to North Dauphin Street (State Route 1007) in Allentown	City of Allentown, South Whitehall and Upper Macungie			\$12,195,000		Y	N
170	MacArthur Road (State Route 145) Betterment Project - Improvements from Fairmont Street to Center Street	City of Allentown			\$12,076,002		Y	N

170	MacArthur Road (State Route 145) Betterment Project - Improvements from Center Street to Clearview Road	Whitehall Township			\$17,141,782		Y	N
170	US Route 22 Betterment Project - Improvements from 25th Street to New Jersey state line	City of Easton			\$26,116,912		Y	N
170	State Route 100 Betterment Project - Creamery Road to Route 100/222 Split	Lower Macungie Township			\$8,916,950		Y	N
171	State Route 33 North/South Betterment Project - US Route 22 to Tatamy Interchange (State Route 1002)	Lower Nazareth Townships			\$22,002,884		Y	N
171	State Route 611 Betterment Project - Browns Drive to Smith Avenue	Williams Township			\$10,827,466		Y	N
171	State Route 248 Betterment Project - Hollo Road to Race Street (State Route 329)	Lower Nazareth Township			\$13,645,605		Y	N
Road Reconstruction, Modernization, Automation								
183	Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements - Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT	Various		\$8,000,000	\$26,000,000		Y	Y
185	Adaptive Signal Updates - Intersection upgrades from South Albert Street to 31st Street	City of Allentown		\$1,883,016	\$12,004,386		Y	N
185	Schoenersville Road (State Route 1009) Corridor Improvements - Reduce congestion and improve safety along the corridor between US Route 22 and Eaton Avenue	City of Bethlehem			\$10,000,000		N	N
186	Rectangular Rapid Flashing Beacon Installation & Adaptive Signal Upgrades - North Albert Street to North Wahneta Street and Hanover Avenue and East Linden Street	City of Allentown			\$12,357,433		Y	N
186	American Parkway - Intersections at Hamilton Street, Linden Street & Gordon Street - Improvements to include widening intersections, milling, paving, accessible ramps, concrete repair, striping and crosswalks. The Hamilton Street/American Parkway, the Linden Street/American Parkway, and the Gordon Street/American Parkway intersections are proposed to be widened to establish dedicated left turn lanes	City of Allentown			\$7,061,391		N	N
186	Walbert Avenue (State Route 1006) Betterment Project - Corridor improvements and upgrades including Americans with Disabilities Act ramps, sidewalk installation, streetscaping and lighting/signal modernization	South Whitehall Township			\$8,000,000		N	N
186	Jaindl Highway (State Route 222) at Krocks Road Intersection Improvements - Reduce congestion and improve safety	Lower Macungie Township			\$11,000,000		Y	N

187	Cedar Crest Boulevard (State Route 29) Intersection Improvements - Traffic signal upgrades, additional turn lanes to improve safety and reduce congestion between Minesite Road (State Route 2015) in Lower Macungie Township and North Street in Emmaus Borough	Emmaus Borough, Lower Macungie Township				\$8,500,000		Y	N
187	Tilghman Street (State Route 1002) Improvements - Widening of the corridor from State Route 100 to Ruppssville Road (State Route 3019), including betterment of traffic management through traffic signal upgrades and pavement markings. Project also involves multimodal accommodations including sidewalks	Upper Macungie Township				\$20,000,000		N	N
187	Nestle Way/Grim Road Corridor and Schantz Road (State Route 3012) Intersection Improvements - Widening of Nestle Way including a culvert to accommodate turning lanes between Adams Road and Oldt Road, intersection improvements at Schantz Road and Grim Road/Industrial Boulevard to improve freight mobility in the area and improve safety. Project also includes pedestrian and multimodal facilities such as sidewalks	Upper Macungie Township				\$11,600,000		N	N
188	Roadway Traffic Calming Improvements - Bump outs, medians/curb realignment, and potential lane reductions along Saint John Street (State Route 2005).	City of Easton				\$17,192,952		Y	Y
188	Jaindl Highway/Hamilton Boulevard/Hamilton Street (State Route 222) Signal Improvements - Upgrades of traffic infrastructure and timing to allow for Automated Traffic Signal Performance Measures improvements along the corridor at approximately 17 intersections	Lower Macungie, South Whitehall and Upper Macungie Townships				\$9,000,000		Y	N
188	25th Street Hill (State Route 2012) Improvements - Safety and infrastructure enhancements and reconstruction including drainage upgrades, shoulder widening, flattening of curves, intersection improvements, signage and guiderail upgrades including embankment removal	West Eason and Wilson Boroughs, Palmer Township,				\$7,500,000		N	Y
189	Jaindl Highway (State Route 222), Grim Road and Cetronia Road Intersection Improvements - Replace turn lanes with "jug handle" ramps to improve safety and capacity, project also involves multimodal infrastructure including sidewalks	Upper Macungie Township				\$26,500,000		Y	N
190	Cedar Crest Boulevard (State Route 1019) Safety Improvements - Implement improvements based on Road Safety Audit between Hamilton Boulevard (State Route 222) and Chew Street	City of Allentown, South Whitehall Township				\$7,500,000		Y	N
190	Downtown Easton Signal Improvements - Upgrades of traffic infrastructure and timing to allow for Automated Traffic Signal Performance Measures improvements along Northampton Street (State Route 248) and 3rd Street at approximately 17 intersections in Easton	City of Easton				\$8,000,000		Y	N

190	Tilghman Street (State Route 1002) Signal Improvements - Upgrades of traffic infrastructure and timing to allow for Automated Traffic Signal Performance Measures improvements along the corridor at approximately 22 intersections	City of Allentown, South Whitehall Township			\$11,000,000		Y	N
190	Bath Borough Turning Lanes and Signalization - State Route 512 and Mill Street intersection	Bath Borough			\$18,830,375		N	N
191	Uhler Road/Sullivan Trail Intersection Improvement - Construction of left turn lanes on both the westbound and eastbound approaches of Uhler Road at the intersection of Sullivan Trail	Forks Township			\$9,415,188		N	N
191	Americans with Disabilities Act Traffic Signalization - Signalization at four intersections & state highway conversions to one-way traffic patterns on North Walnut Street, from Barrall Avenue to Main Street; Northampton Street, from Walnut Street to Main Street; Main Street, from Northampton Street to Walnut Street	Bath Borough			\$15,350,658		N	N
191	State Route 512 Slate Belt Corridor Improvements Study and Improvements - Improve safety, reduce congestion and upgrade the corridor to accommodate all vehicle types	Wind Gap and Pen Argyl Borough, Plainfield Township			\$15,500,000		Y	N
192	Weaversville Road Curve Improvements - Roadway and intersection improvements to improve safety, functionality and connectivity for all modes of transportation from Colonial Road to South Halbea Street	East Allen and Hanover (LC) Townships			\$10,000,000		N	N
192	One Way to Two Way Conversion, Signal Retiming/Installations - Center Street from Church Street to Elizabeth Avenue	City of Bethlehem			\$13,887,402		Y	N
Roadway Expansion								
202	US Route 22 Widening - Widen from Mauch Chunk Road to Route 145 DDI	Whitehall and Whitehall Townships			\$138,000,000		Y	N
202	William Penn Highway (State Route 2020) and State Route 33 Interchange - Reconstruction and redesign of the existing interchange and associated ramps into a diverging diamond interchange	Bethlehem Township			\$15,000,000		Y	N
202	State Route 309 Northbound Realignment - Relocate Northbound traffic to Southbound traffic side between State Route 378 and Lanark Road (Route 2039) to improve traffic congestion, safety and the quality of life of residents along current northbound side of State Route 309	Upper Saucon Township			\$15,000,000		Y	N
202	US Route 22/13th Street Interchange - Construct US Route 22/13th Street Interchange	City of Easton			\$13,050,698		Y	N
202	Hamilton Boulevard (State Route 222), Breinigsville Road/Newtown Road Roundabout - Construct roundabout to accommodate safer vehicle movements at current off-angle intersection. Project limits between Schaefer Run Road and ramps to State Route 100/State Route 222 interchange	Upper Macungie Township			\$10,150,000	\$50,000	Y	N

