



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

LVTS JOINT TECHNICAL & COORDINATING MEETING

Wednesday, September 16, 2026, at 9:00 am

Virtual Meeting Agenda

Roll Call

Courtesy of the Floor

Minutes

1. *ACTION ITEM:* Technical Committee approval of Minutes of July 15, 2026, Technical Committee Meeting (HM)
2. *ACTION ITEM:* Coordinating Committee approval of Minutes of July 15, 2026, Joint Technical and Coordinating Committee Meeting (HM)

Old Business

1. *ACTION ITEM:* Revised PCAP Resolution (SM)
2. *ACTION ITEM:* PM 3 PHED & Non-SOV Performance Targets (SW)
3. *INFORMATION ITEM:* 2025-2028 Transportation Improvement Program Administrative Actions (JR)
4. *PROGRESS REPORTS:*
 - a. *FutureLV: The Regional Plan* (Metropolitan Transportation Plan) Update (BB)
 - b. US 22 Safety, Mobility and Congestion Management Plan Development (SW)

New Business

1. *ACTION ITEM:* FY2026 TAM Performance and FY2027 TAM Goals (BC)
2. *ACTION ITEM:* Federal Transit Administration Transit Asset Management Plan Memorandum of Understanding (BC)

Status Reports

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

Adjournment

Next LVTS Meetings

LVTS/LVPC Workshop 2: Wednesday, September 30 at 5:30 PM (in person)

LVTS Joint Technical & Coordinating Committee: Wednesday, October 14th at 9 AM

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

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

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



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

Lehigh Valley Transportation Study Minutes from Wednesday, July 15, 2026 Joint Technical & 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, 2026. To start, Mr. Owen O'Neil chaired the Coordinating Committee portion of the agenda. Mr. Ryan Meyer chaired the Technical Committee portion of the agenda.

Mr. O'Neil welcomed the members and the public participants and called the meeting to order.

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

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

Members Absent:

Technical Committee

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

Attendees:

Coordinating Committee

Owen O'Neil	LANTA
Becky Bradley, AICP	LVPC
Andrew Elliott (Alt.)	Lehigh County
Michael Emili (Alt.)	Northampton County
David Petrik (Alt.)	City of Allentown
Mike Alkhal (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Nick Raio (Alt.)	PennDOT Central Office
Thomas Stoudt	LNAA

Members Absent:

Coordinating Committee

Chris Kufro	PennDOT District 5-0
Tara Zrinski	Northampton County
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem

Salvatore Panto
Mark Tobin

City of Easton
PennDOT Central Office

Staff Present: Becky Bradley, Steven Weber, Evan Gardi, Matt Assad, Subham Kharel, Jill Seitz, Giovannah Rizkallah, Hannah Milagio

Public Present: Sharon Fehlinger-Ricker (South Whitehall Township), Fares Dayoub (Whitehall Township), Toni Mitman, Craig Beavers (Palmer Township), Ray Kittlestad, Chris Stanford, Evan Jones, Jeremiah Shirock, Scott Harney (Pidcock Company), Brian Miller, Brian Keaveney, Jennifer Swann (City of Allentown), Jeremiah Shirock, Alfred Tomaselli (Benesch), Ron Young (PennDOT District 5), Sherri Penchishen (City of Bethlehem), Lee Rackus (Whitehall Township), Tom Shortell

Courtesy of the Floor

Mr. O'Neil asked if there were comments for items not on the morning's agenda. There were no comments.

Minutes

Mr. Meyer stated that the Technical Committee last met on June 17, 2026. Ms. Milagio noted the actions voted on:

- Minutes of the May 20, 2026 Joint Technical & Coordinating Committee Meeting
- 2027-2030 TIP Air Quality Report Adoption
- 2027-2030 TIP Memorandum of Understanding
- 2027-2030 TIP Revisions Memorandum of Understanding
- 2027-2030 TIP Adoption
- 2027-2030 TIP Self-Certification Resolution
- TIP Amendment #1: 309 Center Valley Interchange
- LANTA TIP Amendment #1: Operating Assistance
- Congestion Management Plan
- Adjournment

Mr. Meyer asked for a motion to approve the June 17, 2026 minutes as presented. Mr. Cotter made the motion, which was seconded by Mr. Petrik. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Mr. O'Neil stated that the Coordinating Committee last met on June 17, 2026. Ms. Milagio noted the actions voted on:

- Minutes of the May 20th Joint Technical and Coordinating Committee Meeting
- 2027-2030 TIP Air Quality Report Adoption
- 2027-2030 TIP Memorandum of Understanding
- 2027-2030 TIP Revisions Memorandum of Understanding
- 2027-2030 TIP Adoption
- 2027-2030 TIP Self-Certification Resolution
- TIP Amendment #1: 309 Center Valley Interchange
- LANTA TIP Amendment #1: Operating Assistance
- Congestion Management Plan
- Adjournment

Mr. O'Neil asked for a motion to approve the June 17, 2026 minutes as presented. Mr. Stoudt made the motion, which was seconded by Mr. Petrik. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Old Business

ACTION ITEM: Metropolitan Transportation Plan Project Selection Process

Mr. Weber explained

INFORMATION ITEM: 2025-2028 Transportation Improvement Program Administrative Actions

Ms. Ruth stated that there were **2** administrative actions and **2** statewide administrative action from June 6, 2026 to July 3, 2026:

- Administrative Action #1: 7th St. Multimodal Corridor, Lehigh County
- Administrative Action #2: US 22 Widening Lehigh County
- Statewide Administrative Action #1: 100 Steps Restoration Project, Lehigh County
- Statewide Administrative Action #2: Northampton County Bridge 168 (High Street), Northampton County

There were no comments from the LVTS members or the public on the administrative actions.

PROGRESS REPORT: US 22 Safety, Mobility and Congestion Management Plan Development

Mr. Chris Stanford, Michael Baker International, made a presentation of existing conditions for the US 22 Mobility, Safety and Congestion Management Plan. Mr. Stanford explained that the study's goals are to:

- Understand Issues along the corridor
- Establish long term vision for corridor Improvements including:
 - Safety enhancements
 - Corridor wide operational improvements
 - Leverage technology to improve travel time
- Develop targeted list of short/mid/long term projects
- Develop a phasing/capital plan for addition to FutureLV and the Metropolitan Transportation Plan

Mr. Stanford continued with the Scope of the Study including Public/Stakeholder Outreach, Existing Conditions Assessment, Safety Analysis, Alternative Development/Analysis, Measures of Effectiveness/Scoring System, Select Preferred Alternatives, Capital Plan/Project Phasing, and the Final Study Report and Storymap. He continued showing the schedule for the study and where they are in the development.

Mr. Stanford explained the Existing Traffic Volumes by Direction on the corridor, with the highest volumes occurring at MacArthur Rd. (PA 145). He then showed the Existing Areas of Congestion along the corridor. The highest levels of congestion occur around Airport Rd. (PA 973) heading westbound and Fullerton Avenue heading eastbound. Mr. Stanford then went on to explain the crash history in the corridor, from 2020-2024 there were 2050 crashes on the main line, 117 crashes on ramps. 60% of Westbound lane and 78% of Eastbound lane exceeds statewide average crash rate.

