



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee
BASEL YANDEM
Chair, Technical Committee
BECKY A. BRADLEY, AICP
Secretary,
Coordinating Committee +
Technical Committee

LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING

Wednesday, February 18, 2026, at 9:00 am

Virtual Meeting Agenda

Roll Call

Minutes

1. *ACTION ITEM*: Technical Committee approval of Minutes of January 21, 2026, Joint Technical + Coordinating Committee Meeting (HM)
2. *ACTION ITEM*: Coordinating Committee approval of Minutes of January 21, 2026, Joint Technical + Coordinating Committee Meeting (HM)

Old Business

1. *INFORMATION ITEM*: Congestion Management Plan Progress Report (SK, SW)
2. *INFORMATION ITEM*: 2025-2028 Transportation Improvement Program (JR)
 - a. *Administrative Actions*
3. *INFORMATION ITEM*: Metropolitan Transportation Plan Update (FU)
4. *INFORMATION ITEM*: Transportation Improvement Program Update (EG)

New Business

1. None

Status Reports

1. Highway Performance Monitoring System: Monthly Traffic Report
2. PennDOT District 5-0 Bridge Project Status Report
3. Public Engagement, Education and Grants Report

Adjournment

Next LVTS Meetings

LVTS Joint Technical and Coordinating Committee: Wednesday, March 18 at 9 AM

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

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

The LVPC/LVTS website, www.lvpco.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.



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee
BASEL YANDEM
Chair, Technical Committee
BECKY A. BRADLEY, AICP
Secretary,
Coordinating Committee +
Technical Committee

Lehigh Valley Transportation Study Minutes from Wednesday, January 21, 2026 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 7, 20256. To start, Mr. Rick Molchany chaired the Coordinating Committee portion of the meeting, and Mr. Brendan Cotter chaired the Technical Committee portion of the agenda.

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

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

Brendan Cotter	LANTA
Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5-0
Nick Raio	PennDOT Central Office

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
Tara Zrinski	Northampton County
Michael Emili (Alt.)	Northampton County
Chris Kufro	PennDOT District 5-0
James Mosca	PennDOT Central Office
Owen O'Neill	LANTA

Members Absent:

Technical Committee

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

Coordinating Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Josh Siegel	Lehigh County
Thomas Stoudt	LNAA

Staff Present: Becky Bradley, Evan Gardi, Subham Kharel, Hannah Milagio, Beth Ritter-Guth, Faria Urmy, Steven Weber

Public Present:

Barbara Moreno (Federal Railroad Administration), Brian Miller (Upper Milford Township), Kurt Bresswein (www.lehighvalleylive.com), Amy Unger, Scott Vottero (PennDOT District 5), Toni Mitman (All Aboard Lehigh Valley), Brett Webber (All Aboard Lehigh Valley), Scott Harney (The Pidcock Company), Craig Beavers (Palmer Township), James Mathews (Rail Passengers Association, DC), Bill Alpaugh (All Aboard Lehigh Valley), Jeremy Crawford, Derek Piper (Federal Railroad Administration), Nyomi Nonnemaker (PennDOT Central Office), Andrew Sandweiss (Federal Railroad Administration), Gene Porochniak (Federal Highway Administration), Scott Slingerland (Coalition for Appropriate Transportation), Michael Rebert (JMT), Scott Cressman (PennDOT District 5), Rich Ames (WSP), Lee Rackus (Whitehall Township), Ralph Eberhardt (Michael Baker International), Jonathan Black (Federal Railroad Administration), Jennifer Swan, Cory Harding, Ian Murphy

Courtesy of the Floor

Mr. Molchany asked if there were comments for items not on the morning's agenda. Mr. Assad noted that the LVPC would host a press announcement on January 22 at 10 AM regarding an update to a project on Route 22. Mr. Molchany stated this is a great opportunity for the Lehigh Valley's main street.

Mr. Weber and Ms. Ritter-Guth introduced themselves as the LVPC's new Director of Transportation Planning and Director of Research and Innovation, respectively. They both shared information on their professional backgrounds. Mr. Molchany welcomed them both to the team, and there were no comments from LVTS members or the public.

Minutes

Mr. Cotter stated that the Technical Committee last met on December 17, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the November 5, 2025 Joint Technical and Coordinating Committee Workshop
- Minutes from the November 19, 2025 Technical Committee Meeting
- Minutes from the December 4, 2025 Joint Technical and Coordinating Committee Workshop
- Draft 2027-2030 Transportation Improvement Program
- TIP Amendment #1: Carbon Reduction Program Projects
- Adjournment

Mr. Cotter asked for a motion to approve the December 17, 2025 minutes as presented. Mr. Petrik made the motion, which was seconded by Mr. Raio. There were no questions or comments from members of the public. Ms. Bradley to call for a vote and the motion was approved, with an abstention from Ms. Ruth.

Mr. Molchany stated that the Coordinating Committee last met on December 17, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the October 15, 2025 Joint Technical and Coordinating Committee Meeting
- Minutes from the November 5, 2025 Joint Technical and Coordinating Committee Workshop
- Minutes from the December 4, 2025 Joint Technical and Coordinating Committee Workshop
- Draft 2027-2030 Transportation Improvement Program
- TIP Amendment #1: Carbon Reduction Program Projects
- Adjournment

Mr. Molchany asked for a motion to approve the December 17, 2025 minutes as presented. Mr. Mosca made the motion, seconded by Mr. O'Neil. There were no questions or comments from members of the public. Ms. Bradley to call for a vote and the motion was approved.

Old Business

ACTION ITEM: 2026-2027 LVTS Technical + Coordinating Committee Officer Elections

Mr. Molchany read from the LVTS bylaws, "Officers shall consist of a Chair, a Vice Chair and a Secretary. The Chair shall preside at all meetings. The Vice Chair shall act for the Chair in the event of his or her absence. The Secretary shall keep records of actions and attest contracts. All officers shall serve for a two-year term of office and may serve for two consecutive terms." He noted nominations would be accepted from the floor, and each nominated member would have up to one minute to present their anticipated contributions if elected to the position.

Mr. Cotter began the Technical Committee officer elections. He stated that the previously nominated members were Mr. Yandem for Chair, Mr. Raio for Vice Chair, and Ms. Bradley for Secretary. He asked for nominations from the floor, and there were none.

Mr. Yandem thanked the members for the nomination and the trust placed in him to chair the committee for the next two years. He stated that the Technical Committee has accomplished a lot through collaboration, and his plan is to continue working collaboratively to support the region's transportation infrastructure. Mr. Raio stated that working with the members of the Technical Committee has been a positive experience, and he looks forward to supporting the Chair and the rest of the Committee with technical information from the PennDOT Program Management Center. Ms. Bradley expressed her gratitude for the nomination and the Committee's trust in the LVPC. There were no questions for any of the candidates.

Mr. Cotter asked for a motion to confirm Mr. Yandem as Chair, Mr. Raio as Vice Chair and Ms. Bradley as Secretary of the LVTS Technical Committee for the 2026-2027 term. Mr. Meyer made the motion to confirm the three candidates, which was seconded by Mr. Petrik. Ms. Bradley called for a vote and the motion was approved. Mr. Yandem served as Technical Committee Chair for the remainder of the meeting.

Mr. Molchany began the Coordinating Committee officer elections. He stated that the previously nominated members were Mr. O'Neil for Chair, Mr. Kufro for Vice Chair, and Ms. Bradley for Secretary. He asked for nominations from the floor, and there were none.