203	Lehigh Drive (State Route 248) and Mountain View Drive (State Route 946) Intersection - Safety improvements, including a potential roundabout	Lehigh Township			\$8,000,000		Y	N
Multimodal								
207	MacArthur Road Multimodal Access - Conduct study and implement alternative mobility options on State Route 145 (MacArthur Road) from Tilghman Street to Mechanicsville Road	Whitehall Township, City of Allentown			\$22,514,579		Y	Y
208	Traffic-Calming and Pedestrian Accommodation Improvements - Install traffic-calming and pedestrian improvement measures along Northampton Street from 7th Street to 15th Street, and along 13th Street, from Butler Street to Jackson Street	City of Easton			\$16,374,239		Y	N
210	South Bethlehem Greenway Trail Extension - Acquire and construct trail along .9-mile of Norfolk Southern rail line	City of Bethlehem, Hellertown Borough			\$7,163,730		N	N
211	The West Bethlehem Rail Trail - Create trail connection between Cities of Allentown and Bethlehem on the 2.6-mile unused Norfolk Southern rail lines	City of Bethlehem			\$8,187,120		N	N
213	Catasauqua Area Trail & Transit Initiative - Transit initiatives for Boroughs of Catasauqua and North Catasauqua and Allen Township	Catasauqua and North Catasauqua Boroughs, Allen			\$7,266,069		N	N



RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: April 16, 2025
TO: Lehigh Valley Transportation Study
FROM: Lehigh Valley Planning Commission

REGARDING: Roadway Functional Classification System Update

One of the objectives of the Lehigh Valley Planning Commission (LVPC) is to meet requirements within the Unified Planning Work Program (UPWP) to update the region's roadway functional classification network, and to promote efficient transportation system management and operation. Functional road classification is the process by which roads are grouped into classes according to the character of service they are intended to provide and are designed to categorize segments based on their functional importance within the Transportation Network. Roads serve two primary functions: providing mobility for through-traffic or offering access to local parcels. Mobility is typically achieved by arterial roads and the interstate/freeway system, allowing higher speeds and efficient traffic flow. In contrast, local roads provide access to adjacent land through lower-speed, lower-volume traffic. Between these two are collector roads, which combine mobility and access, linking local roads with arterial routes. The classification is based on whether a road emphasizes mobility, access, or a combination of both. There are 7 functional road classifications within the transportation network. These are Interstate, Other Freeways and Expressways, Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. The authority to establish the highway functional classification is set forth in Section 105(b) of 23 CFR 470.

Functional classifications are used in a multitude of manners, ranging from planning to highway design to funding. These classifications of roads are utilized in the prioritization and programming of projects. These classifications also define road roles, design expectations (speed and capacity), funding eligibility, and benchmarks for performance monitoring. Traffic safety programs that identify and mitigate crashes utilize functional classifications. Lastly, updating functional classification ensures that Federal funds are allocated where most needed.

The functional classification of roadways should be reviewed and updated as needed or at least every 10 years. The update should coincide with the release of the decennial census data. The U.S. Census Bureau, every 10 years, reestablishes the urban area boundary based on population density. Classifications should also be updated more regularly based upon changes to growth in population, employment, households, and land use. Fast growing areas, such as the Lehigh Valley, could justify updating classifications every three to four years based upon its historically consistent population growth rates and more recent robust growth in warehousing/logistic centers.

Since the last review of road classification, both Lehigh and Northampton counties have experienced significant growth. Between 2015 and 2024, the approved residential units and non-residential square footage, have increased by 112% and 33.5% respectively, both leading

to higher traffic volumes. In 2015, the total Daily Vehicle Miles Traveled (DVMT) of both counties was almost 13.9 million, whereas in 2023, the DVMT was almost 14.8 million. That means, the DVMT has increased by almost 1 million in both counties since 2015. The opening of new traffic generators in the region has further increased demand on the road network. However, only one functional classification change took place in recent years. A 2.08-mile segment of the Route 309 corridor extending from State Route 22 to I-78 in South Whitehall Township, Lehigh County, was reclassified from a Principal Arterial to Other Freeway and Expressway in 2019. More recently, the functional classification of collector and arterial roads were assessed through Geographic Information System (GIS) queries based on the Annual Average Daily Traffic (AADT), to determine if they should be upgraded. Initial findings revealed that some roads have exceeded their current AADT threshold. These recent analyses, combined with continued population and economic growth, have made it imperative to update the functional classification in order to effectively manage congestion, maintain system efficiency, and enhance network cohesion and connectivity.

All public roads in Lehigh and Northampton counties must have a functional classification designation. When a functional classification update occurs in an area covered by a Metropolitan Planning Organization (MPO) such as Lehigh Valley Transportation Study (LVTS), coordination with the PennDOT Engineering District is required. A letter of concurrence from LVTS must accompany the request.

Functional Classification Update Methodology

LVPC staff have been working on collecting, analyzing, and mapping data on planning for future developments, population and employment density, land uses, traffic volume, and significant traffic generators to propose changes to the functional classification of road networks within Lehigh Valley region.

The primary objective of functional classification system is to connect traffic generators (population centers, colleges and universities, shopping areas, etc.) with a roadway network that channelizes trips logically and efficiently. LVPC staff have followed the procedures from Section 4 of the Federal Highway Administration's (FHWA), "Highway Functional Classification Concepts, Criteria and Procedures 2023 edition" manual to determine the appropriate functional classification to connect traffic generators.

The LVPC staff have identified 88 key traffic generators, categorized into business districts, air, rail, bus, and truck terminals, regional shopping centers, colleges and universities, consolidated schools, hospital complexes, military bases, industrial and commercial centers, stadiums, fairgrounds, and parks, based on the guidance from FHWA's manual. Additionally, LANTA's Enhanced Bus Routes and layers from *FutureLV: The Regional Plan* (Metropolitan Transportation Plan), including centers and corridors, regional parks, preservation buffers, and development zones, have been incorporated into the map to enhance the identification of traffic generators. These generators are visually represented on the map using graduated symbols, with varying colors corresponding to their respective categories.

The LVPC Data Team created an internal ArcGIS Online "Muddy Map" or overlay analysis map tool used to view every dataset mentioned above that helped determine traffic generators or significant locations that have the potential to generate trips in the Lehigh Valley. When every

GIS dataset is viewable, the darker or “muddy” locations indicate areas that have significant day-to-day activity. These findings were verified by mapping the high population areas and employment centers against the “muddy map”.

Additionally, the LVPC Data Team analyzed Average Annual Daily Traffic (AADT) data and first compared the descriptive statistics (mean, median, mode) for traffic data from before and after the pandemic. This analysis helped validate the decision to use 2019 data, as it avoided skewed results from COVID-19-related traffic changes. A recent GIS query across all road corridors, based on AADT, was then conducted to assess the need for upgrades. Some roads were found to have reached the threshold for a higher functional classification. These roads, with increased AADT, have been identified as candidates for functional classification changes, as their current design no longer supports the existing traffic flow effectively and requires updates.

The team will next analyze the correlations between the traffic generators on the muddy map, and the roads that have exceeded their present AADT threshold qualitatively. Lastly, the data team has been working on updating the Transportation Safety Plan. Using PennDOT crash data from the current updates, LVPC staff will also qualitatively verify if locations needing safety improvements correlate with the roads that need functional classification updates. This would be an additional benchmark of important consideration for the potential upgrading or downgrading of functional classification. With this analysis, upon review of the existing Federal Functional Classification of State Routes, National Highway System status, predominant travel distance, and travel shed served, the LVTS will be presented with the initial list of roads that have the potential to be upgraded to the next functional classification.

Upon LVTS approval, this document will be sent to PennDOT District 5-0, Central Office and the FHWA for consideration to be upgraded or downgraded according to the initial analysis. The proposed changes are not final until they are approved by PennDOT and the FHWA.



RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: April 16, 2025
TO: Lehigh Valley Transportation Study (LVTS) Technical Committee
FROM: Lehigh Valley Planning Commission

REGARDING: Transportation Alternatives Set-Aside (TASA) Project Selection Criteria

The Transportation Alternative Set-Aside (TASA) fund is a federal cost reimbursement program, distributed by the Federal Highway Administration (FHWA) and administered by the Pennsylvania Department of Transportation and Metropolitan Planning Organizations across the commonwealth.

The TASA program does not fund traditional roadway projects or provide maintenance for these facilities. Rather, the money allocated to TASA investments is a dedicated funding source for projects that: support pedestrian and bicycle facilities; improve access to public transportation; create safe routes to school; preserve historic transportation structures; provide environmental mitigation; or create trail projects for transportation purposes. Each project must promote safety and mobility.