Mr. Stanford then explained the Geometric Issues of the Route 22 corridor including:

- 29 of 33 bridges rated as fair, 4 rated as good
- 6 bridges have vertical clearance less than recommended 16'-6"
- 17% has a pavement condition that rates as excellent, 75% rated as good, 6% rated fair, 2% rated as poor
- 4' left shoulder and 8'-10' right shoulder does not meet current recommendations due to high truck traffic (12' recommended)
- 16 locations where interchange ramps are too closely spaced per current standards
- 24 acceleration ramps and 13 deceleration ramps do not meet current standards
- All but one interchange have ramps designed for speeds lower than the recommended 30 mph speed
- Much of center median barrier and guiderail do not meet current standards

Mr. Stanford then continued by explaining some of the on-going projects in the Rt. 22 Corridor area including the Fullerton Avenue Interchange, Lehigh River to Airport Road, SR 191 Interchange, SR 145

over Jordan Creek, 5th St, over SR 22, and Riverside Drive. For next steps, Mr. Stanford explained that there will be Alternatives Development/Analysis, Cost estimates, Environmental/ROW/Utility Impacts, and a Presentation of Alternatives & Evaluations.

Mr. O'Neil asked if there were comments or questions from the committees or the public. Ms. Mitman asked what is proposed from Route 22 to Riverside Drive? Mr. Stanford explained that Riverside drive is not an actual Route 22 project. Ms. Bradley then explained the project limits of the Riverside Drive project.

PROGRESS REPORT: FutureLV: The Regional Plan - Metropolitan Transportation Plan (MTP) Update

Mr. Weber explained that in the Spring LVPC conducted the Transportation Needs Assessment and the Strategy Labs, which helped with understanding where the process stands and sets goals for Future LV and the MTP. Now is the project selection process, starting with the Open Call for projects in August and continuing with the project selection process adopted this morning. That will produce the MTP project list. In parallel, sub-regional meetings will be convened in September, which will inform policy development that integrates transportation and environmental policy with the comprehensive plan. The results of both of these efforts will be incorporated into Future LV.

There were no comments from the LVTS members or the public

INFORMATION ITEM: Performance Measure 3

Mr. Weber explained that the state of Pennsylvania and its MPO's are required to set targets for three performance areas. PM1 covers safety, PM2 covers the condition of our bridges and highways, and PM3 covers system performance. LVPC staff are currently working on updates for two performance measure 3 targets: Peak Hour Excessive Delay or PHED and Non-single occupant vehicle travel or Non-SOV. These targets were from the Congestion Management Plan that was adopted last month. A "two year" target for 2027 and a four year target for 2029 are needed to be set. The work needs to be coordinated with RATS, PennDOT, NJTPA, and NJDOT. There is no penalty for missing the targets, but if that happens, an explanation will need to be provided for why the target was missed.

There were no comments from the LVTS members or the public

INFORMATION ITEM: House Bill 532

Ms. Bradley explained that House Bill 532 was introduced in 2025 by Rep. Probst. The bill Would require that municipal elected officials or their appointees form a majority of both the policy (Coordinating) and technical committees of an MPO. County elected officials would not count toward this majority. LVTS's Coordinating Committee already has majority (12 of 17 votes) representation by county and municipal electeds and their appointees. LVTS's Technical Committee is comprised of professionals from PennDOT, LANTA, LNAA, LVPC, and both Lehigh & Northampton Counties. All actions adopted by the Technical Committee are forwarded to the Coordinating Committee for final adoption.

Ms. Bradley continued explaining that the bill happened because a state representative disagreed with the widening of I-80, theoretically could have stopped that expansion if the MPO looked different. This bill is not likely to move beyond the committee stage, and all the MPO/RPOs are in opposition to it moving forward.

Mr. O'Neil checked that the bill has just been introduced, not voted on? Ms. Bradley confirmed. Mr. O'Neil asked if there were any other comments or questions from the committees or the public. There were none.

Status Reports

Mr. O'Neil said the status reports on the Monthly Traffic Report, District 5-0 Transportation Alternatives Project Status Report, Public Engagement, Education and Grants Reports were included in the meeting packet.

Adjournment

Mr. O'Neil stated that the next LVTS meeting will be a Joint Technical & Coordinating Committee Meeting on Wednesday, September 16 at 9am. Mr. Stoudt made a motion to adjourn, and the meeting was adjourned.



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

Resolution No. 09-16-26-A OF THE TECHNICAL & COORDINATING COMMITTEES OF THE LEHIGH VALLEY TRANSPORTATION STUDY PATHWAY TO A RESILIENT GREATER LEHIGH VALLEY

- WHEREAS,** The Lehigh Valley Transportation Study (“LVTS”) was created in 1964 to serve as the Metropolitan Planning Organization for the Lehigh Valley pursuant to Title 23 of the United States Code and to implement provisions of the Infrastructure Investment and Jobs Act, among other federal statutes; and
- WHEREAS,** The Lehigh Valley Planning Commission (LVPC) is organized by the Counties of Lehigh and Northampton to promote the health, safety, and general welfare of the two-county region in accordance with the provisions of the Pennsylvania Municipalities Planning Code, Pennsylvania Stormwater Management Act of 1978, among other statutes both state and federal; and
- WHEREAS,** The LVTS and the LVPC share a staff, office and other operational resources administratively managed by the LVPC Executive Committee and LVPC Administration; and
- WHEREAS,** Section 60114 of the Inflation Reduction Act authorized the US Environmental Protection Agency (EPA) under the Climate Pollution Reduction Grants (CPRG) program to provide \$5 billion in grants to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing greenhouse gas emissions and other harmful air pollution; and
- WHEREAS,** CPRG is a two-phase program providing \$250 million for noncompetitive planning grants to the largest metropolitan areas in the US, and approximately \$4.6 billion for competitive implementation grants; and
- WHEREAS,** The LVPC received a \$1 million EPA Planning Grant to develop a Priority Climate Action Plan by March 1, 2024, and a Regional Climate Action Plan by December, 2025 for the Allentown-Bethlehem-Easton PA/NJ Metropolitan Statistical Area (MSA), which includes Warren County, NJ and Carbon County, PA in addition to Lehigh and Northampton Counties, PA; and
- WHEREAS,** LVPC along with the LVTS, have prepared a draft regional Climate Action Plan known as *Pathway to a Resilient Greater Lehigh Valley* focused on decarbonization of the region’s major carbon emission sectors in accordance with EPA’s CPRG program guidance; and
- WHEREAS,** LVPC/LVTS utilized the open, inclusive, public WorkshopLV: Environment to discuss, guide and draft priorities. Workshops included residents, businesses, and a variety of partner organizations, agencies, and authorities, who worked create the *Pathway to a Resilient Greater Lehigh Valley*; and
- WHEREAS,** LVPC/LVTS also, met with Carbon County, PA and Warren County, NJ officials, agencies, and stakeholders to engage in the development of the *Pathway to a Resilient Greater Lehigh Valley*; and

WHEREAS, The intent of the *Pathway to a Resilient Greater Lehigh Valley Plan* is to reduce carbon related emissions thereby improving air-quality and improving human and environmental health, reduce hazards and decrease vulnerabilities, and support community and economic development in the interest of the public health, safety and general welfare of the region. This broad goal is consistent with *FutureLV: The Regional Plan*, *Walk/RollLV: Active Transportation Plan*, *Northampton County Livable Landscapes Plan*, *Lehigh County Livable Landscapes Plan*, Lehigh, and Northampton Transportation Authority's (LANTA) *Moving LANTA Forward Regional Transit Plan* and LANTA's *Enhanced Bus/Bus Rapid Transit* planning; and

WHEREAS, *Pathway to a Resilient Greater Lehigh Valley Plan* is consistent with the LVPC and LVTS adopted resolutions to include Health in All policies (Resolutions 9-19-19-A and 10-2-19-B, respectively) and LVTS Vision Zero policy (Resolution 11-15-23-B), as well as, supports meeting LVTS adopted Performance Measures.