Mr. O'Neil thanked Mr. Molchany for his leadership as Coordinating Committee Chair. He noted that the LVTS will oversee many important projects over the 2026-2027 term including the update to the Metropolitan Transportation Plan, the next phase of the Passenger Rail study, and the reauthorization of the federal transportation bill. LVTS has developed several open and participatory processes to guide its work, and Mr. O'Neil expressed that he aims to continue that work if elected. Mr. Kufro expressed gratitude to the outgoing officers, and he shared that he has experience as both the chair and vice chair for the LVTS Technical and Coordinating Committees. Currently, Mr. Kufro is the chair of the Reading Area Transportation Study (RATS). Ms. Bradley thanked Mr. Molchany and Mr. Hopkins for their leadership over the last two years. She noted that LVTS processes have become more open and accessible. Ms. Bradley shared that she looks forward to working on the Unified Planning Work Program (UPWP), updating the Safety Plan with funding from the Safe Streets and Roads for All Grant, and supporting LANTA and PennDOT through work on the Bus Rapid Transit (BRT) system as Secretary of the Coordinating Committee.

Mr. Molchany stated that the LVTS has a lot of responsibilities to serve the region and its transportation grid. He noted that it is important that the MPO have good leaders in line to continue the work. There were no questions for the candidates.

Mr. Molchany asked for a motion to confirm Mr. O'Neil as Chair, Mr. Kufro as Vice Chair and Ms. Bradley Secretary of the LVTS Coordinating Committee for the 2026-2027 term. Mr. Hopkins made the motion to confirm the three candidates, which was seconded by Mr. Mosca. Ms. Bradley called for the vote, and the motion was approved.

Mr. Molchany thanked Ms. Bradley and the LVPC staff for their support during his time as the Chair of the Coordinating Committee. He also thanked PennDOT District 5, PennDOT Central Office, and Mr. Porochniak as the LVTS representative from the Federal Highway Administration (FHWA). He thanked the members of the LVTS for their participation and commitment to improving the Lehigh Valley's transportation grid. He thanked Mr. Cotter as outgoing Technical Committee Chair. Mr. Molchany asked that the members continue to support the needs of the LVTS and the improvements, maintenance and future design of the region's transportation grid. Mr. O'Neil served as Coordinating Committee Chair for the remainder of the meeting.

SPECIAL PRESENTATION: Lehigh Valley Rail Corridor Planning Update, Federal Railroad Administration (FRA)

Ms. Moreno introduced herself and Mr. Piper, Mr. Sandweiss, and Mr. Black as staff for the Federal Railroad Administration (FRA). Ms. Moreno provided an overview of the Corridor Identification and Development (CID) program. She stated that the CID program is an intercity passenger rail planning and development program, the goals of which are to help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation.

Ms. Moreno stated that the CID program provides partnership with corridor sponsors and sustained support through planning and project development stages. Projects in the CID program are included in the National Pipeline of Projects that show untapped potential investment, and those projects benefit from priority selection under the National Railroad Partnership Program. The CID program supports projects in the planning and development stages, while the National Railroad Partnership Program supports the development, design and construction stages. Ms. Moreno displayed a map that showed the CID selections for Federal Fiscal Year (FFY) 2022, which included 69 corridors across 44 states.

Ms. Moreno outlined the three steps of the CID program. The first step is to deliver a corridor-specific scope, schedule and budget for a Service Development Plan (SDP). The SDP is developed in the second step, and it includes a Capital Project Inventory as part of the Phased Implementation Plan. This inventory may advance into the third step (Project Development) at the FRA's discretion based on a project's readiness. The third step also includes preliminary engineering and environmental reviews. Once a project completes the third step it will move to the National Pipeline of Projects and may be prioritized in the National Railroad Partnership Program.

Ms. Moreno reviewed the funding availability within the three steps of the CID program. In the first step, up to \$500,000 is available to scope the SDP with no non-federal match required. In the SDP, a budget is developed, which determines funding availability in step two. Ten percent of the budget must be covered by non-federal sources. The final SDP includes a project inventory, which determines the budget for preliminary engineering and environmental reviews for funding in step three. Twenty percent of this budget must be covered by non-federal sources.

Mr. O'Neil thanked Ms. Moreno and the FRA team for their time and presentation. He asked Ms. Moreno if there is availability to get into the CID program, or if there is an alternative path to complete the steps required to move forward. Ms. Moreno stated that another competitive Notice of Funding Opportunity (NOFO) is anticipated, and that the FRA grants calendar will be released to determine when that is. She is unaware of the timeline for the release of the grants calendar.

Mr. O'Neil asked if there were any questions from LVTS members or the public. Mr. Webber asked if proposed corridors evaluated opportunities to expedite the process based on a decision to work with Amtrak. Ms. Moreno stated that the CID program does not favor any operator over another. She suggested Mr. Webber direct his question on expediting the process to Amtrak. Ms. Bradley added that part of the upcoming Phase 2 study would include identification of a preferred service provider and the best route to pursue. These evaluations need to be made objectively and without favor to one route or provider over another.

Mr. Webber asked if there are any specific requirements to make the proposal for the corridor, and what would help an application to the CID program be successful. Ms. Moreno noted that there may be

differences in the application process for the next NOFO, but that the previous NOFO required letters of support, and a 12-15 page narrative with essential information on the project. She stated that the CID program is looking for a throughline to implementation in the narrative, as well as strong evidence of market demand and a completed feasibility study when another NOFO is announced. Mr. Webber stated that All Aboard Lehigh Valley is advocating to seek out Amtrak input on the application. Ms. Moreno noted that the framework of the CID program is listed on the FRA website, and addressing this framework will be beneficial to an application. There were no further questions from LVTS members or the public.

ACTION ITEM: 2026 LVTS Meeting Schedule

Ms. Milagio stated that this item was presented at the December meeting, but because the Technical Committee did not have a quorum when this item came to a vote, a vote could not be fully taken on this item. Technical Committee had quorum in the meeting until after the vote on the TIP Amendment was taken. The vote on the LVTS Schedule taken by Coordinating Committee was taken contingent on the Technical Committee vote, so that vote will also need to be retaken. Last month, the LVPC Staff examined a variety of scheduling scenarios. Based on availability of LVTS members, legal advertising requirements, and staffing capacity, two options were developed.

Ms. Milagio noted that Option One was to continue with one LVTS meeting per month, with the Technical and Coordinating Committee meeting jointly eight times (January, February, March, May, June, September, October, December), and the Technical Committee meeting on its own three times (April, July, November) in 2026. Option Two would be to have a Technical Committee meeting on the second Wednesday of every month, except August, and a Coordinating Committee meeting on the third Wednesday of the month in January, February, March, May, June, September, October (fourth Wednesday) and December. She stated that the LVPC Staff are asking for a discussion and vote today by the LVTS on which option the committees would like to pick for 2026 so that internal processes can be prepared and legal advertising requirements from the PA Sunshine Act and the LVTS' Public Participation Plan can be met.

Mr. O'Neil opened the floor to the LVTS members for discussion on the two schedule options. Ms. Bradley advocated for Option One. She stated that having separate meetings for the Technical and Coordinating Committees will not shorten the meetings. Preparation for LVTS meetings takes a lot of staff time, and this would be in conflict with the UPWP, which will see an 65% increase in work. Current and future-predicted staffing levels for the LVPC cannot support two meetings per month.