The TASA project selection process is underway. On March 24th, 2025, the Lehigh Valley Transportation Study (LVTS) Technical Committee met and performed a public workshop to determine project selection criteria. Utilizing the state and federal criteria as a guide, the technical committee determined 20 different selection criterium and weighing for projects to receive the TASA funding available for the 2025-2026 Federal Fiscal Year (FFY). There is \$1,268,244 available to be obligated for FFY 2025 to a project by September 30th, 2025. Below is a list of the created criteria:

Selection Criteria

- Is identified within *FutureLV: The Regional Plan*.
- Is identified within *Walk/RollLV: Active Transportation Plan*.
- In a community/communities that are a part of a multi-municipal comprehensive plan; In more than one community; Would affect more than one community; Has proof of local collaboration; Regional impact supporting.
- Supports safety outcome in a location designated as a high crash, high pedestrian/cyclist fatality or serious injury location.
- Addresses an issue identified through a Road Safety Audit (RSA).
- In an identified PennDOT hazardous walking route.
- Educational programs that support safety.

- In an area with a lower potential to impact environmental, historical, or cultural resources.
- Advance a goal, policy, or action in the adopted Priority Climate Action Plan (PCAP) for Transportation Decarbonization.
- In an area of high population + employment density.
- Furthers traffic safety education programs in grades K-12 and provides educational tools for parents/caregivers.
- In an economic impact area.
- Within 0.25 miles of a LANTA fixed route transit stop.
- Connects to/nearby/adjacent to a tourist attraction.
- In an Enhanced Bus Service/Bus Rapid Transit corridor.
- Cost estimating.
- Project Value.
- Leveraging of other projects or funds.
- Teachability
- Project delivery.

Using the selection criteria created by the LVTS Technical Committee, the Lehigh Valley Planning Commission (LVPC) staff will determine all projects on the Long-Range Transportation Plan/Metropolitan Transportation Plan that are eligible for TASA funding. Once the project list is created, the staff will bring the list to the May 21st, 2025, workshop where the LVTS will use the scoring process and analyze the projects against the selection criteria to make a recommendation to the Coordinating Committee. This recommendation will be brought to the LVTS Joint Technical & Coordinating Committee meeting on June 18th, 2025, for a vote to allocate the TASA funds to the selected projects. After the Coordinating Committee vote, and the project list is finalized, the projects will be forwarded to PennDOT Central Office and FHWA for review, approval, contracting.

FISCAL CONSTRAINT TABLE

Technical and Coordinating Committees

MPO Tech Meeting: April 16, 2025

MPO Coord Meeting: April 16, 2025

<https://lehighvalleypc.sharepoint.com/sites/TransportationProject/Shared Documents/02 - LVPC and LVTS Committees/597 UPWP FY 2024-2025/LVTS/Joint Tech and Coord/2025/04-16/04-16-2025 TC & CC>

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from March 8, 2025 through April 4, 2025

MPO Tech Meeting: April 16, 2025

MPO Coord Meeting: April 16, 2025

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 (\$)		
Shimersville Hill Safety Improvements 29 - 05S Lehigh County	110183	UTL	Before	NHPP	Toll	0															0.00	Increase to cover actual reimbursement agreement amount for PPL.
			Adjust	NHPP	Toll	81,673															81,673.00	
			After	NHPP	Toll	81,673															81,673.00	
222 & Shantz & 863 Improv 222 - 01S Lehigh County	79554	FD	Before	NHPP																	0.00	Deobligation returned to region for reassignment.
			Adjust	NHPP		(9,601)															(9,601.00)	
			After																		0.00	
PA 33 Bushkill Creek Bridges 33 - 05B Northampton County	96431	PE	Before	NHPP																	0.00	Deobligation returned to region for reassignment.
			Adjust	NHPP		(59,314)															(59,314.00)	
			After																		0.00	
Chestnut Street over Norfolk Southern RR Bridge 29 - 07B Lehigh County	11419	CON	Before	NHPP																	0.00	Deobligation returned to region for reassignment.
			Adjust	NHPP		(2,366)															(2,366.00)	
			After																		0.00	
LVTS Highway & Bridge LI Lehigh County	102201	CON	Before	BOF	185	12	131,775		1,020,568	318,645		93,640	136,392		755,016	1,537,254		27,377,555	39,348,913		70,719,770.00	Partial source.
			Before	BRIP		492,960				424,800		75,460			84,960		56,584,712		57,662,892.00			
			Before	NHPP		50,458				327,432		690,460			319,000		69,872,480		71,259,830.00			
			Before	STP	581	294,200	207,508		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,907,293.00	
			Adjust	NHPP		(10,392)															(10,392.00)	
			After	BOF	185	12	131,775		1,020,568	318,645		93,640	136,392		755,016	1,537,254		27,377,555	39,348,913		70,719,770.00	
			After	BRIP		492,960				424,800		75,460			84,960		56,584,712		57,662,892.00			
			After	NHPP		40,066				327,432		690,460			319,000		69,872,480		71,249,438.00			
			After	STP	581	294,200	207,508		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,907,293.00	
Statewide Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Northampton County Bridge 168 (High Street) 7406 - HSE Northampton County	117400	PE	Before			183		0													0.00	Increase phase for railroad reimbursement agreement.
			Adjust			183		19,000													19,000.00	
			After			183		19,000													19,000.00	
Bridge Reserve Line Item Central Office	82335	CON	Before			185		14,861,922		27,700,000			30,000,000			30,000,000					102,561,922.00	Source.
			Adjust			185		(19,000)												(19,000.00)		
			After			185		14,842,922		27,700,000			30,000,000			30,000,000					102,542,922.00	
Statewide 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 (\$)		
LVTS CMAQ-LANTA Flex Lehigh County	64729	CON	Before	CAQ		1,960,000				480,000			480,000			480,000			4,840,000		8,240,000.00	Increase to account for funds programmed on the 2023 TIP in FFY 24 to allow flex to occur.
			Adjust	CAQ		960,000														960,000.00		
			After	CAQ		2,920,000				480,000			480,000			480,000			4,840,000		9,200,000.00	
Deob Reserve Line Item Central Office	103866	CON	Before	CAQ																	0.00	Source.
			Adjust	CAQ		(960,000)															(960,000.00)	
			After	CAQ																	0.00	
Before FFY Totals						6,018,392	15,625,854	0	4,192,996	28,936,877	0	3,094,320	30,754,646	0	4,140,024	33,914,626	0	375,517,998	259,052,302		761,248,035	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						7,241,072	15,625,854	0	4,192,996	28,936,877	0	3,094,320	30,754,646	0	4,140,024	33,914,626	0	375,517,998	259,052,302		762,470,715	

NOTES:



FY 2025-2027 Unified Planning Work Program

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

July 1, 2025 through June 30, 2027

Adopted

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

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

The Lehigh Valley Planning Commission, as a federal grant recipient, conforms to all civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. These include, but are not limited to, Title VI of the Civil Rights Act, the Americans with Disabilities Act and Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." *Planning for All: Increasing Equitable Access to Planning in the Lehigh Valley* is the LVPC Title VI Program, which was adopted on February 21, 2024. *Planning for All* outlines the practices through which the LVPC will enforce the provisions of all civil rights statutes, executive orders, regulations and policies, and demonstrates the LVPC's commitment to equity and inclusion, a balanced and fair planning process.

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

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

The LEHIGH VALLEY PLANNING COMMISSION (LVPC) and the LEHIGH VALLEY TRANSPORTATION STUDY (LVTS) (MPO) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, the MPO is dedicated to ensuring that program beneficiaries receive public participation opportunities without regard to race, color, national origin, religious creed, sex, age, disability or economic status. LVPC's website, www.lvpc.org, may be translated into multiple languages. Publications and other public documents can be made available in non-English languages and alternative formats, if requested. Meeting facilities are accessible to persons with disabilities and the location is reachable by public transit. The MPO will provide auxiliary services for individuals with language, speech, sight or hearing impediments provided the request for assistance is made four days prior to the meeting. The MPO will attempt to satisfy other requests, as it is able. Please make your request for auxiliary services to Hannah Milagio, Regional Planner for Community Engagement at planning@lvpc.org 610-264-4544. If you believe you have been denied participation opportunities, or otherwise discriminated against in relation to the programs or activities administered by the MPO, you may file a complaint using the procedures provided in our complaint process document at www.lvpc.org or by contacting planning@lvpc.org or 610-264-4544.