WHEREAS, The LVPC forwarded *Pathways to a Resilient Greater Lehigh Valley Plan* to the EPA in December, 2025 and received requested minor revisions to the plan, and those changes have been made.

NOW, THEREFORE, BE IT RESOLVED, that the LVTS in a public meeting, adopts the revised *Pathway to a Resilient Greater Lehigh Valley*.

Adopted by the Lehigh Valley Transportation Study on the 16th day of September 2026.

LEHIGH VALLEY TRANSPORTATION STUDY

Owen O'Neil, Chair
Coordinating Committee

Ryan Meyer, Chair
Technical Committee

ATTEST:

Becky A. Bradley, AICP, Secretary,
LVTS Technical and Coordinating Committees



OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

DATE: _____, 2026

TO: Will Havrilchak, Transportation Planning Specialist, PennDOT

CC: Dan Szekeres, Michael Baker International
Ashley Showers, Reading Area Transportation Study
David W. Behrend, North Jersey Transportation Planning Authority
Nick Raio, PennDOT
Neha Galgali, New Jersey Department of Transportation
Steven M. Weber, AICP, Lehigh Valley Planning Commission

FROM: Becky Bradley, Secretary
Lehigh Valley Transportation Study Technical and Coordinating
Committees
Executive Director, Lehigh Valley Planning Commission

RE: Performance Measure 3 (PM3) Allentown-Bethlehem-Easton, PA
Urbanized Area Targets for Congestion Mitigation and Air Quality (CMAQ)
Measures

The Lehigh Valley Transportation Study (LVTS) is submitting the following CMAQ congestion measure performance targets (23 CFR 490.707) for the Allentown-Bethlehem-Easton, PA Urbanized Area for the 2026-2029 performance period (Adopted by the LVTS technical and coordinating committee boards at the September 16th, 2026, LVTS Joint Technical and Coordinating Committee Meeting at 9:00 AM):

CMAQ Congestion Measure	2-Year Target (2027)	4-Year Target (2029)
Peak Hour Excessive Delay (PHED) - Annual Hours of Excessive Delay per Capita	11.6	11.6
Non-Single Occupancy Vehicle (Non-SOV) Travel	26.3%	26.3%

Coordination

LVTS consulted with PennDOT, New Jersey Department of Transportation(NJDOT), the Reading Area Transportation Study(RATS), and the North Jersey Transportation Planning Authority(NJTPA) in developing the urbanized area targets. Coordination

included the June 30, 2026, PM3 CMAQ Peak Hour Excessive Delay and Non-SOV Target Setting Workshop convened by PennDOT and an August 4, 2026, follow-up meeting with PennDOT, NJDOT, RATS, and NJTPA to review Allentown-Bethlehem-Easton-area trends, target options, and final targets.

Basis for Targets

The PHED targets reflect the expectation that congestion may worsen over the next four years due to continued population and employment growth, without significantly offsetting capacity improvements. The 2025 PHED baseline was 9.4 hours of excessive delay per capita. Since the pandemic-related 2020 low point of 4.6 hours, delay has been increasing at a steady 7.4% per year, except for 2024, when the PHED remained flat. In between 2024 and 2025, PHED again jumped by 7.4%. As a result, PHED now exceeds the pre-pandemic high point of 8.9 hours (in 2018). Our recently developed forecasts indicate that population and employment will continue to grow at the current pace, which will likely result in sustained congestion pressure. As a result, LVTS anticipates that PHED will continue to increase and recommends a target of 11.6 hours for the two- and four-year performance period.

The Non-SOV targets reflect the expectation that the Non-SOV mode share may decrease from recent high values as COVID-era years are removed from the five-year ACS sample. The increase in work from home represents the entire increase in the share of Non-SOV travel during this era. However, according to the one-year ACS sample, work from home peaked in 2020 and 2021 and the more recent years have shown a modest reduction in work from home as more employers implement hybrid work schedules or a full-time return to office. Transit, walking, carpooling, and other modes have remained steady throughout this era and are not expected to change over the next four years. The 26.3% target is based on an average reading of the one-year ACS Non-SOV values from 2023 through 2025 for the Allentown-Bethlehem-Easton Urban Area. Using the annual one-year ACS estimates provides a more current representation of travel patterns and avoids the influence of the elevated Non-SOV levels observed during the COVID-era years.

These targets provide practical, data-informed benchmarks for the Allentown-Bethlehem-Easton Urban Area while recognizing the travel behavior and telework-related factors that may affect performance during the 2026-2029 performance period.

The Lehigh Valley Congestion Management Plan (CMP), adopted by the LVTS on June 17, 2026, identifies 19 priority corridors and 20 priority bottlenecks in the Allentown-Bethlehem-Easton, PA Urbanized Area. Addressing congestion along these corridors and bottlenecks and using the CMP as a monitoring and implementation tool will help manage and reduce congestion in the future.

If you have any questions, please contact Steve Weber at 610-264-4544 or at sweber@lvpc.org.

CMAQ Traffic Congestion
System Performance Management Addendum for
the Allentown-Bethlehem-Easton, PA-NJ
Urbanized Area

To be addended to the System Performance Management
Written Procedures/Agreements of

The Lehigh Valley Transportation Study (LVTS) Planning Commission (LVPC),
~~The Delaware Valley Regional Planning Commission (DVRPC),~~
~~The Northeastern Pennsylvania Planning Alliance (NEPA),~~
The Reading Area Transportation Study (RATS),
The Pennsylvania Department of Transportation (PennDOT),
The New Jersey Department of Transportation (NJDOT)

1. Requirements and Measures

- a. The metropolitan planning organizations (MPOs) and state departments of transportation (State DOTs) subject to the federal CMAQ Traffic Congestion System Performance Management requirement are determined from the Federal Highway Administration (FHWA) Applicability Determination¹. These agencies will collaboratively determine the overall schedule for data collection, analysis, target setting, and reporting for the CMAQ Traffic Congestion performance measures. These measures include peak hour excessive delay per capita (PHED) and percent of non-single occupancy vehicle (non-SOV).

2. Lead MPO

- a. The Lehigh Valley Transportation Study (LVTS) Planning Commission (LVPC) is assigned as the “Lead MPO” for the urbanized area. The Lead MPO, with support of PennDOT, is responsible for obtaining and distributing a signed version of these written procedures and providing (as defined herein) the final targets to each of the MPOs and State DOTs subject to this requirement.

3. Transportation Performance Data Collection and Analysis

- a. The Lead MPO, with support of PennDOT, will collect and analyze data to assess historical PHED and non-SOV measure performance in keeping with the data requirements specified in 23 CFR 490.709.

¹ [Applicability Determination: CMAQ Traffic Congestion and CMAQ On-Road Mobile Source Emissions Measures \(23 CFR 490.707 and 490.807\) as of October 1, 2021.](#)

- b. The data and analyses will be shared among the MPOs and State DOTs subject to this requirement, to the extent allowed by data restrictions that may be outside the control of the parties.

4. Selection of Transportation Performance Targets

- a. The Lead MPO, with support of PennDOT, will set draft and final CMAQ Traffic Congestion performance targets by collaborating with each MPO and State DOT to the maximum extent practicable.
 - i. Collaboration will include as many of the following opportunities as deemed appropriate for the measure: in-person meetings, webinars, conference calls, and email/written communication.
 - ii. The member agencies of the MPOs and the State DOTs subject to this requirement shall be given an opportunity to provide comments on CMAQ Traffic Congestion performance targets for the urbanized area.