Mr. Meyer shared two ideas to help with members' meeting fatigue: condensing the meeting protocols and other housekeeping items at the beginning of the meetings, and sharing how long the meeting is expected to be in advance. Ms. Bradley stated that much of the meeting introduction and protocols are required to stay compliant, but that the staff can look to streamline that content where possible. She noted that LVTS meetings have been 1.5-2 hours for some time, and that members can expect meetings to last this long moving forward, given the volume of work. She also noted that the LVPC will reinstitute the FutureLV working group, which is open to members of the LVTS and the LVPC to more deeply work on policy associated with the MTP/bi-county comprehensive plan.

Mr. Mosca reiterated his comments on the schedule from the last meeting. He noted that the gap in the summer months for the Coordinating Committee should be fine, as long as there is an ability to schedule a special meeting to cover a time sensitive item. Ms. Bradley confirmed that this was a possibility, especially given that e-ballots are not legal in Pennsylvania per the Sunshine Act.

Mr. Yandem asked for a motion to recommend Option One for the 2026 LVTS Meeting Schedule to the Coordinating Committee. Mr. Cotter made a motion to recommend Option One for the 2026 LVTS Meeting Schedule to the Coordinating Committee, which was seconded by Ms. Ruth. There were no questions from Technical Committee members or the public. Ms. Bradley called for the vote and the motion carried.

Mr. O'Neil asked for a motion to approve Option One for the 2026 LVTS Meeting Schedule, as forwarded by the Technical Committee. Mr. Kufro made the motion to approve Option One for the 2026 LVTS

Meeting Schedule, which was seconded by Mr. Mosca. There were no questions from Technical Committee members or the public. Ms. Bradley called for the vote and the motion carried.

INFORMATION/ACTION ITEM: 2025-2028 Transportation Improvement Program

TIP Amendment #1: PA 309 Resurface

Ms. Ruth stated that the PA 309 Resurface Construction Phase was proposed to have an increase total of \$8,495,000. This increase is due to signal modifications throughout the corridor and additional railroad preemption, additional traffic control devices and temporary signals, additional sidewalks and ADA ramps to improve pedestrian accessibility and safety along with updated LANTA bus stop locations, addition of a left turn lane and further adjustment/refinements at Orefield Road, additional drainage, steepened side slopes with stabilization, post construction stormwater management facilities, mobilization, CENG, final mill/overlay of constructed work after staged construction operations are complete, and general escalation costs. Funding comes from the Route 22/Fullerton Interchange project, which is carried on the 2027-2030 TIP, the PA 309/Tilghman Interchange project, which received August redistribution, and the LVTS Highway and Bridge Reserve Line Item.

Mr. O'Neil asked if there were any questions from LVTS Members or the public. Mr. Raio noted that this amendment is awaiting PennDOT Program Management Committee approval. There were no additional comments.

Mr. Yandem asked for a motion from the Technical Committee to recommend TIP Amendment #1: PA 309 Resurface to the Coordinating Committee. Ms. Bradley made a motion to recommend TIP Amendment #1: PA 309 Resurface to the Coordinating Committee, which was seconded by Mr. Cotter. There were no questions from committee members or the public. Ms. Bradley called for the vote, and the motion carried.

Mr. O'Neil asked for a motion to approve TIP Amendment #1: PA 309 Resurface as forwarded by the Technical Committee. Mr. Mosca made a motion to approve TIP Amendment #1: PA 309 Resurface pending Program Management Committee approval, which was seconded by Mr. Kufro. There were no questions from committee members or the public. Ms. Bradley called for the vote, and the motion carried.

TIP Amendment #2: PA 248 Resurface

Ms. Ruth noted that this project covers Route 248 from 25th Street to Route 611 in Wilson Borough and the City of Easton. This proposal would increase the construction phase of the project by \$4,000,000. The amendment would add federal funding and advance the project, which is a Northampton County Maintenance Priority. Funding comes from the PA 309/Tilghman Interchange project, which received August redistribution, and the LVTS Highway and Bridge Reserve Line Item.

Mr. O'Neil asked if there were any questions from LVTS Members or the public. Mr. Raio noted that this amendment was recently reviewed by the PennDOT Program Management Center. There were no additional comments.

Mr. Yandem asked for a motion from the Technical Committee to recommend TIP Amendment #2: PA 248 Resurface to the Coordinating Committee. Mr. Raio made the motion to recommend TIP Amendment #2: PA 248 Resurface to the Coordinating Committee, which was seconded by Mr. Meyer. There were no questions from committee members or the public. Ms. Bradley called for the vote, and the motion carried.

Mr. O'Neil asked for a motion from the Coordinating Committee to approve TIP Amendment #2: PA 248 Resurface, as forwarded by the Technical Committee. Ms. Bradley made the motion to approve TIP Amendment #2: PA 248 Resurface, which was seconded by Mr. Mosca. There were no questions from committee members or the public. Ms. Bradley called for the vote, and the motion carried.

TIP Amendment #3: Route 22 Widening – Lehigh River Bridge to Airport Road

Ms. Ruth stated that this increase of \$6,000,000 was to add the project to the current TIP. Funding comes from PennDOT Central Office's National Highway Performance Program (NHPP) Reserve Line Item. There were no questions from LVTS members or the public.

Mr. Yandem asked for a motion to recommend TIP Amendment #3: Route 22 Widening to the Coordinating Committee. Ms. Bradley made the motion to recommend TIP Amendment #3: Route 22 Widening to the Coordinating Committee, which was seconded by Mr. Cotter. There were no questions from committee members or the public. Ms. Bradley called for the vote, and the motion carried.

Mr. O'Neil asked for a motion to approve TIP Amendment #3: Route 22 Widening, as forwarded by the Technical Committee. Mr. Mosca made the motion to approve TIP Amendment #3: Route 22 Widening, which was seconded by Mr. Kufro. There were no questions from committee members or the public. Ms. Bradley called for the vote, and the motion carried.

Administrative Actions

Ms. Ruth stated that there were four administrative actions from December 5, 2025 to January 9, 2026:

- Mauch Chunk Road Signal Upgrade, Lehigh County
- Easton Road over Saucon Creek East Branch, Northampton County
- Church Road over Tributary to Mill Creek, Lehigh County
- Route 512 over Brush Meadow Creek, Northampton County

There were no comments from the LVTS members or the public.

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

Metropolitan Transportation Plan (MTP) Calendar Update

Ms. Bradley explained that the Lehigh Valley's MTP is incorporated with the bi-county comprehensive plan for Lehigh and Northampton Counties into one plan: *FutureLV: The Regional Plan*. The MTP element of *FutureLV* is prepared by the MPO (LVTS) per the requirements of Title 23 of the United States Code, while the bi-county comprehensive plan is prepared by the bi-county planning agency (LVPC) per the requirements of the Pennsylvania Municipalities Planning Code. Several plans from the LVPC and LVTS fall under the umbrella of *FutureLV*; those from the LVTS include the Eastern PA Freight Infrastructure Plan, the Transportation Safety Plan, and the Congestion Management Plan.

Ms. Bradley noted that the MTP update has been underway since January 2025. Over the past 12 months, the updates have focused on data, development and testing of transportation project selection process. Work on the MTP update will focus on goals, policies, actions and public engagement. The first half of 2027 will meet the regulatory compliance and final community engagement requirements, and the approval period and integration into PennDOT programming will occur July – September 2027. The approval bodies for *FutureLV: The Regional Plan* are the LVPC, the LVTS, Northampton County, Lehigh County, PennDOT and the USDOT.