AVISO PUBLICO DE NO DISCRIMINACIÓN

EL COMISIÓN DE PLANIFICACIÓN DEL VALLE DE LEHIGH y EL ESTUDIO DE TRANSPORTE DE VALLE DE LEHIGH (Organización Metropolitana de Planificación [MPO, Metropolitan Planning Organization]) está comprometido con el cumplimiento de los requisitos de no discriminación de las leyes de derechos civiles, los decretos ejecutivos, los reglamentos y las políticas 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. Las instalaciones para reuniones son accesibles para las personas con discapacidades y se puede llegar a su ubicación usando el transporte público. La MPO brindará servicios auxiliares para personas con impedimentos lingüísticos o problemas de habla, vista o audición, 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, Planificadora regional 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 o comunicándose con planning@lvpc.org or 610-264-4544.

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2025-2027 UPWP OVERVIEW

Overview

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

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

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

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

Organization

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

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

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

Regional Planning Commission

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

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

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

Metropolitan Planning Organization (MPO)

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

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

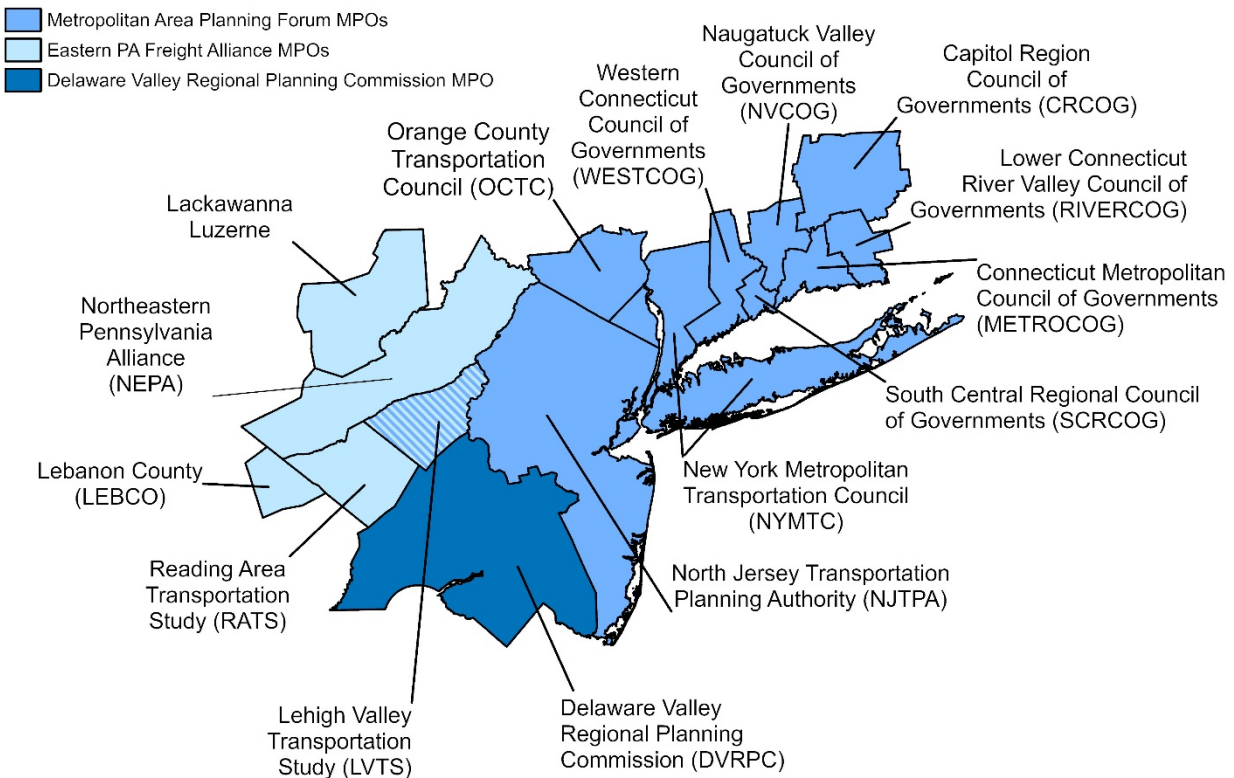
The LVTS board consists of local elected officials, the Lehigh and Northampton Transportation Authority (LANTA), the Lehigh–Northampton Airport Authority (LNAA), and representatives from PennDOT District Office and Central Office. The regional transportation decision making process is conducted through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



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

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

LVTS Planning Boundaries



MAJOR PLANNING PRIORITIES

Vision

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

Federal Legislation and Planning Factors

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

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

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

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

Planning Emphasis Areas

In 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning jointly identified Planning Emphasis Areas (PEAs) that must be considered in the metropolitan planning process. These include: Climate, Clean Energy, Resiliency, Equity, Justice⁴⁰, Complete Streets, Public Involvement, Strategic Highway Network Coordination, Federal Land Management Agency Coordination, Planning and Environmental Linkages, and Data.

This guidance represents the priorities of the administration in charge at the time of the program implementation and is not codified in the original legislation passed by Congress, therefore these emphasis areas may change over time.

The PEAs have been at the core of LVPC's mission and work for a number of years and have been integrated within the tasks of the Work Elements and Tasks detailed throughout this UPWP.

TMA Certification

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

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

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

LVTS will build off of the progress made in 2018-2019 and 2022-2023 efforts, and clearly outline the planning requirements in 23 CFR 450 and air quality requirements in 40 CFR 93. LVTS will continue to work on improving and strengthening the continuous, cooperative and comprehensive planning or “3C” process in conformance with 23 CFR 450.306(b). These tasks are underway and are anticipated to be implemented and maintained within the tasks of the 2025-2027 UPWP.

Major Planning Deliverables

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

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

Recent UPWP Accomplishments

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

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

zoning for the first time will enable the municipality to determine the most appropriate location and scale of development for each land use type. Other communities including Hanover Township (Northampton County) and Moore Township made smaller-scale amendments to their ordinances, as well. It is anticipated that Nazareth Area planning partners will continue to refine their land use codes and tools to better manage growth, including the transportation system.

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

LVTS PLANNING STRUCTURE

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

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

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

Technical Committee Voting Members and number of votes in parenthesis:

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

Coordinating Committee Voting Members and number of votes in parenthesis:

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

Lehigh-Northampton Airport Authority (LNAA)	(1)
Lehigh Valley Planning Commission (LVPC)	(1)
Pennsylvania Department of Transportation – Central Office	(1)
Pennsylvania Department of Transportation– District 5	(1)

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

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

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

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

LVTS Meeting Schedule

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

LVTS Technical and Coordinating Committee Meeting Schedule

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

X = No Meeting Scheduled

Meeting dates on holidays will be rescheduled.

WORK ELEMENTS

MPO Work Program

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

Overview

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

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

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

Work Activities

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

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

Budgets

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

Planning Partnerships and Public Engagement

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

Public Partners and Collaborators

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

Regional, State and Federal Planning Partnerships

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

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

Neighboring Planning Partnerships

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

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

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

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

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

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

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

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

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

Task 1.1 - Contract and Administrative Activities

Summary Description

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

Work Activities

- UPWP development and maintenance
 - Develop monthly, quarterly and annual progress reports and invoices for PennDOT and other partners
- Work with PennDOT, LANTA and other partners to review and update relevant cooperative planning and information sharing agreements.
- Continue to expand the use of technology to more efficiently coordinate and collaborate.
- Evaluate if updates are needed to policies or practices to meet the intent of agencywide practices related to Federal Title VI, ~~Executive Order 13985 (Justice40)~~, Disadvantage Business Enterprise (DBE), ~~and~~ Americans with Disabilities Act (ADA), ~~and Limited English Proficiency (LEP)~~ requirements.
- Evaluate Indirect Cost Allocation Plan (ICAP) and update.
- Federal Certification Review
 - Implementation of 2024 Review Actions and Recommendations
 - Next update will happen in late 2027 and delivered in early 2028 (this will be a deliverable in the next UPWP update)
- Training for staff such as webinars, conferences, meetings that provide professional development as well as expanded transportation planning skills

Products:

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

Cost Centers

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

Task 1.2 – Community, Partner and Public Engagement

Summary Description

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

Work Activities

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

Products:

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

Cost Centers

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

Task 1.3 – Agency and Partner Collaboration and Coordination

Summary Description

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

Work Activities

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

Products:

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

Cost Centers

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

TASK II – Metropolitan Transportation Plan and Transportation Improvement Program

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

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

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

Task 2.1 – Long Range Planning

Summary Description

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

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

Work Activities

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

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

Products:

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

Cost Centers

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

Task 2.2 – Transportation Improvement Program

Summary Description

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

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

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

Work Activities

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

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

Products:

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

Cost Centers

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

TASK III – Technical Support

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

Task 3.1 – Modeling, Projection and Scenario Development and Support

Summary Description

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

Work Activities

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

Products:

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

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

Cost Centers

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

Task 3.2 – Performance Analysis and Monitoring

Summary Description

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

In July 2022, FHWA issued a notice of proposed rulemaking to establish performance measures and targets for greenhouse gas emissions. This would reinstate a rule which was promulgated in 2017, but subsequently revoked in 2018. As of the time which the 2024 UPWP was developed, the rule has not yet been finalized. When and if the rule is officially promulgated, Lehigh Valley Transportation Study will incorporate appropriate requirements into its future planning activities and documentation.