5. Reporting of CMAQ Traffic Congestion Performance Targets

- a. Per 23 CFR 490.107(c), the Lead MPO, with support of PennDOT, will prepare a memorandum summarizing consultation efforts and final agreed upon targets. The memo will be distributed to MPOs and State DOTs subject to this requirement and be subject to schedules that will be mutually agreed upon.
- b. Per 23 CFR 490.107(b), each State DOT subject to this requirement will include the CMAQ Traffic Congestion targets identified in the above memo in the baseline performance report submitted to FHWA.

6. Monitoring Performance and Evaluating Target Adjustments

- a. Per 23 CFR 490.107(c)(3)(i), the Lead MPO, with support of PennDOT, will monitor measure performance biennially and evaluate target adjustments for the mid-performance report by collaborating with each MPO and State DOT to the maximum extent practicable.
- b. Per 23 CFR 490.107, each State DOT will include the relevant CMAQ Congestion Targets in the state biennial performance reports to FHWA.

7. Documentation in Supporting Plans and Programs

- a. Per 23 CFR 450.324(f)(3), 450.324(f)(4), 450.326(c), and 450.326(d), and 450.340, each MPO subject to this requirement will include the required information relating to the CMAQ Traffic Congestion performance measures in any metropolitan transportation plan or transportation improvement program amended or adopted after May 20, 2019.
- b. Per 23 CFR 450.216(f), 450.218(q), and 450.226 each State DOT subject to this requirement will include the required information relating to the CMAQ Traffic

Congestion performance measures, in any statewide transportation plan or statewide transportation improvement program amended or adopted after May 20, 2019².

Per 23 CFR 450.314

The following MPOs and State DOTs acknowledge these written provisions for the CMAQ Traffic Congestion System Performance Management Measures for the Allentown-Bethlehem-Easton, PA-NJ Urbanized Area.

Authorized Signatures from MPO or State DOT Spokespersons:

Agency Signature	Title	Date
<i>Lehigh Valley Transportation Study (LVTS) Planning Commission (LVPC)</i>		
<i>Delaware Valley Regional Planning Commission (DVRPC)</i>		
<i>Northeastern Pennsylvania Planning Alliance (NEPA)</i>		
<i>Reading Area Transportation Study (RATS)</i>		
<i>North Jersey Transportation Planning Authority (NJTPA)</i>		
<i>Pennsylvania Department of Transportation (PennDOT)</i>		
<i>New Jersey Department of Transportation (NJDOT)</i>		

² May 20, 2019 in this document reflects the date revised by FHWA from the original date of May 27, 2018 published in the Statewide and Nonmetropolitan Transportation; Metropolitan Transportation Planning Rule (23 CFR Parts 450 and 771).

MEMORANDUM

DATE: September 16, 2026
TO: LVTS Technical and Coordinating Committees
FROM: Becky Bradley, Executive Director, Tracy Oscavich, Director of Administration and Vicki Weidenhammer, Controller
CC:
REGARDING: 2025-2027 Unified Planning Work Program (UPWP) Amendment

The LVPC's Metropolitan Planning contract with the Pennsylvania Department of Transportation and US Department of Transportation outlines tasks and timelines for various federally-required tasks. One of these is the development of neutral, data-driven and equitable process for selection of transportation investments per Congressionally-directed requirements. This project selection process, was updated as part of the kick-of *FutureLV: The Regional Plan*, as the transportation projects are required to be selected by the Lehigh Valley Transportation Study and adopted into the long-range transportation planning section of the document. LVPC staff has out considerable time and effort in refining the process that existed for the previous plan. The LVTS adopted the work after consultation, and as *FutureLV* plan revisions progress, the newly adopted project selection process will be utilized by the LVTS. The project selection process continues through the update of the regional plan.

The timing of the Open-End Agreement #C920001370, the 2024-2025 UPWP was provided for work of the project selection process through June 30, 2026 for Task VI, Project Selection Process. As of June 30, 2026, some funds remain unspent for the Project Selection Process from the 2024-2025 UPWP. PA Department of Transportation has approved the funds to be added into the 2025-2027 UPWP Year 2 Work Order. The funds would be added to Task 2.1, Long Range Planning.

Attached is the proposed amendment 2025-2027 UPWP to reflect the movement of these funds into Task 2.1, Long Range Planning. Changes are limited to the budget tables and appear in red text.

The LVPC Executive Committee handles all of the administrative-financial matters of the MPO and will be acting on this amendment on Thursday, September 17, 2026. The LVTS Technical and Coordinating Committees are advisory in this context but, it is requested that this administrative-financial amendment of the UPWP receive concurrence.



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**

Y1 Budget Shift between Tasks– Approved April 2, 2026

Y2 Budget Increase - Project Selection Funds from 2024-2025 UPWP – Approved xxxx

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 *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 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.

TABLE OF CONTENTS

2025-2027 UPWP OVERVIEW	5
Overview	
Organization	
Designation and Description	
LVTS Planning Boundaries	
MAJOR PLANNING PRIORITIES	8
Vision	
Federal Legislation and Planning Factors	
TMA Certification	
Major Planning Deliverables	
Recent UPWP Accomplishments	
LVTS PLANNING STRUCTURE	14
LVTS Meeting Schedule	16
WORK ELEMENTS	17
TASK I - Operations, Administration and Outreach in Support of the MPO	20
TASK II - Metropolitan Transportation Plan and Transportation Improvement Program	23
TASK III - Technical Support	27
TASK IV - Policy Support	33
TASK V - Special Studies	39
APPENDICES	
Appendix I - LVTS Work Elements Budget Detail	42
Appendix II - Relationship Between UPWP Elements and Tasks with the Federal Planning Factors	46
Appendix III - Organizational Relationship Diagram	47
Appendix IV - Adoption Resolutions	48

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.

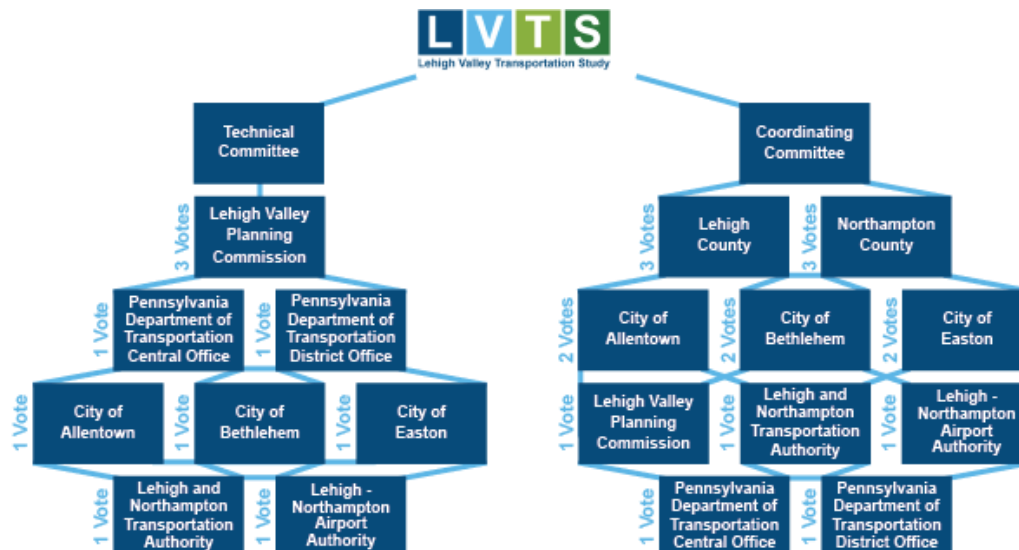
A subset of the membership serves on the LVPC Executive Committee, which serves as the governing body for the organization. The LVPC Executive Committee as part of its governing duties, sets strategy, oversees management, protects the interests of stakeholders, performs strategic planning and oversight, 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.