Ms. Bradley stated that the LVPC would reinstate the *FutureLV* Working Group that include members of LVPC and the LVTS, and that invitations to those meetings would be coming shortly. There were no questions from the LVTS members or the public.

2027-2030 Transportation Improvement Program (TIP) Update

Mr. Gardi noted that the draft TIP list was submitted to PennDOT for preliminary review after adoption at the December LVTS meeting. LVPC staff will meet with PennDOT and FHWA on February 4th to review the draft list and address any concerns or questions. After that meeting, development of the TIP Made Easy document and preparations for the 30-Day Public Review and Comment Period can begin. After the TIP made easy and public comment period close the final TIP document will be created, presented and ultimately adopted by LVTS in June 2026 before submittal to PennDOT and USDOT for final approval. There were no questions from the LVTS members or the public.

Congestion Management Plan (CMP)

Dr. Kharel stated that, in November, the LVTS Technical Committee approved a CMP scoring framework to identify priority corridors and bottlenecks. LVPC staff are currently ranking corridors and bottlenecks using that framework, and they will present the results to the LVTS to guide the MTP update. There were no questions from the LVTS members or the public.

US Route 22 Plan

Mr. Weber stated that the US Route 22 Plan is underway, and that a meeting with the chosen project consultants was held a few weeks prior. The consultants for the project include Michael Baker International, JMT, Traffic Planning and Design, Drive Engineering, and AD Marble. There were no questions from the LVTS members or the public.

Safe Streets for All Grant

Ms. Bradley shared that the LVTS was awarded \$800,000 to complete a Comprehensive Safety Action Plan. The plan is anticipated to develop specific, by-community transportation safety goals and projects necessary to garner implementation funds from federal and state sources. The plan further supports communities with limited capacity to develop their own transportation safety strategy and will incorporate the work of those local governments who have recently developed stand-alone strategies.

Mr. O'Neil asked if there were any questions from LVTS Members or the public. Mr. Slingerland congratulated the LVTS on the grant award, and he voiced the support of the Coalition for Appropriate Transportation for a region-wide plan because safety does not stop at municipal boundaries. There were no additional questions or comments.

Lehigh Valley Passenger Rail Initiative Phase 2 Funding

Ms. Bradley noted that the LVPC, on behalf of the LVTS, will be receiving \$400,000 total from the Commonwealth of Pennsylvania (\$300,000) and Lehigh County (\$100,000) to move forward with the Phase 2 – Lehigh Valley Passenger Rail Study, required by the Federal Rail Administration to determine feasibility, preferred route, and identify a potential operator among other tasks. An agreement for the Study has not been received at this time, and Ms. Bradley will keep the LVTS updated on the status of the project. There were no additional questions or comments.

New Business

INFORMATION/ACTION ITEM: 2026 Performance Measure 1 – Safety Target Setting

Dr. Kharel stated that, per 23 CFR 490, state DOTs and MPOs are required to adopt Performance Measures. Performance Measure 1 – Safety tracks five metrics to assess safety performance and support the Highway Safety Improvement Program (HSIP). These metrics include number of fatalities, the rate of fatalities per 100 million vehicle miles travelled (VMT), the number of serious injuries, the rate of serious injuries per 100 million VMT, and the combined number of non-motorized fatalities and serious injuries. The following are the 5-year rolling averages for the metrics for the baseline (2020-2024) and the proposed target (2022-2026):

- Number of Fatalities
 - Baseline: 49.4
 - Proposed Target: 48.8
- Fatality Rate (per 100 million VMT)
 - Baseline: 0.948
 - Proposed Target: 0.921
- Number of Serious Injuries
 - Baseline: 238.0
 - Proposed Target: 235.2
- Serious Injury Rate (per 100 million VMT)
 - Baseline: 4.566
 - Proposed Target: 4.440
- Number of Non-Motorized Fatalities and Serious Injuries
 - Baseline: 44.0
 - Proposed Target: 50.3

- This increase acknowledges that non-motorized incidents may rise due to increased exposure.

Mr. Yandem asked for a motion to recommend the adoption of the 2026 Performance Measure 1 – Safety targets to the Coordinating Committee as presented. Mr. Cotter made a motion to recommend the adoption of the 2026 Performance Measure 1 – Safety targets to the Coordinating Committee, which was seconded by Mr. Raio. There were no questions from committee members or the public. Ms. Bradley called for the vote, and the motion carried.

Mr. O'Neil asked for a motion to adopt the 2026 Performance Measure 1 – Safety Targets, as forwarded by the Technical Committee. Mr. Mosca made the motion to adopt the 2026 Performance Measure 1 – Safety Targets, which was seconded by Ms. Bradley. There were no questions from committee members or the public. Ms. Bradley called for the vote, and the motion carried.

Status Reports

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

Adjournment

Mr. O'Neil stated that the next LVTS meeting will be a Joint Technical and Coordinating Committee Meeting on Wednesday, February 18. Mr. Mosca made a motion to adjourn, and the meeting was adjourned.

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE
FY 2025-2028 TIP Highway and Bridge Element
Technical Committee