Work Activities

- Performance monitoring, target setting and report performance in accordance with federal rulemakings:
 - Processes to track, analyze, revise and report on transportation system performance including:
 - Safety Measures (PM-1)
 - Regional Asset Management, Pavement and Bridge Condition Measures (PM-2)
 - Performance of National Highway System, Freight and Congestion Mitigation Air Quality Measures (PM-3)
 - Transit Asset Management with LANTA
 - Continue to grow capacity and capability in performance-based planning to refine the project selection and investment process.
- Justice 40 and equity analysis work Access to Opportunity work is ongoing and requires maintenance and monitoring in relation to changes in communities and evolution of the projection selection process and mix to improve access to opportunity.
- Project evaluation process and methodology monitoring and refinement
- Update and refine the congestion management process including:
 - Refine analysis of networks
 - Explore new data, tools and methodologies
 - Identify and prioritize congested locations
 - Analyze potential causes
 - Develop multimodal implemented strategies to mitigate congestion
 - Evaluate effectiveness of strategies to improve mobility and enhance safety
- Manage and monitor the functional classification, national highway system and intermodal connectors:
 - Include new data, such as the *Eastern Pennsylvania Freight Infrastructure Plan* and *Walk/Roll/LV: Active Transportation Plan* data into the analysis system
 - Analyze changes in the transportation system
 - Identify location of changes in classification
- Coordinate with LANTA and other partners on target setting, data aggregation, and national reporting.

Products:

- Monitor, measure and refine performance measures following federal requirements.
 - Safety Measures (PM-1) update in first quarter 2026 and 2027
 - Regional Asset Management, Pavement and Bridge Condition Measures (PM-2) update in second quarter 2027
 - Performance of National Highway System, Freight and Congestion Mitigation Air Quality Measures (PM-3) update in fourth quarter 2025
 - Transit Asset Management with LANTA update in third quarter of 2025 and 2026
- Research and update the latest project evaluation methodology to score and rank projects for consideration and inclusion to the plan and refine current procedures by fourth quarter 2025.
- Update data, refine systems and reporting on **Justice 40 and equity factorscommunity demographics** affecting the transportation mobility and access to opportunity by first quarter of 2026.
- Update data, refine modeling and issue report on congestion management by second quarter of 2026.
- Updated functional classification system report, recommendations and suggested actions by first quarter 2026.
- Support LANTA's data efforts including partnering on Transit Asset Management target setting in third quarter each year.

Cost Centers

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

Task 3.3 – Data and Research

Summary Description

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

Work Activities

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

Products:

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

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

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

Cost Centers

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

TASK IV – Policy Support

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

Task 4.1 - Safe and Accessible

Summary Description

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

Work Activities

- Support corridor urban/community design programs that guide corridor planning initiatives and engages stakeholders locally and regionally as it relates to Complete Streets Activities.
- Assess, revise and contribute safe and accessible methodologies, programs and practices to other plans and programs (*Walk/Roll/LV*, Transportation Alternatives Set-Aside, Trail Gap Analysis, Traffic Safety Plan) updates and partner projects; for example:
 - Incorporate Safe and Accessible Transportation Options into *Traffic Safety Plan* update
- Assess local land use and regulations in support of LANTA's enhanced bus/ BRT plan system and transit-oriented development and recommend updates to municipal governments
- Support planning activities that address transit-oriented development; for example:
 - Through the continuation of the on-site municipal technical assistance program
 - Through promoting municipal regulations that support and are consistent with the policies in *FutureLV*
- Support and coordinate efforts associated with the continued implementation of *Walk/Roll/LV: Active Transportation Plan* and *Age-Friendly Communities Lehigh Valley Plan*; for example:
 - Integration of the Walk Audit Program results into municipal and regional transportation safety, mobility and multimodal planning, including the project selection process for MTP and TIP. This includes partner survey for healthy and complete communities projects with the AARP Pennsylvania, United Way of the Greater Lehigh Valley and Blue Zones.
- Coordinate, facilitate and support multi-modal activities that increase safe and accessible options for people of all ages and abilities **in accordance with Justice40**.

Products:

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

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

Cost Centers

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

Task 4.2 – Land Use and Transportation Coordination and Integration

Summary Description

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

Work Activities

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

Products:

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

Cost Centers

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

Task 4.3 – Policy Development and Supporting Activities

Summary Description

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

Work Activities

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

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

Products:

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

- Begin implementation of the *Eastern Pennsylvania Freight Infrastructure Plan* and finalize working group around plan by fourth quarter 2025.
- Update *Lehigh Valley Traffic Safety Plan* by second quarter of 2026.

Cost Centers

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

TASK V – Special Studies

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

Task 5.1 - Local Technical Assistance Program (LTAP)

Summary Description

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

Work Activities

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

Products:

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

Cost Centers

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

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

Summary Description

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

Work Activities

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

Products:

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

Cost Centers

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

APPENDICES

APPENDIX I: LVTS Work Elements Budget Detail

TOTAL FY2025-2027 BUDGET DETAIL						
TASK	TOTAL TASK	HIGHWAY			TRANSIT	
		Planning Funds	Motor License Funds	Local Funds	Metropolitan Planning Program Funds	Local
I Operations, Administration and Outreach in Support of the MPO	\$494,000	\$345,600	\$43,200	\$43,200	\$49,600	\$12,400
1.1 Contract and Administrative Activities	\$209,950	\$146,880	\$18,360	\$18,360	\$21,080	\$5,270
1.2 Community, Partner and Public Engagement	\$185,250	\$129,600	\$16,200	\$16,200	\$18,600	\$4,650
1.3 Agency and Partner Collaboration and Coordination	\$98,800	\$69,120	\$8,640	\$8,640	\$9,920	\$2,480
II Metropolitan Transportation Plan and Transportation Improvement Program	\$741,000	\$518,400	\$64,800	\$64,800	\$74,400	\$18,600
2.1 Long Range Planning	\$419,900	\$293,760	\$36,720	\$36,720	\$42,160	\$10,540
2.2 Transportation Improvement Program	\$321,100	\$224,640	\$28,080	\$28,080	\$32,240	\$8,060
III Technical Support	\$617,500	\$432,000	\$54,000	\$54,000	\$62,000	\$15,500
3.1 Modeling, Projection and Scenario Development and Support	\$207,480	\$145,152	\$18,144	\$18,144	\$20,832	\$5,208
3.2 Performance Analysis and Monitoring	\$205,010	\$143,424	\$17,928	\$17,928	\$20,584	\$5,146
3.3 Data and Research	\$205,010	\$143,424	\$17,928	\$17,928	\$20,584	\$5,146
IV Policy Support	\$663,500	\$478,000	\$54,000	\$54,000	\$62,000	\$15,500
4.1 Safe and Accessible	\$46,000	\$46,000	\$0	\$0	\$0	\$0
4.2 Land Use and Transportation Coordination and Integration	\$197,600	\$138,240	\$17,280	\$17,280	\$19,840	\$4,960
4.3 Policy Development and Supporting Activities	\$419,900	\$293,760	\$36,720	\$36,720	\$42,160	\$10,540
V Special Studies	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0
5.1 Local Technical Assistance Program (LTAP)	\$50,000	\$50,000	\$0	\$0	\$0	\$0
5.2 US Route 22 Mobility, Safety and Congestion Management Plan	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL BUDGET	\$3,041,000	\$2,299,000	\$216,000	\$216,000	\$248,000	\$62,000