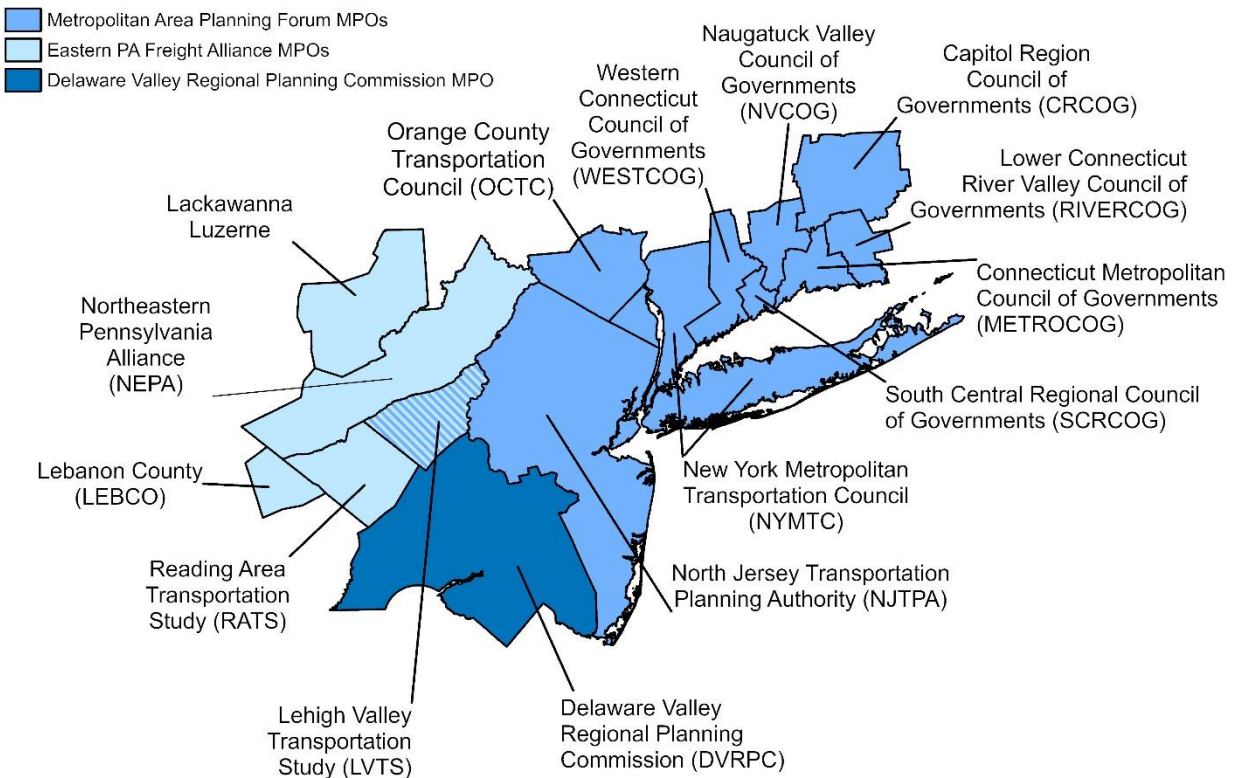
The LVTS board consists of local elected officials, the Lehigh and Northampton Transportation Authority (LANTA), the Lehigh-Northampton Airport Authority (LNAA), and representatives from PennDOT District Office and Central Office. The regional transportation decision making process is conducted through 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, 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.

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, a 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.

LVTS 2025-2027 Unified Planning Work Program

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)			√		
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. This initiative is critical to the upcoming revision of the MTP, as a stronger and more specific focus on resiliency, alternative fuels, 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, 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, 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 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, , Disadvantage Business Enterprise (DBE), and Americans with Disabilities Act (ADA) 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)	\$90,930	\$73,446	\$164,376
Pennsylvania Department of Transportation (Motor License Funds)	\$11,366	\$9,190	\$20,557
Local Highway	\$11,366	\$9,171	\$20,537
Federal Transit Administration (Metropolitan Planning Program Funds)	\$13,050	\$10,534	\$23,584
Local Transit	\$3,263	\$2,634	\$5,896
Total	\$129,975	\$104,975	\$234,950

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)	\$85,788	\$64,805	\$150,593
Pennsylvania Department of Transportation (Motor License Funds)	\$10,723	\$8,109	\$18,833
Local Highway	\$10,723	\$8,092	\$18,816
Federal Transit Administration (Metropolitan Planning Program Funds)	\$12,312	\$9,295	\$21,607
Local Transit	\$3,078	\$2,324	\$5,402
Total	\$122,625	\$92,625	\$215,250

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)	\$94,026	\$34,563	\$128,588
Pennsylvania Department of Transportation (Motor License Funds)	\$11,753	\$4,325	\$16,078
Local Highway	\$11,753	\$4,316	\$16,069
Federal Transit Administration (Metropolitan Planning Program Funds)	\$13,494	\$4,957	\$18,452
Local Transit	\$3,374	\$1,239	\$4,613
Total	\$134,400	\$49,400	\$183,800

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, 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 community demographics, hazard 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, community 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 burdens analysis using community demographics 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, 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)	\$90,912	\$169,209	\$260,122
Pennsylvania Department of Transportation (Motor License Funds)	\$11,364	\$21,173	\$32,537
Local Highway	\$11,364	\$21,129	\$32,493
Federal Transit Administration (Metropolitan Planning Program Funds)	\$13,048	\$24,269	\$37,317
Local Transit	\$3,262	\$6,067	\$9,329
Total	\$129,950	\$241,848	\$371,798

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 burdens analysis using community demographics 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)	\$75,941	\$112,329	\$188,270
Pennsylvania Department of Transportation (Motor License Funds)	\$9,493	\$14,056	\$23,549
Local Highway	\$9,493	\$14,026	\$23,519
Federal Transit Administration (Metropolitan Planning Program Funds)	\$10,899	\$16,111	\$27,010
Local Transit	\$2,725	\$4,028	\$6,752
Total	\$108,550	\$160,550	\$269,100

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	\$72,582	\$145,158
Pennsylvania Department of Transportation (Motor License Funds)	\$9,072	\$9,082	\$18,154
Local Highway	\$9,072	\$9,063	\$18,135
Federal Transit Administration (Metropolitan Planning Program Funds)	\$10,416	\$10,410	\$20,826
Local Transit	\$2,604	\$2,603	\$5,207
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.

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.
- Access to Opportunity work is ongoing and requires maintenance and monitoring in relation to changes in communities and evolution of the projection selection process.
- 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 community 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)	\$122,083	\$71,718	\$193,801
Pennsylvania Department of Transportation (Motor License Funds)	\$15,260	\$8,974	\$24,235
Local Highway	\$15,260	\$8,955	\$24,216
Federal Transit Administration (Metropolitan Planning Program Funds)	\$17,521	\$10,286	\$27,807
Local Transit	\$4,380	\$2,572	\$6,952
Total	\$174,505	\$102,505	\$277,010

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	\$71,718	\$143,430
Pennsylvania Department of Transportation (Motor License Funds)	\$8,964	\$8,974	\$17,938
Local Highway	\$8,964	\$8,955	\$17,919
Federal Transit Administration (Metropolitan Planning Program Funds)	\$10,292	\$10,286	\$20,578
Local Transit	\$2,573	\$2,572	\$5,145
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, community demographics, complete streets and hazard 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, 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, *WalkRo//LV* active transportation implementation and 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/Ro//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 *WalkRo//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.