TIP Modifications from January 10, 2026 through February 6, 2026

MPO Tech Meeting: February 18, 2026

MPO Coord Meeting: February 18, 2026

Statewide Administrative Action #1			Fund Type			FY 2025			FY 2026			FY 2027			FY 2028			FYs 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 (\$)			
Vulnerable Road User Project - Tier 1 145 - VRU Lehigh County	119413	CON	Before	sHVRU				0													0.00	Increase to cover final costs.	
			Adjust	sHVRU				8,413													8,413.00		
			After	sHVRU				8,413													8,413.00		
HSIP Set Aside Reserve Line Item Central Office	101969	CON	Before	sHSIP				22,702,737				37,977,700			33,472,882							94,153,319.00	Source.
			Adjust	sHSIP				(8,413)													(8,413.00)		
			After	sHSIP				22,694,324				37,977,700			33,472,882							94,144,906.00	
Administrative Action #1			Fund Type			FY 2025			FY 2026			FY 2027			FY 2028			FYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
SR 512 over Martins Creek 512 - 06B	92007	PE	Before	BRIP		131,160			0												131,160.00	Increase to match negotiated agreement plus internal costs and advance to use available funds.	
			Before	STP	581	174,007	76,292		175,000	43,750		29,065	7,266								505,380.00		
			Adjust	BRIP				230,093													230,093.00		
Northampton County			Adjust	STP	581				57,523			(29,065)	(7,266)								21,192.00		
			After	BRIP		131,160			230,093												361,253.00		
			After	STP	581	174,007	76,292		175,000	101,273		0	0								526,572.00		
S. Main Street o/Martins Creek, Bangor 1015 - 04B Northampton County	85931	PE	Before	STP	581				175,000	43,750		125,000	31,250		209,232	52,308					636,540.00	Increase to match negotiated agreement plus internal costs.	
			Adjust	STP	581				143,628	35,907											179,535.00		
			After	STP	581				318,628	79,657		125,000	31,250		209,232	52,308					816,075.00		
Race Street over Lehigh River 1004 - 03B Lehigh County	108134	CON	Before	BRIP																	0.00	Deobligation returned to region for reassignment.	
			Adjust	BRIP					(230,093)												(230,093.00)		
			After																		0.00		
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185				1,098,258	233,981		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,385,782.00	Source and balancing source to maintain fiscal constraint.	
			Before	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			Before	NHPP					775,622			1,519,940			319,000			65,076,480			67,691,042.00		
Lehigh County			Before	STP	581				297,746	1,641,548		439,523	83,984		842,768	128,685		31,204,252	93,754,638		128,393,144.00		
			Adjust	STP	581				(143,628)	(93,430)		29,065	7,266								(200,727.00)		
			After	BOF	185				1,098,258	233,981		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,385,782.00		
Lehigh County			After	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			After	NHPP					775,622			1,519,940			319,000			65,076,480			67,691,042.00		
			After	STP	581				154,118	1,548,118		468,588	91,250		842,768	128,685		31,204,252	93,754,638		128,192,417.00		
Administrative Action #2			Fund Type			FY 2025			FY 2026			FY 2027			FY 2028			FYs 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 (\$)			
Werleys Corner Road over Switzer Creek 4019 - 02B Lehigh County	94329	PE	Before	BOF	185				50,000	12,500		331,924	82,981								477,405.00	Increase to cover negotiated agreement amount plus internal costs and Toll Credit to release 185 funds.	
			Adjust	BOF	185				186,558	(12,500)			(82,981)								91,077.00		
			After	BOF	Toll				236,558	0		331,924	0								568,482.00		
Mosserville Road over Ontelaune Creek 4024 - 01B Lehigh County	85692	CON	Before	BOF																	0.00	Deobligation returned to region for reassignment.	
			Adjust	BOF					(94,897)												(94,897.00)		
			After																		0.00		
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185				1,098,258	233,981		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,385,782.00	Partial source and balancing source to maintain fiscal constraint.	
			Before	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			Before	NHPP					775,622			1,519,940			319,000			65,076,480			67,691,042.00		
Lehigh County			Before	STP	581				154,118	12,500			82,981								3,820.00		
			Adjust	BOF	185				1,006,597	246,481		81,280	599,558		755,016	1,942,654		27,377,555	37,380,461		69,389,602.00		
			After	BOF	185				2,896,800			757,472			431,680			48,710,904			52,796,856.00		
LVTS Highway & Bridge LI	102201	CON	Before	STP	581				775,622			1,519,940			319,000			65,076,480			67,691,042.00		
			Adjust	BOF	185				(14,132)	(3,533)											(17,665.00)		
			After	BOF	185				992,465	242,948		81,280	599,558		755,016	1,942,654		27,377,555	37,380,461		69,371,937.00		
Lehigh County			After	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			After	NHPP					775,622			1,519,940			319,000			65,076,480			67,691,042.00		
			After	STP	581				154,118	1,548,118		468,588	91,250		842,768	128,685		31,204,252	93,754,638		128,192,417.00		

LVTS Metropolitan Planning Organization

 FISCAL CONSTRAINT TABLE
FFY 2025-2028 TIP Highway and Bridge Element
 Technical Committee