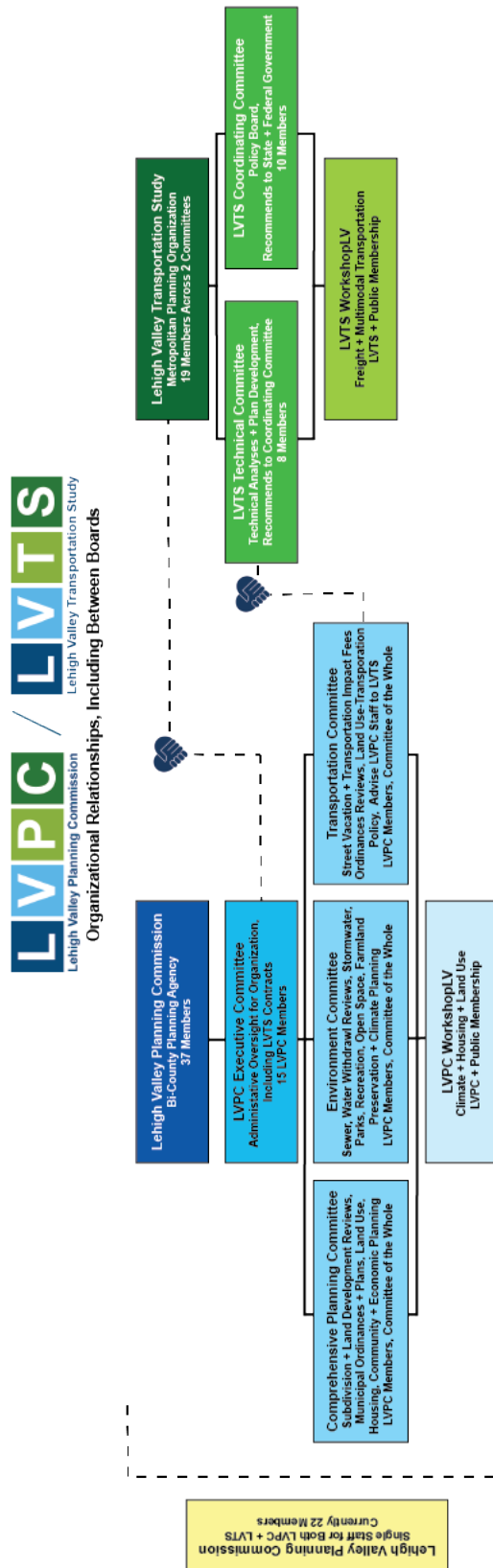
BUDGET DETAIL - YEAR 1 (7/1/2025-6/30/2026)							
TASK	TOTAL TASK	HIGHWAY			TRANSIT		Local
		Planning Funds	Motor License Funds	Local Funds	Metropolitan Planning Program Funds	Local	
I Operations, Administration and Outreach in Support of the MPO	\$247,000	\$172,800	\$21,600	\$21,600	\$24,800	\$6,200	
1.1 Contract and Administrative Activities	\$104,975	\$73,440	\$9,180	\$9,180	\$10,540	\$2,635	
1.2 Community, Partner and Public Engagement	\$92,625	\$64,800	\$8,100	\$8,100	\$9,300	\$2,325	
1.3 Agency and Partner Collaboration and Coordination	\$49,400	\$34,560	\$4,320	\$4,320	\$4,960	\$1,240	
II Metropolitan Transportation Plan and Transportation Improvement Program	\$370,500	\$259,200	\$32,400	\$32,400	\$37,200	\$9,300	
2.1 Long Range Planning	\$209,950	\$146,880	\$18,360	\$18,360	\$21,080	\$5,270	
2.2 Transportation Improvement Program	\$160,550	\$112,320	\$14,040	\$14,040	\$16,120	\$4,030	
III Technical Support	\$308,750	\$216,000	\$27,000	\$27,000	\$31,000	\$7,750	
3.1 Modeling, Projection and Scenario Development and Support	\$103,740	\$72,576	\$9,072	\$9,072	\$10,416	\$2,604	
3.2 Performance Analysis and Monitoring	\$102,505	\$71,712	\$8,964	\$8,964	\$10,292	\$2,573	
3.3 Data and Research	\$102,505	\$71,712	\$8,964	\$8,964	\$10,292	\$2,573	
IV Policy Support	\$331,750	\$239,000	\$27,000	\$27,000	\$31,000	\$7,750	
4.1 Safe and Accessible	\$23,000	\$23,000	\$0	\$0	\$0	\$0	
4.2 Land Use and Transportation Coordination and Integration	\$98,800	\$69,120	\$8,640	\$8,640	\$9,920	\$2,480	
4.3 Policy Development and Supporting Activities	\$209,950	\$146,880	\$18,360	\$18,360	\$21,080	\$5,270	
V Special Studies	\$975,000	\$975,000	\$0	\$0	\$0	\$0	
5.1 Local Technical Assistance Program (LTAP)	\$25,000	\$25,000	\$0	\$0	\$0	\$0	
5.2 US Route 22 Mobility, Safety and Congestion Management Plan	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL BUDGET	\$1,758,000	\$1,387,000	\$108,000	\$108,000	\$124,000	\$31,000	

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

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

LVTS Work Elements and Federally Required Metropolitan Planning Factors										
01. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. 02. Increase the safety of the transportation system for motorized and non-motorized users. □ 03. Increase the security of the transportation system for motorized and non-motorized users. 04. Increase accessibility and mobility of people and freight. 05. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. 06. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. 07. Promote efficient system management and operation. 08. Emphasize the preservation of the existing transportation system. 09. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. 10. Enhance travel and tourism.										
Work Tasks	Metropolitan Planning Factor									
	1	2	3	4	5	6	7	8	9	10
Task I - Operations, Administration and Outreach										
1.1 - Contract and Administrative Activities	√	√	√	√	√	√	√	√	√	√
1.2 - Community, Partner and Public Engagement	√	√	√	√	√	√	√	√	√	√
1.3 - Agency and Partner Collaboration and Coordination	√	√	√	√	√	√	√	√	√	√
Task II - Metropolitan Transportation Plan										
2.1 - Long Range Planning	√	√	√	√	√	√	√	√	√	√
2.2 - Transportation Improvement Program	√	√	√	√	√	√	√	√	√	√
Task III - Technical Support										
3.1 - Modeling, Projection and Scenario Development and Support	√	√	√	√	√	√	√	√	√	√
3.2 - Performance Analysis and Monitoring		√	√	√	√		√	√	√	
3.3 - Data and Research	√	√	√	√	√	√	√	√	√	√
Task IV - Policy Support										
4.1 - Safe and Accessible		√	√	√		√	√			√
4.2 - Land Use and Transportation Coordination and Integration	√	√	√	√	√	√	√	√	√	√
4.3 - Policy Development and Supporting Activities	√	√	√	√	√	√	√	√	√	√
TASK V – Special Studies										
5.1 - Local Technical Assistance Program (LTAP)	√	√	√	√	√	√	√	√	√	
5.2 - US Route 22 Mobility, Safety and Congestion Management Plan	√	√	√	√	√	√	√	√	√	√

APPENDIX III: Organizational Relationships Diagram



APPENDIX IV: Adoption Resolutions



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: April 7, 2025
TO: Lehigh Valley Transportation Study
FROM: Lehigh Valley Planning Commission

REGARDING: 1st Quarter of 2025, January to March Traffic Monitoring Report

This report covers traffic volumes and types of commercial trucks on roadways with active continuous traffic counters in operation in the Lehigh Valley during the 1st quarter of 2025 which comprises the months of January, February and March.

This data is a critical component of the Federal Highway Administration (FHWA) Highway Performance Monitoring System (HPMS) activities conducted by the Lehigh Valley Transportation Study (LVTS) and the Lehigh Valley Planning Commission (LVPC). Traffic data provides the basis for many transportation planning and programming purposes.

These are the continuous counters in operation and the associated data collected during the 1st quarter of 2025 with associated last Tuesday of the month data and any unusual variances provided.

- **Route 22 in Hanover Township** between Airport Road and Fullerton Avenue Exits:
 - January 101,618 vehicles including 9,254 commercial trucks
 - February 102,493 vehicles including 10,063 commercial trucks
 - March 106,143 vehicles including 11,577 commercial trucks
- **Route 33 in Lower Nazareth Township** between Newburg Road and Route 248 Exits:
 - January 78,159 vehicles including 8,954 commercial trucks
 - February 81,532 vehicles including 10,087 commercial trucks
 - March 84,163 vehicles including 12,003 commercial trucks
- **Route 22 in Palmer Township** between Route 33 and the 25th Street Exits.
 - January 49,185 vehicles including 2,410 commercial trucks
 - February 51,042 vehicles including 3,001 commercial trucks
 - March 53,281 vehicles including 2,856 commercial trucks
- **Route 309 in Upper Saucon Township** between Fairmount Street and Passer Road
 - January 36,093 vehicles
 - February 37,064 vehicles
 - March 38,273 vehicles
 - *Note: the 309-traffic counter is unable to determine types of vehicles such as commercial trucks*

The 1st quarter of 2025 saw a return to normal seasonal traffic due primarily to travelling and commutes associated with the reactivation of employers and students coming off holiday time off. This is a normal trend associated with this time of year and is reflected through the steady increase to the end of the first quarter.