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	\$69,126	\$138,246
Pennsylvania Department of Transportation (Motor License Funds)	\$8,640	\$8,650	\$17,290
Local Highway	\$8,640	\$8,632	\$17,272
Federal Transit Administration (Metropolitan Planning Program Funds)	\$9,920	\$9,914	\$19,834
Local Transit	\$2,480	\$2,479	\$4,959
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 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 supporting hazard mitigation, emergency response and environmental quality and coordinate this effort with the *Lehigh Valley Hazard Mitigation Plan*, *Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization* and any future hazard readiness work, and integrated water resources management.
 - 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/Roll/LV: 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 Commonwealth and regional initiatives that advance hazard mitigation, emergency response, system protection and management and environmental protection, which may include specific projects.
 - Research, and identify alternative fueling, connected and autonomous vehicle corridors for infrastructure management, safety and maintenance.
 - Align with 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 electric and alternative fueling 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)	\$90,912	\$146,892	\$237,804
Pennsylvania Department of Transportation (Motor License Funds)	\$11,364	\$18,381	\$29,745
Local Highway	\$11,364	\$18,342	\$29,706
Federal Transit Administration (Metropolitan Planning Program Funds)	\$13,048	\$21,068	\$34,116
Local Transit	\$3,262	\$5,267	\$8,529
Total	\$129,950	\$209,950	\$339,900

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 (LTAP)			
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		Local
		Planning Funds	Motor License Funds	Local Funds	Metropolitan Planning Program Funds	Local	
I Operations, Administration and Outreach in Support of the MPO	\$634,000	\$443,557	\$55,467	\$55,422	\$63,643	\$15,911	
1.1 Contract and Administrative Activities	\$234,950	\$164,376	\$20,557	\$20,537	\$23,584	\$5,896	
1.2 Community, Partner and Public Engagement	\$215,250	\$150,593	\$18,833	\$18,816	\$21,607	\$5,402	
1.3 Agency and Partner Collaboration and Coordination	\$183,800	\$128,588	\$16,078	\$16,069	\$18,452	\$4,613	
II Metropolitan Transportation Plan and Transportation Improvement Program	\$640,898	\$448,392	\$56,086	\$56,012	\$64,327	\$16,082	
2.1 Long Range Planning	\$371,798	\$260,122	\$32,537	\$32,493	\$37,317	\$9,329	
2.2 Transportation Improvement Program	\$269,100	\$188,270	\$23,549	\$23,519	\$27,010	\$6,752	
III Technical Support	\$689,500	\$482,388	\$60,327	\$60,270	\$69,212	\$17,303	
3.1 Modeling, Projection and Scenario Development and Support	\$207,480	\$145,158	\$18,154	\$18,135	\$20,826	\$5,207	
3.2 Performance Analysis and Monitoring	\$277,010	\$193,801	\$24,235	\$24,216	\$27,807	\$6,952	
3.3 Data and Research	\$205,010	\$143,430	\$17,938	\$17,919	\$20,578	\$5,145	
IV Policy Support	\$583,500	\$422,050	\$47,035	\$46,978	\$53,950	\$13,488	
4.1 Safe and Accessible	\$46,000	\$46,000	\$0	\$0	\$0	\$0	
4.2 Land Use and Transportation Coordination and Integration	\$197,600	\$138,246	\$17,290	\$17,272	\$19,834	\$4,959	
4.3 Policy Development and Supporting Activities	\$339,900	\$237,804	\$29,745	\$29,706	\$34,116	\$8,529	
V Special Studies	\$50,000	\$50,000	\$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	\$2,597,898	\$1,846,386	\$218,915	\$218,682	\$251,132	\$62,783	

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

BUDGET DETAIL - YEAR 1 (7/1/2025-6/30/2026)							
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	\$387,000	\$270,743	\$33,843	\$33,843	\$38,857	\$9,714	
1.1 Contract and Administrative Activities	\$129,975	\$90,930	\$11,366	\$11,366	\$13,050	\$3,263	
1.2 Community, Partner and Public Engagement	\$122,625	\$85,788	\$10,723	\$10,723	\$12,312	\$3,078	
1.3 Agency and Partner Collaboration and Coordination	\$134,400	\$94,026	\$11,753	\$11,753	\$13,494	\$3,374	
II Metropolitan Transportation Plan and Transportation Improvement Program	\$238,500	\$166,853	\$20,857	\$20,857	\$23,947	\$5,987	
2.1 Long Range Planning	\$129,950	\$90,912	\$11,364	\$11,364	\$13,048	\$3,262	
2.2 Transportation Improvement Program	\$108,550	\$75,941	\$9,493	\$9,493	\$10,899	\$2,725	
III Technical Support	\$380,750	\$266,371	\$33,296	\$33,296	\$38,229	\$9,557	
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	\$174,505	\$122,083	\$15,260	\$15,260	\$17,521	\$4,380	
3.3 Data and Research	\$102,505	\$71,712	\$8,964	\$8,964	\$10,292	\$2,573	
IV Policy Support	\$251,750	\$183,032	\$20,004	\$20,004	\$22,968	\$5,742	
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	\$129,950	\$90,912	\$11,364	\$11,364	\$13,048	\$3,262	
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	

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

BUDGET DETAIL - YEAR 2 (7/1/2026-6/30/2027)							
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	\$247,000	\$172,814	\$21,624	\$21,579	\$24,786	\$6,197	
1.1 Contract and Administrative Activities	\$104,975	\$73,446	\$9,190	\$9,171	\$10,534	\$2,634	
1.2 Community, Partner and Public Engagement	\$92,625	\$64,805	\$8,109	\$8,092	\$9,295	\$2,324	
1.3 Agency and Partner Collaboration and Coordination	\$49,400	\$34,563	\$4,325	\$4,316	\$4,957	\$1,239	
II Metropolitan Transportation Plan and Transportation Improvement Program	\$402,398	\$281,538	\$35,229	\$35,155	\$40,380	\$10,095	
2.1 Long Range Planning	\$241,848	\$169,209	\$21,173	\$21,129	\$24,269	\$6,067	
2.2 Transportation Improvement Program	\$160,550	\$112,329	\$14,056	\$14,026	\$16,111	\$4,028	
III Technical Support	\$308,750	\$216,017	\$27,031	\$26,974	\$30,983	\$7,746	
3.1 Modeling, Projection and Scenario Development and Support	\$103,740	\$72,582	\$9,082	\$9,063	\$10,410	\$2,603	
3.2 Performance Analysis and Monitoring	\$102,505	\$71,718	\$8,974	\$8,955	\$10,286	\$2,572	
3.3 Data and Research	\$102,505	\$71,718	\$8,974	\$8,955	\$10,286	\$2,572	
IV Policy Support	\$331,750	\$239,017	\$27,031	\$26,974	\$30,983	\$7,746	
4.1 Safe and Accessible	\$23,000	\$23,000	\$0	\$0	\$0	\$0	
4.2 Land Use and Transportation Coordination and Integration	\$98,800	\$69,126	\$8,650	\$8,632	\$9,914	\$2,479	
4.3 Policy Development and Supporting Activities	\$209,950	\$146,892	\$18,381	\$18,342	\$21,068	\$5,267	
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	\$1,314,898	\$934,386	\$110,915	\$110,682	\$127,132	\$31,783	