TIP Modifications from January 10, 2026 through February 6, 2026

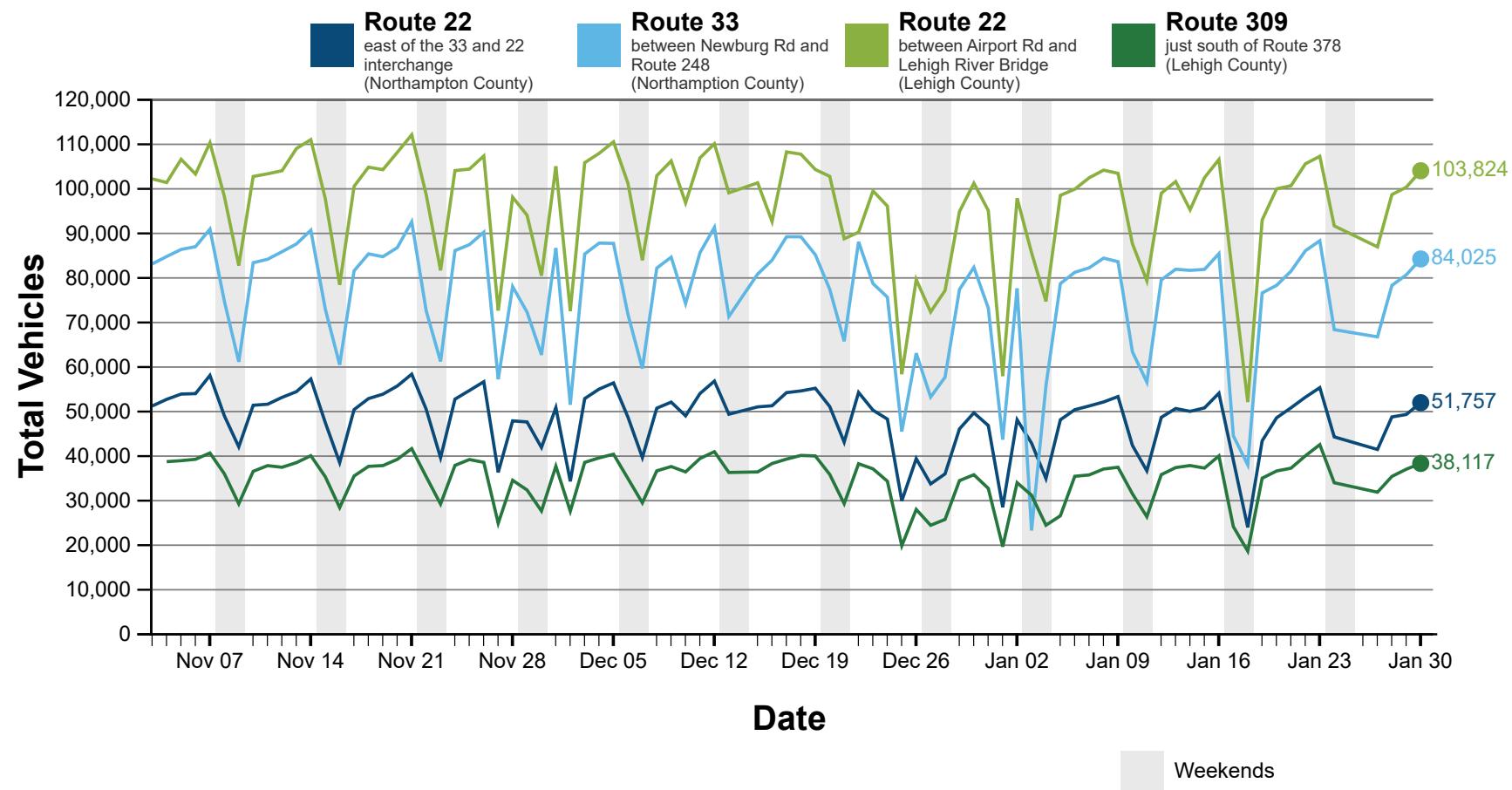
MPO Tech Meeting: February 18, 2026

MPO Coord Meeting: February 18, 2026

Administrative Action #4				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs. 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Arnts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Donats Peak Road Bridge over Kistler Creek 4037 - 02B Lehigh County	11588	CON	Before	185					1,542,162												1,542,162.00	Release due to low bid "savings."	
			Adjust	185					(364,032)												(364,032.00)		
			After	185					1,178,130												1,178,130.00		
LVTS Highway & Bridge LI Lehigh County	102201	CON	Before	BOF	185				992,465	242,948		81,280	599,558		755,016	1,942,654		27,377,555	37,380,461		69,371,937.00	Balancing source to maintain fiscal constraint.	
			Before	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			Before	NHPP					775,622			1,519,940			319,000			65,076,480			67,691,042.00		
			Before	STP	581				154,118	1,548,118		468,588	91,250		842,768	128,685		31,204,252	93,754,638		128,192,417.00		
			Adjust	BOF	185				364,032												364,032.00		
			After	BOF	185				992,465	606,980		81,280	599,558		755,016	1,942,654		27,377,555	37,380,461		69,735,969.00		
			After	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00		
			After	NHPP					775,622			1,519,940			319,000			65,076,480			67,691,042.00		
			After	STP	581				154,118	1,548,118		468,588	91,250		842,768	128,685		31,204,252	93,754,638		128,192,417.00		
Before FFY Totals				565,137	141,285	0	42,860,169	8,913,471	0	49,743,744	2,711,501	0	43,075,970	8,337,664	0	689,476,764	524,540,396		1,370,366,101	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	0	0		
After FFY Totals				565,137	141,285	0	43,185,159	8,913,471	0	49,743,744	2,711,501	0	43,075,970	8,337,664	0	689,476,764	524,540,396		1,370,691,091				

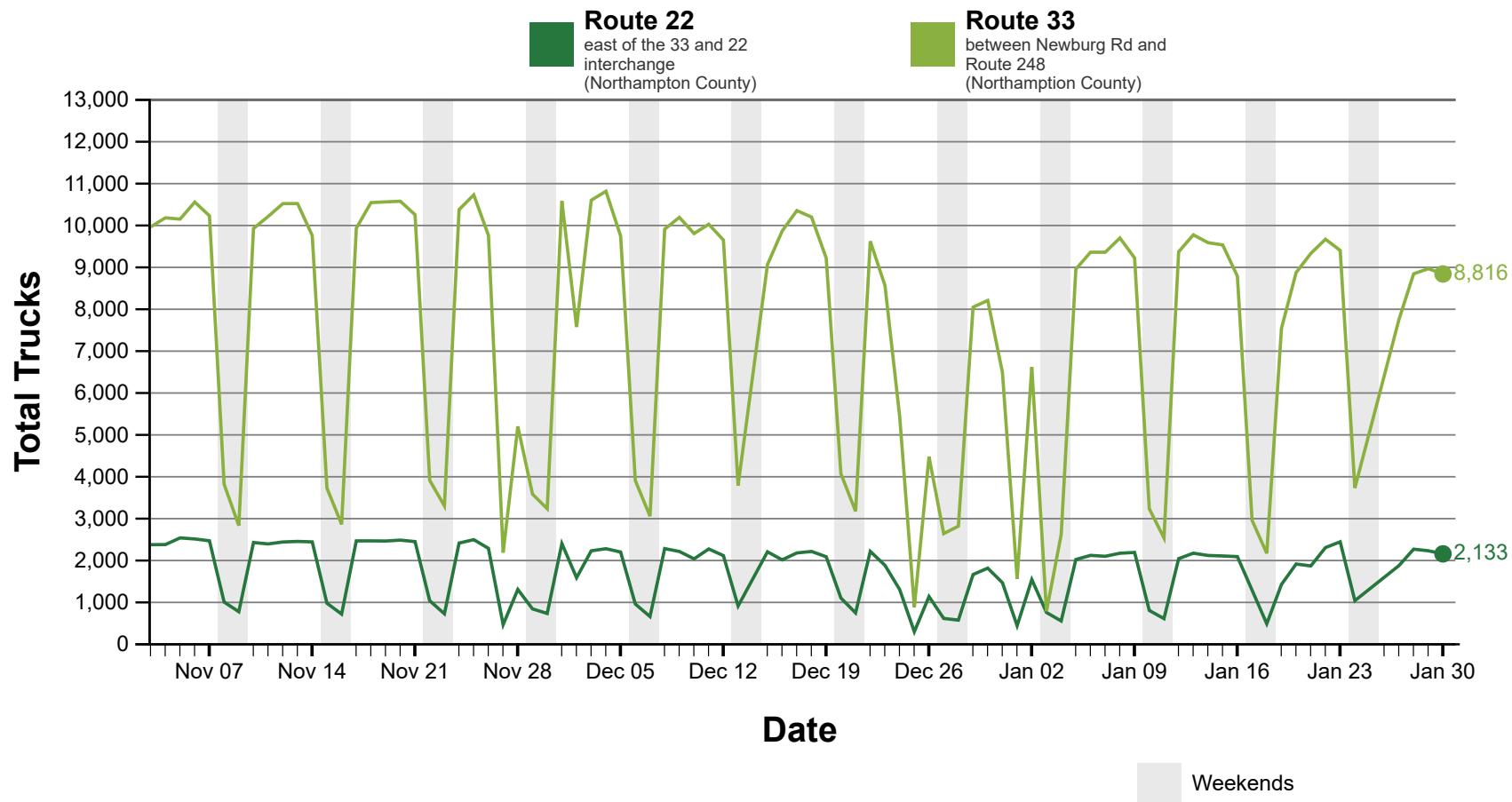
NOTES:

Traffic Volumes Throughout the Lehigh Valley



*Data from Nov/3/2025 - Jan/30/2026 at daily intervals

Truck Volumes Throughout the Lehigh Valley



**Data from Nov 3/2025 - Jan 30/2026 at daily intervals*

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING FEBRUARY 18, 2026**

SR 145 over Jordan Creek Bridge Replacement (C-J. Crawford)

City of Allentown and Whitehall Township, Lehigh County

MPMS 110076 – est. let November 1, 2029

- Stream rehabilitation coordination concurrence received from PADEP and PAFBC; design team is finalizing H&H analysis and report
- Final TS&L and proposed geotechnical investigations to be submitted after H&H
- Preliminary TCP to be submitted with Safety Review and TS&L after H&H
- Additional coordination with LANTA and municipalities anticipated after TS&L and preliminary traffic plans are developed

SR 378 Hill to Hill Bridge Rehabilitation over Lehigh River (C-B. Teles)

City of Bethlehem, Lehigh and Northampton Counties

MPMS 93630 – est. let August 13, 2026

- ROW plan was recorded December 2025, appraisals and property owner coordination ongoing
- Highway, Traffic Control, pavement design, pavement marking plan and lighting progressing
- Coordination with Norfolk Southern, PUC and utilities continues
- Structure and foundation designs are continuing for bridge, wall and sign structures
- Environmental Site Assessment field work is nearly complete
- Finalizing permits for COE Section 408 and DEP internal comments
- NPDES permit is being finalized
- USCG clearance received
- Follow-up Consulting Party Meeting held October 2025
- CE Re-Evaluation is in progress
- EMS meeting held December 2025, follow-up continues from feedback received
- Draft Pre-Bid Construction Schedule prepared, refinement continues including investigating ways to further reduce duration and traffic impacts
- Drainage repair work north of the site on SR 378 SB within PennDOT's Legal ROW has progressed, draft report submitted for review
- City preparing grants for City owned construction costs for reimbursement
- Sidewalk, lighting, and stormwater agreements sent to the City December 2025

Fifth Street (SR 1029) Bridge Replacement (C-C. Frey)