Comparison of the end of March 2024 to 2025 Traffic Volumes

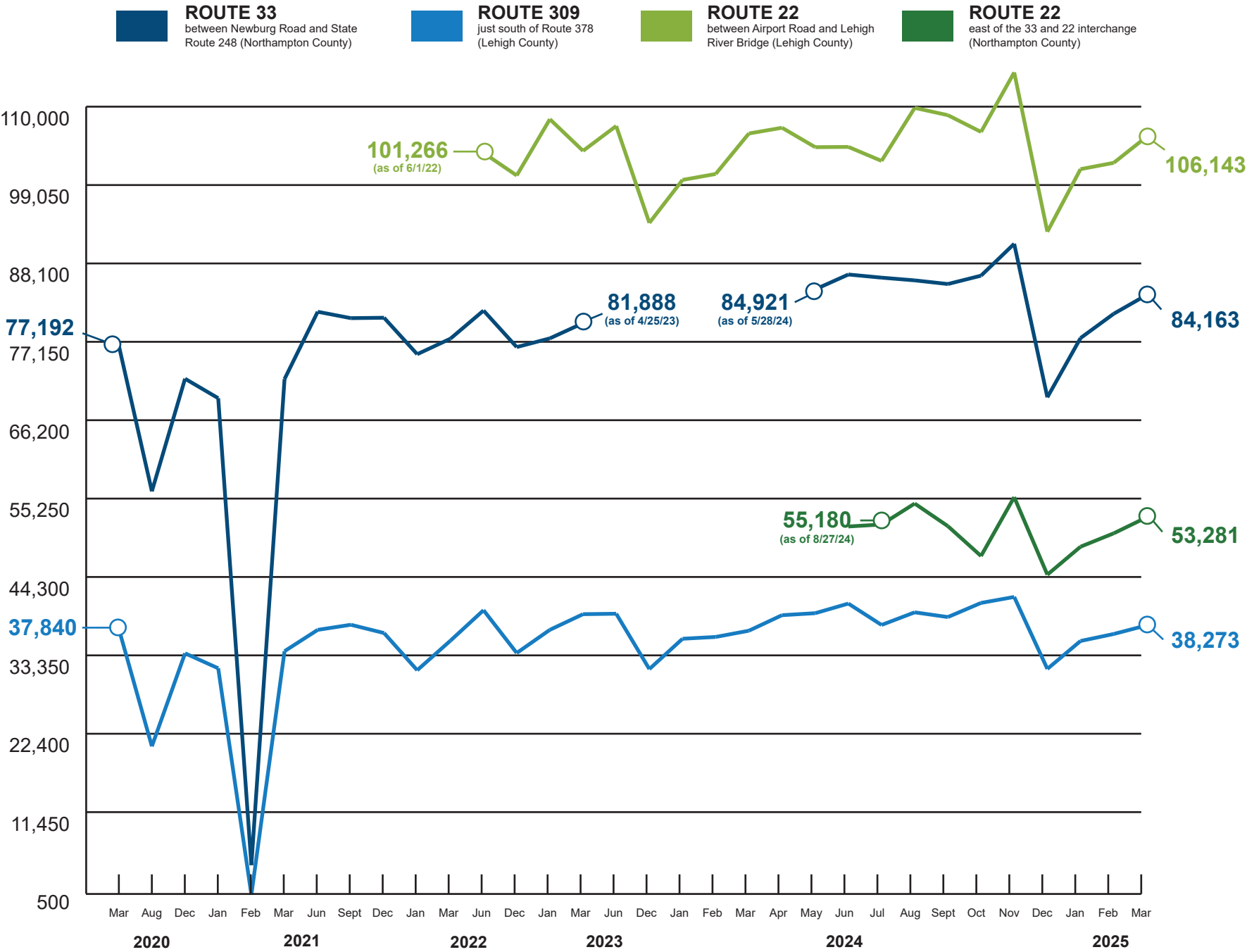
During the 1st quarter of 2025 the Lehigh Valley had 4 counters in operation whereas in the 1st quarter of 2024 there were 2 active continuous traffic counters in operation collecting data.

The counters active during 2024 and 2025 were on US Route 22 near the Lehigh River Bridge in Hanover Township and Route 309 in Upper Saucon Township. The other continuous traffic counters on US Route 22 in Palmer Township and PA Route 33 were not in operation during the 1st quarter of 2024 due to installation or maintenance of the counters.

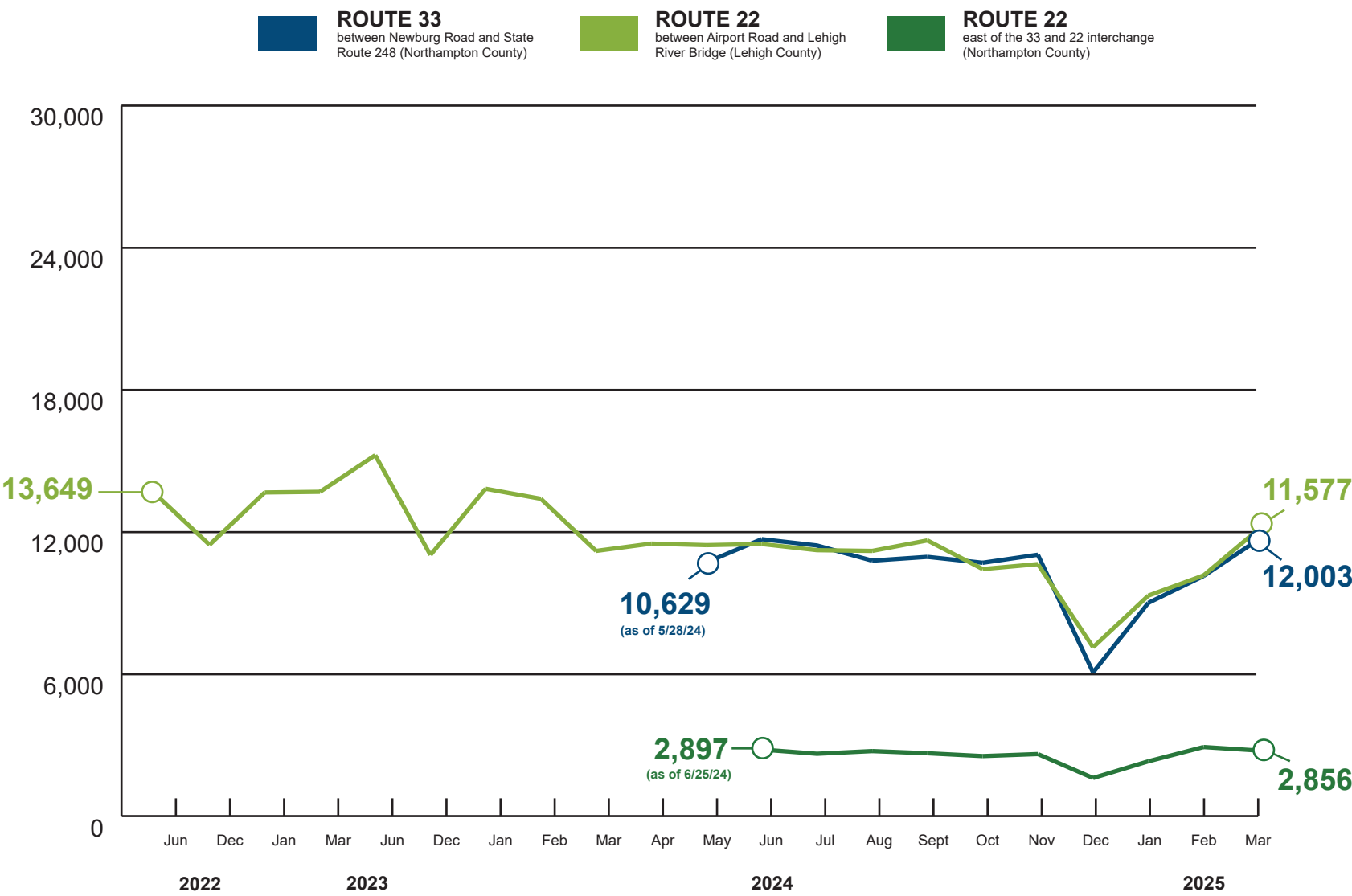
- **Route 22 in Hanover Township** saw a slight decrease from 106,568 vehicles in 2024 to 106,143 vehicles recorded in 2025. Commercial trucks were at 11,101 in 2024 as compared to 11,557 trucks in 2025. There is a difference of 425 less vehicles overall and 476 more commercial vehicles (trucks).
- **Route 309 in Upper Saucon Township** reported an increase from 2024 of 37,518 vehicles to 38,273 in 2025. An increase of 756 overall vehicles.