Whitehall Township, Lehigh County

MPMS 94873 – est. let April 1, 2030

- Project to be let with the SR 22 Fullerton Interchange project due to overlapping project limits and traffic control measures
- Design team and DUA have determined the Northampton Borough Municipal Authority (NBMA) waterline will need to be relocated due to proximity to the proposed Fifth Street Bridge abutment foundations. Meeting to be scheduled with NBMA after the Foundation Report is reviewed
- Foundation Report submitted in January 2026 and is currently under review
- Final Structure Plan submission is being prepared and will be submitted after the Foundation Report is approved
- Phase II ESA work completed on 2 parcels. Phase III ESA investigation needed on both parcels; Phase II ESA documentation and Phase III testing plan is currently under review; Phase III testing will be scheduled sometime in 2026
- Gap ROW Plan for 2 parcels on the north side of SR 22 that involve relocations approved and acquisition process has been initiated
- Several Whitehall Township officials provided positive feedback on the project and have verbally committed to maintaining the sidewalk on the bridge; a sidewalk maintenance agreement will be executed along with a storm sewer maintenance agreement once the storm sewer design is finalized

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING FEBRUARY 18, 2026**

Lower Saucon Road (SR 2001) over E Branch of Saucon Creek (C-J. Crawford)

Lower Saucon Township, Northampton County

MPMS 119940 – est let January 14, 2027

- Awaiting Bog Turtle Programmatic Agreement and Bat Habitat concurrence from USFWS to approve CE document
- DFV approved January 30, 2026
- Final Design Scope of Work rewritten to include full digital delivery of this project

Church Road (SR 1016) over Trib to Little Bushkill Creek (C-E. Berg)

Plainfield Township, Northampton County

MPMS 12106 – est let June 10, 2027

- H&H Report approved December 31, 2025
- TS&L approved September 3, 2025
- Virtual Public Plans Display concluded September 12, 2025
- Subsurface Exploration Plan Submission (SEPS) approved November 4, 2025
- Preliminary E&S Plans resubmitted January 9, 2026
- Design Field View submitted January 13, 2026
- 30% Constructability Review submitted January 13, 2026
- Section 106 Coordination in progress
- CE in progress

Fish Hatchery Road (SR 2010) over Little Lehigh Creek (C-C. Nguyen)

City of Allentown, Lehigh County

MPMS 119933 – est let July 29, 2027

- TS&L approved on September 16, 2025
- Preliminary right of way plans approved November 26, 2025
- Section 4(f) forms for Historic District and Lehigh Parkway circulated for signatures on January 15, 2026
- CE document submitted for review January 15, 2026

Powder Valley Road (SR 2025) over Indian Creek (C-J. Crawford)

Upper Milford Township, Lehigh County

MPMS 109237 – est. let April 19, 2026

- Structure borings complete but indicate existing masonry abutments to be in poor condition. Superstructure replacement as anticipated is not feasible.
- Designer working to resubmit TS&L and H&H documents to replace the structure due to condition of existing abutments

Hecktown Road (SR 2027) Bridge over Route 22 (C-R. Himmelwright)

Bethlehem Township, Northampton County

MPMS 89614 –actual let August 21, 2025

- Contract was awarded to H&K Group, Inc. on August 27, 2025
- NTP issued on October 7, 2025
- Anticipated completion date is December 7, 2027

Limeport Pike (SR 2029) over Hosensack Creek (C-M. Fallon)

Lower Milford Township, Lehigh County

MPMS 119936 – est let April 22, 2027

- H&H resubmitted December 10, 2025, conditional approval December 31, 2025
- Design Field View approved December 2, 2025
- 30% constructability approved October 3, 2025

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING FEBRUARY 18, 2026**

- BRPA approved November 22, 2025

ACRONYM REFERENCE

ACM/LBP	ASBESTOS CONTAINING MATERIAL / LEAD BASED PAINT
ACOE	ARMY CORPS OF ENGINEERS
ADA	AMERICAN WITH DISABILITIES ACT
BRPA	BRIDGE AND ROADWAY PROGRAMMATIC AGREEMENT
CBR	CONSTANT BIT RATE
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
DFV	DESIGN FIELD VIEW
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
ESA	ENVIRONMENTAL SITE ASSESSMENT
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
JD	JURISDICTIONAL DETERMINATION
JPA	JOINT PERMIT AGREEMENT
L&G	LINE AND GRADE
LCCD	LEHIGH COUNTY CONSERVATION DISTRICT
LGTS	LINE, GRADE AND TYPICAL SECTION
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
PNDI	PENNSYLVANIA NATURAL DIVERSITY INVENTORY
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RSGER	RECONNAISSANCE SOILS AND GEOLOGICAL ENGINEERING REPORT
SEPS	SUBSURFACE EXPLORATION PLANNING SUBMISSION
SFV	SCOPE AND FIELD VIEW
SHPO	STATE HISTORIC PRESERVATION OFFICE
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

BASEL YANDEM
Chair, Technical Committee

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

MEMORANDUM

DATE: February 9, 2025
TO: Lehigh Valley Transportation Study
FROM: Matt Assad, Managing Editor

REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, February 2 on WDIY radio 88.1 FM, took a look ahead at what will be a very active 2026. Co-hosts Becky Bradley and Matt Assad discussed nearly a dozen major projects that includes a housing supply plan, a long-term vision for Route 22, a four-year Transportation Improvement Program and the update to *FutureLV: The Regional Plan*. The podcast is now streaming at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newsly. The next Plan Lehigh Valley show will air Monday, March 2 at 6:30 pm.

The latest **Morning Call Business Cycle Column** published Sunday, February 8, and it focused on how the pace of the Lehigh Valley's growth will not be slowing anytime soon. In the column, Becky summarized nine projects being worked on in 2026, including the next steps of re-establishing passenger rail, a long-term strategy for Route 22, a stormwater management plan for all 15 Lehigh Valley watersheds and a new congestion management plan for the region's busiest roadways. The column is available at www.lvpc.org/newsly and mcall.com. The next column in the Morning Call will publish on Sunday, March 24.

Educational Opportunities

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

PennDOT Adoption of the 2023 Manual of Uniform Traffic Control Devices (MUTCD)

What: This webinar will discuss the adoption of the 2023 MUTCD in Pennsylvania. We will present an overview of the changes in the 2023 MUTCD, and how these changes will affect the traffic control devices on local roads in your municipality. Some of the key changes include:

- Expanded focus on vulnerable road users
- Modifications to speed limit and stop sign studies
- Adjustments to the placement of advance warning signs
- Channelization devices used for emphasis

There are also specific compliance dates for weight limit and overhead clearance signs.

When: Thursday, February 19, 11 am to noon

Asphalt Preservation Tool – Cape Seal

What: Explore the benefits of Cape Seal, a powerful combination of chip seal and slurry or micro surfacing, designed to deliver enhanced durability and improved surface quality. This drop-in will guide you through the mechanics, applications, and advantages of Cape Seal as a versatile preservation strategy for aging pavements.

Presented by pavement preservation specialists, this session will cover:

- What Cape Seal is and how it works
- Ideal use cases and pavement conditions
- Step-by-step application process
- Performance benefits and cost-effectiveness
- Real-world examples and project outcomes

Cape Seal offers the structural strength of chip seal with the smooth finish of slurry or micro surfacing—making it a smart choice for agencies looking to extend pavement life while improving ride quality and appearance.

When: Thursday, March 5, 11 am to noon

Traffic Calming

What: The purpose of this course is to provide municipalities with a basic understanding of traffic calming, including its benefits, issues, and functional implementation strategies.