Slight variances year to year are normal, these pattern changes can be because of deviations of normal commutes or congestion allowing people to navigate different routes from normal commutes. The quarterly report does highlight the anticipated volumes and types of trucks are consistent during this seasonal change of traffic. Another factor that may result in changes in traffic volumes is land development, employment centers changing operations due to outside factors such as supply chain interruptions, consumer demand and available resources. Overall, the numbers are consistent with patterns we expect to see from quarter to quarter and analysis of year to year.

TOTAL VEHICLE TRAFFIC



TOTAL TRUCK TRAFFIC



Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting April 16, 2025

Transportation Alternatives Set-Aside Projects

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

MPMS 119824 – est. let February 12, 2026

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

Bogert's Bridge Rehabilitation, City of Allentown (C-C. Barry)

MPMS 118404 – est. let May 8, 2025

- Letter of Amendment for additional TASA funds executed February 14, 2025
- Project advertised for bid March 25, 2025

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

MPMS 118439 – est. let July 10, 2025

- Sponsor evaluating if they want to continue with project

Easton Pedestrian Safety Project Phase 3, City of Easton (C-C. Barry)

MPMS 118435 – est. let May 8, 2025

- Lighting plans approved February 12, 2025
- Proprietary item request approved March 17, 2025
- Constructability review complete January 15, 2025
- PS&E in Contract Management review

Community Bike Works, Community Bike Works (C-A. Wolfe)

MPMS 121551 – let October 24, 2024 (bike education project, no physical construction)

- Coordinating with OCC for required custom reimbursement agreement draft

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

MPMS 121552 – est. let TBD

- Plan development underway along with activities to obtain required clearances

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

MPMS 121550 – est. let TBD

- Sponsor working on obtaining designer

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

MPMS 121553 – est. let TBD

- Sponsor obtained CDR Maguire for design
- Plan development underway along with activities to obtain required clearances

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting April 16, 2025

Multimodal Transportation Fund Projects

Main Street/SR 873 & Walnut Street Improvements, Slatington Borough (C-L. Montgomery)

MPMS 113099 – est. let April 10, 2025

- Project combined with the District's Walnut Street Bridge project (MPMS 94680)
- ROW clearance received March 5, 2025
- TCP and temporary signal plans approved February 20, 2025
- Final structure plans approved March 18, 2025
- PS&E complete and project advertised March 19, 2025

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

MPMS 115798 – est. let TBD (paper let)

- Sponsor has found development partner and hopes to begin advancing design efforts soon

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

MPMS 115769 – est. let December 11, 2025 (paper let)

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

Allentown 15th Street Traffic Signal Improvements, City of Allentown (C-C. Barry)

MPMS 116846 – est. let TBD (paper let)

- Plan development ongoing along with activities to obtain required ROW clearance

S. Church and Hickory Street Connections, Borough of Macungie (C-C. Barry)

MPMS 119779 – est. let December 11, 2025 (paper let)

- Plan development ongoing along with activities to obtain required clearances

Bethlehem Township Emergency Traffic Signal (C-C. Barry)

MPMS TBD – est. let April 1, 2027 (paper let)

- Environmental clearance received December 20, 2024
- Reimbursement agreement executed March 21, 2025
- Plan development ongoing along with activities to obtain required clearances

Coplay Multimodal Street Improvements (C-C. Barry)

MPMS TBD – est. let TBD (paper let)

- Plan development underway along with activities to obtain required clearances

Pearl Street Safety Improvements (C-C. Barry)

MPMS TBD – est. let TBD (paper let)

- Sponsor working to obtain designer

King's Route 309 Business Park Roundabout (C-C. Barry)

MPMS TBD – est. let TBD

- Environmental clearance received January 14, 2025
- Plan development underway along with activities to obtain required clearances
- Reimbursement agreement being drafted, awaiting evergreen note from sponsor

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting April 16, 2025

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



RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: April 16, 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, April 7 on WDIY radio 88.1 FM, detailed the effort to tackle the Lehigh Valley's housing shortage, with guest LVPC Chief Community and Regional Planner Jill Seitz. The show details the partnership between the LVPC, Urban Land Institute and Lehigh County to develop the Lehigh Valley Housing Supply and Attainability Strategy, and effort designed to increase housing at appropriate income levels and in locations that support the needs of everyone. The show is available at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newsly. The next Plan Lehigh Valley Radio Show will air May 5, at 6:30 pm.

The current **Business Cycle Column** was scheduled to publish Sunday, April 2, and it also detailed the effort to create the Lehigh Valley Housing Supply and Attainability Strategy. In the column, Becky discusses the mountain we'll need to climb to tackle this housing shortage, with a particular focus on the many professions in the Lehigh Valley that don't pay enough income to afford homes in many communities. The next column in the Morning Call will be published May 25.

Educational Opportunities

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

Friday, May 16

PennDOT Traffic Calming Guidelines Update – 11 am to Noon

PennDOT has recently updated Pennsylvania's traffic calming guidelines. Formerly called PennDOT Publication 383, Pennsylvania's Traffic Calming Handbook, the updated guidelines will be in PennDOT Publication 13, Contextual Design Manual, Chapter 18. This session will review the updated traffic calming guidelines, how to locate the materials, and how to use them for your traffic calming program. Other discussion points will include traffic calming benefits/pitfalls, changes to key guidelines, and new tools for determining appropriate traffic calming measures.

Thursday, June 5

Difficult Conversations in Municipal Workplaces – 11 am to Noon

Effective communication is at the heart of public service, but difficult conversations, whether with colleagues, leadership, or the community—are inevitable. This interactive webinar equips municipal employees with tools to navigate challenging discussions with confidence, professionalism, and emotional intelligence. Join us to enhance your ability to handle tough talks while maintaining trust, collaboration, and a solutions-oriented mindset in your municipal workplace.

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

Safe Streets and Roads for All (SS4A)

The Streets and Roads for All program provides competitive grants to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, micro-mobility users, motorists, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding. The maximum expected award for Planning and Demonstration Grants changed from \$10,000,000 to \$5,000,000. The application deadline is June 26, 2025, and the deadline for requesting PennDOT support is June 12, 2025.

<https://www.transportation.gov/grants/SS4A>

Pennsylvania Department of Community and Economic Development (DCED) Multimodal Transportation Fund (MTF)

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. 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. Eligible entities include: Municipalities, Councils of Governments, Businesses, Economic Development Organizations, Public Transportation Agencies, and Ports-Rail/Freight. Grants are available for projects with a total cost of \$100,000 or more. Grants shall not exceed \$3,000,000 for any project. Applications will be accepted until May 31st.

<https://dced.pa.gov/programs/multimodal-transportation-fund/>

Pennsylvania Department of Transportation Automated Red-Light Enforcement (ARLE) Grant

The Automated Red Light Enforcement Transportation Enhancements Grant Program (ARLE Funding Program) is a PennDOT-administered competitive grant program. Funding for the program is generated from the net revenue of fines collected through Automated Red Light Enforcement Systems and Automated Speed Enforcement Systems. PennDOT will be accepting applications from June 1st through June 30th, 2025. The 2025 program will continue to prioritize safety enhancements considering both PennDOT's Safety Network Screening methods for the project location and Crash Modification Factors associated with proposed

improvements. A pre-application scoping form is required prior to submitting an application, which is due on April 28th, 2025.

<https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDARLE.html>

**Pennsylvania Department of Community and Economic Development (DCED)
Greenways, Trails, and Recreation Program (GTRP)**

The Marcellus Shale Legacy Fund allocates funds to the Commonwealth Financing Authority for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects using the Greenways, Trails, and Recreation Program (GTRP). The funding is available for projects that involve development, rehabilitation and improvements to public parks, recreation areas, greenways, trails, and river conservation. Eligible entities are: Municipalities, Councils of Governments, Watershed Organization, For-Profit Businesses, Authorized Organization, and Institutions of Higher Education. Grants shall not exceed \$250,000 for any project. A 15% match of the total project cost is required. Applications will be accepted until May 31st.

<https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/>