Participants will gain knowledge of various traffic calming measures, learn how to conduct studies to assess the need for traffic calming, and understand how to select and implement the most appropriate solutions for their communities. At the end of this course, attendees will be able to:

- Define what traffic calming is and explain the objectives of implementing it.
- Describe the purpose of traffic calming and summarize the steps involved in conducting a study for its assessment and implementation.
- Identify various traffic calming measures and how to apply them to reduce speeding and improve the safety of vulnerable road users in municipalities across Pennsylvania.

When: Friday, March 13, 8 am to 2:30 pm

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

WalkWorks

WalkWorks is pleased to announce its tenth round of funding for the development of Active Transportation Plans. Grants and technical assistance will be offered to a limited number of municipalities and planning organizations to assist with the development of Active Transportation Plans during the period of July 2026 through June 2027. In the

context of this Funding Opportunity, active transportation includes walking, biking, using a wheelchair, and accessing public transit. Eligible applicants include municipalities, Metropolitan and Rural Planning Organizations (MPOs/RPOs), and other governmental entities, such as counties, with the capacity to complete the proposed project and adopt the resulting plans.

Questions should be submitted to pawalkworks@padowntown.org by March 6 at 5 PM or sooner. Applications must be received by March 20 at 5 PM or they will not be considered. Grant recipients will be notified by June 30. More information is available at <https://www.pa.gov/agencies/health/programs/healthy-living/walkworks/grant-opportunities>

THE MORNING CALL

Talking Business with Becky Bradley: Planning at full speed — a growing region's reality



State Sen. Nick Miller speaks during a news conference Thursday, Jan. 22, 2026, in Allentown announcing an investment in the next phase of the Route 22 expansion study. An image of Route 22 is shown in the screen behind Miller with the Airport Road exchange highlighted. (Jane Therese/Special to The Morning Call)

By Becky Bradley

For The Morning Call

November 9, 2025 at 8:30 AM

I've become notorious for looking ahead and thinking, once we power through this busy period, things will ease up and we can stop sprinting so hard. Then the calendar

doubles over laughing at me and I realize that's never happening. That largely describes 2025 turning to 2026.

Last year was a hyperactive year in which the LVPC and our sister organization, the Lehigh Valley Transportation Study, completed a four-county, two-state climate resiliency plan, reclassified all 8,235 Lehigh Valley roads, worked to develop a housing attainment strategy, developed an industrial land use guide communities can use to prepare for uses like data centers, created an electric vehicle charging prioritization plan, performed nearly 1,000 development-related reviews, gave planning and transportation training to nearly 400 people and created an employment and population forecast that will serve as a planning basis for virtually all aspects of life in the Lehigh Valley — just to list a few projects.

The “things will be easing up soon” thought came a lot, but I think it’s time to embrace the idea that we’re a growing region in which our community partners have a lot of needs as we evolve. That’s certainly better than the alternative, where two-thirds of Pennsylvania counties are shrinking or have flatlined.

As I come to terms with the reality that this is the new normal, here’s a list of upcoming projects we’ll be tackling in 2026, including several that were started last year:

- Passenger rail: The Lehigh Valley Passenger Rail assessment began to chug forward in 2025 as state Sen. Nick Miller and former Lehigh County Executive Phillips Armstrong announced that \$300,000 in state money would be added to \$100,000 in county money to fund a Phase 2 study that is part of a 14-step, 10-12-year process of trying to re-establish passenger rail service in the Lehigh Valley. In 2026 and 2027 we’ll oversee the study that will identify an operator, determine the route — Northern New Jersey, Philadelphia or Reading — and begin to set goals, objectives and evaluation criteria for the system. The phase will take 12-16 months to complete.
- Housing strategy: The LVPC, Urban Land Institute and Lehigh County will complete and release The Lehigh Valley Housing Supply and Attainability Strategy in the spring. Northampton County, a planning partner, is rounding out the effort, along with all 62 local governments, school districts, nonprofit and private sector leaders charting a clear, multi-prong path forward to erase a 9,000-unit regionwide housing shortage. Everyone needs a home and the Housing Strategy will provide achievable ways of increasing housing for all income levels, and in locations that support the needs of everyone.
- E-plan: The Electronic Submission Portal is an essential resource for modernizing planning communication across the region. Plan review applicants will for the first time be able to submit projects online, and the portal will also be used for data requests, information sharing, grant consistency letters, and municipal ordinance and plan submissions. This helps the local governments,

LANTA, state agency partners, sewer and water authorities, applicants and the Commission coordinate quickly and increase transparency and access to development, ordinances and plans.

- Route 22: Thanks to \$1 million in funding arranged by Senator Miller and PennDOT Secretary Michael Carroll, in 2026 we'll be developing a Route 22 plan that will include identification and prioritization of needed improvements that prepare the region's most critical corridor for better congestion management, safety and mobility, while improving environmental quality and economic mobility. The Route 22: Mobility, Safety and Congestion Management Plan, also known as the "What to Do With 22 Plan," is due in December.
- Transportation Improvement Program (TIP): A four-year, \$543 million investment portfolio for the next four federal fiscal years is being prepared. This TIP includes more than 100 road, bridge, trail and community projects in every corner of the Lehigh Valley. Congressionally directed funding to the region is the budget for projects like the Tilghman at Route 309 interchange, rehabilitation of the Hill-to-Hill bridge and supports LANTA capital investments. The plan takes effect Oct. 1.
- Congestion Management Plan: The LVPC is evaluating more than 300 road corridors, and applying a complex scoring system, to determine where investments should be made to reduce congestion across the regional transportation network. The analysis will help prioritize projects in the Lehigh Valley's 25-year, \$4.4 billion Metropolitan Transportation Plan and four-year TIP.
- Safe Streets 4 All: With help from an \$800,000 U.S. Department of Transportation grant, planning will focus on all 62 Lehigh Valley municipalities to identify projects for investment to address pedestrian, bicycle and vehicle safety. The program is designed to prevent injuries and fatalities, while promoting all modes of transportation.
- Focused Water Planning: The LVPC will continue the multi-year project of updating the Lehigh Valley's Act 167 Stormwater Management Plan for the 15 watersheds in Northampton and Lehigh counties. The project is the first time in the region and the largest initiative in the commonwealth to create a single, global plan that covers all watersheds, protecting water quality, while preventing flooding and property damage.
- FutureLV: The Regional Plan: In what will be an all-hands-on-deck approach, the LVPC will be building on the data and analysis work of 2025 to update FutureLV, the bi-county comprehensive plan and metropolitan transportation plan, designed to set the land use, environmental, community services, economic and transportation direction to carry the Lehigh Valley to 2050 and beyond. In addition, to beginning the single, common strategy for the region, it lays out the next 20 years of transportation investments. The plan will be

released in 2027.

So no, things aren't slowing down. People, businesses, jobs, refined infrastructure management systems, preparation for new and emerging land use, and much more underpin why planning is more important than ever.

In the 250th year of this nation, it's important to reflect on what our own Benjamin Franklin embedded as a keystone of our national values: planning. Franklin famously observed, "By failing to prepare, you are preparing to fail." We certainly are preparing and will be prepared and our work ahead reflects a region that's growing, investing in itself to ensure long-term success. Sprinting may be the new normal, but at least we're running with purpose and in the right direction.

This is a contributed opinion column. Becky Bradley is executive director of the Lehigh Valley Planning Commission. She can be reached at planning@lvpc.org.