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

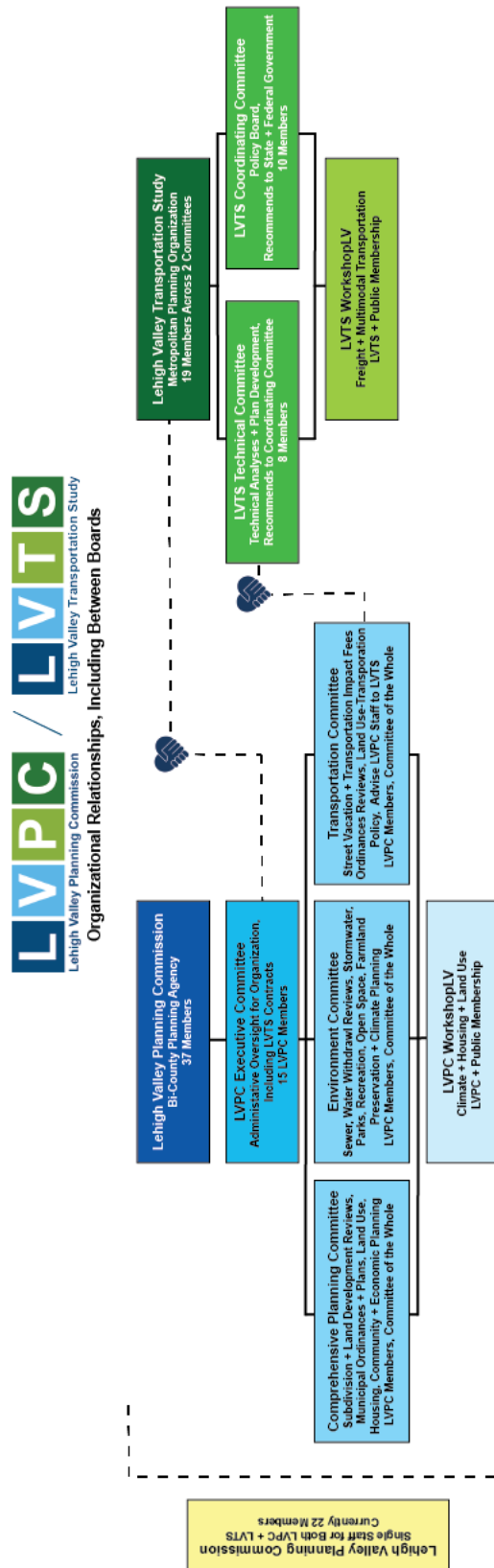
APPENDIX II: Relationship between UPWP Elements and Tasks with the Federal Planning Factors

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



RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

RESOLUTION 09-16-26B

OF THE TECHNICAL AND COORDINATING COMMITTEES OF THE LEHIGH VALLEY TRANSPORTATION STUDY

Recommending Amendment of the 2025-2027 Unified Planning Work Program (UPWP)

- WHEREAS,** the Lehigh Valley Planning Commission (LVPC) is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Lehigh and Northampton Counties; and
- WHEREAS,** the Lehigh Valley Transportation Study, Technical and Coordinating Committees serve as the programmatic board for MPO for transportation planning, and the LVPC Executive Committee provides the governance structure for all administrative, contract and financial matters, for the LVPC, which includes the LVTS; and
- WHEREAS,** the Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments of 1990 require the MPO to develop a Unified Planning Work Program (UPWP) that discusses the planning priorities facing the metropolitan planning area and describes all metropolitan transportation and transportation-related air quality planning activities anticipated within the area regardless of funding sources or agencies conducting activities; and
- WHEREAS,** the 2025-2027 Unified Planning Work Program (UPWP) was developed pursuant to federal and state requirements in a cooperative manner with the State, public transit operators, other planning partners and the public; and
- WHEREAS,** As the MPO, LVPC is eligible for certain funding to support planning priorities; and
- WHEREAS,** the LVPC Executive Committee adopted the 2025-2027 UPWP at their December 12, 2024 meeting after consultation and coordination with the LVTS; and
- WHEREAS,** over time the scope, schedule and budget of existing planning activities included in the UPWP may change, or new initiatives may be identified that need to be included; and
- WHEREAS,** items need to be amended into the 2025-2027 UPWP, specifically the remaining funds from Task VI, Project Selection Process, in the 2024-2025 UPWP for Open-End Agreement #C920001370 that need to be added into Year 2 of the 2025-2027 UPWP Task 2.1, Long Range Planning.

NOW, THEREFORE, BE IT RESOLVED THAT, the Lehigh Valley Transportation Study Technical and Coordinating Committees, recommend to the Lehigh Valley Planning Commission Executive Committee to amend the attached 2025-2027 Unified Planning Work Program as presented.

Adopted on this sixteenth day of September 2026.

SIGNATURE PAGE

Lehigh Valley Transportation Study Technical Committee:

—
Ryan Meyer, Chair

Nick Raio, Vice Chair

ATTEST: _____
Becky A. Bradley
LVPC Executive Director and LVTS Secretary

Lehigh Valley Transportation Study Coordinating Committee:

—
Owen O'Neil, Chair

Chris Kufro, Vice Chair

ATTEST:

Becky A. Bradley
LVPC Executive Director and LVTS Secretary

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Interstate Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks				
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)						
LVTS Interstate Truck and Safety Study 78 - DPS Lehigh County	122987	STUDY	Before		581		879,994			0											879,994.00	Increase to cover summer traffic counts.				
			Adjust		581					95,000											95,000.00					
			After		581		879,994			95,000											974,994.00					
Interstate Contingency Line Item Central Office	75891	CON	Before		581					474,525			1,994,597			9,309,494					11,778,616.00	Source.				
			Adjust		581					(95,000)											(95,000.00)					
			After		581				379,525			1,994,597			9,309,494						11,683,616.00					
Interstate Administrative Action #2				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks				
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)						
I-78 - Lehigh St to 309 South Interchange 78 - 20M Lehigh County	86006	CON	Before	NHPP	Toll					0											0.00	Increase for additional spill basin modifications, claim resolution of median barrier transitions, and additional accelerated concrete Source.				
			Adjust	NHPP	Toll					970,000											970,000.00					
			After	NHPP	Toll					970,000											970,000.00					
Interstate Contingency Line Item Central Office	75891	CON	Before	NHPP	581					47,020,795			15,346,471	1,715,619		71,909	11,461,744				75,616,538.00	Source.				
			Adjust	NHPP	581					(970,000)											(970,000.00)					
			After	NHPP	581				46,050,795			15,346,471	1,715,619		71,909	11,461,744					74,646,538.00					
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 (\$)						
Hanover Ave & Linden St Improvements - HNL Lehigh County	124319	PE	Before		411					0											0.00	Add phase per MTF agreement.				
			Adjust		411					27,100											27,100.00					
			After		411					27,100											27,100.00					
Hanover Ave & Linden St Improvements - HNL Lehigh County	124319	CON	Before		411					0											0.00	Add phase per MTF agreement.				
			Adjust		411					532,900											532,900.00					
			After		411				532,900												532,900.00					
Multimodal Reserve Line Item Central Office	102893	CON	Before		411		45,117,201			58,542,845			87,340,000			89,867,000					280,867,046.00	Source.				
			Adjust		411					(560,000)											(560,000.00)					
			After		411		45,117,201			57,982,845			87,340,000			89,867,000					280,307,046.00					
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 (\$)						
PA 309 Resurface 309 - 14M Lehigh County	102312	CON	Before	NHPP	Toll	6,290,000				11,202,928											17,492,928.00	Increase to cover low bid.				
			Before	STP	Toll					2,295,000											2,295,000.00					
			Before	STU	Toll																0.00					
			Adjust	STP	Toll					226,004											226,004.00					
			Adjust	STU	Toll					1,106,871											1,106,871.00					
			After	NHPP	Toll	6,290,000				11,202,928											17,492,928.00					
309 & Tilghman I/S Recon 309 - 12M Lehigh County	96432	CON	After	STP	Toll					2,521,004											2,521,004.00	Source due to receiving August redistribution.				
			After	STU	Toll					1,106,871											1,106,871.00					
			Before	NHPP	581	7,424,300	4,750,000			5,375,000			708,745								18,258,045.00					
			Before	STP			4,806,000														4,806,000.00					
			Before	STU			8,500,000			1,896,782			2,834,980								13,231,762.00					
			Adjust	STU						(1,106,871)											(1,106,871.00)					
Kernsville Road Bridge 4003 - 01B Lehigh County	89627	ROW	After	NHPP	581	7,424,300	4,750,000			5,375,000			708,745								18,258,045.00	Deobligation returned to region for reassignment.				
			After	STP			4,806,000														4,806,000.00					
			After	STU			8,500,000			789,911			2,834,980								12,124,891.00					
			Adjust	STP						(41,240)											(41,240.00)					
			Before																		0.00					
			After																		0.00					
Kernsville Road Bridge 4003 - 01B Lehigh County	89627	PE	Before																		0.00	Deobligation returned to region for reassignment.				
			Adjust	STP						(30,000)											(30,000.00)					
			After																		0.00					
			LVTS Highway & Bridge LI Lehigh County	102201	CON	Before	BOF	185				308,223	59,928		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,684,671.00	Partial source.	
						Before	BRIP						13,877			757,472			431,680		43,730,272					44,933,301.00
						Before	NHPP						121,158			219,940			19,000		65,076,480					65,436,578.00
Before	STP	581								154,764	214,379		468,588	77,694		842,768	128,685		31,204,252	92,509,480		125,600,610.00				
Adjust	STP	581								(154,764)												(154,764.00)				
After	BOF	185								308,223	59,928		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,684,671.00				
After	BRIP						13,877			757,472			431,680		43,730,272				44,933,301.00							
After	NHPP						121,158			219,940			19,000		65,076,480				65,436,578.00							
After	STP	581					0	214,379		468,588	77,694		842,768	128,685		31,204,252	92,509,480		125,445,846.00							

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

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 (\$)		
Transp Alternative Project Management -TEM Lehigh County	89055	PE	Before	STP	Tol	162,000			260,000			75,000			75,000			600,000			1,172,000.00	Increase for ongoing management of old and new agreements and cover AC'd amount.
			Before	STU	Tol																0.00	
			Adjust	STU	Tol				124,948												124,948.00	
			After	STP	Tol	162,000			260,000			75,000			75,000			600,000			1,172,000.00	
PA 33 Resurface - Chrin to US 22 33 - 09M Northampton County	114351	CON	After	STU	Tol				124,948												124,948.00	Deobligation returned to region for reassignment.
			Before																		0.00	
			Adjust	STU					(47,507)												(47,507.00)	
			After																		0.00	
22 from Farmersville Rd to 512 22 - 03M Northampton County	110070	PE	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	STU					(59,263)												(59,263.00)	
			After																		0.00	
			Before																		0.00	
Linden Street 3015 - 01M Northampton County	11981	UTL	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	STU					(7,556)												(7,556.00)	
			After																		0.00	
			Before																		0.00	
Linden Street 3015 - 01M Northampton County	11981	FD	Adjust	STU					(1)												(1.00)	Deobligation returned to region for reassignment.
			After																		0.00	
			Before																		0.00	
			Adjust	STU					(10,621)												(10,621.00)	
Linden Street 3015 -01M Northampton County	11981	PE	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	STU																	(10,621.00)	
			After																		0.00	
			Before																		0.00	
Administrative Action #3				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
LVTS Box Culvert Bundle 3 873 - BCB Lehigh County	120955	PE	Before		185		1,350,000		555,500												1,905,500.00	Increase to cover bat surveys/coordination and Resilient Design Assessment (RDA).
			Adjust		185				30,155												30,155.00	
			After		185		1,350,000		585,655												1,935,655.00	
			Before		185				24,850												24,850.00	
N. Dauphin St over Trib to Lehigh 1007 - PM7 Lehigh County	110067	ROW	Adjust		185				(24,850)												(24,850.00)	Reassigning funds due to phase not being needed.
			After		185				0												0.00	
			Before		185				5,305												5,305.00	
			Adjust		185				(5,305)												(5,305.00)	
Vera Cruz Road over Branch of Hosensack Creek 2027 - BC2 Lehigh County	11587	UTL	Before		185				0												0.00	Reassigning funds due to structure no longer being included in bundle.
			Adjust		185				(5,305)												(5,305.00)	
			After		185				0												0.00	
			Before		185																0.00	
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 (\$)		
Hill to Hill Bridge to SR 22 w Ramps 378 - RDC Lehigh County	111166	CON	Before		r581									0							0.00	Adding approved RDP project to TIP for advanced advertisement. Estimate Let date is 7/30/2026.
			Adjust		r581								12,000,000								12,000,000.00	
			After		r581								12,000,000								12,000,000.00	
			Before		r581								466,746,776								466,746,776.00	
RDP Reserve Line Item Central Office	124382	CON	Adjust		r581								(12,000,000)								(12,000,000.00)	Source.
			After		r581								454,746,776								454,746,776.00	
			Before		r581																0.00	
			Adjust		r581																0.00	
Administrative Action #4				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Allentown LED Streetlight Conversion - LED Lehigh County	123375	CON	Before	CRP					274,000			219,000									493,000.00	Advance to align with anticipated need.
			Before	CRPU					226,000												226,000.00	
			Adjust	CRP								(219,000)									(219,000.00)	
			Adjust	CRPU						219,000											219,000.00	
			After	CRP					274,000			0									274,000.00	
			After	CRPU					445,000												445,000.00	
Traffic Calming & Ped Accommodation Improve 248 - ETC Northampton County	123037	CON	Before	CRP					350,000			300,000			200,000					200,000.00	Cashflow to align with anticipated need.	
			Before	CRPU								219,000										650,000.00
			Adjust	CRP																		219,000.00
			Adjust	CRPU						(219,000)												(219,000.00)
			After	CRP								219,000			200,000							419,000.00
			After	CRPU						131,000			300,000									431,000.00

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

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.	Loc/Oth	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
309 Center Valley IC	102160	FD	Before	CAQ	Toll					3,517,640												3,517,640.00	Reduce to match negotiate agreement plus internal costs, and wetland mitigation bank costs.		
309 - 19M			Adjust	CAQ	Toll						(256,675)											(256,675.00)			
Lehigh County			After	CAQ	Toll					3,260,965														3,260,965.00	
309 Center Valley IC	102160	ROW	Before	CAQ	Toll	1,388,400		0		2,290,000		0										3,678,400.00	Increase to cover 971 Claim Damage Estimate.		
309 - 19M			Adjust	CAQ	581			347,100		100,800		597,700										1,045,600.00			
Lehigh County			After	CAQ	581	1,388,400		347,100		2,390,800		597,700												4,724,000.00	
309 Center Valley IC	102160	UTL	Before	CAQ	Toll					770,000												770,000.00	Increase to cover current estimate.		
309 - 19M			Before	CRPU	Toll					0														0.00	
			Before	NHPP	Toll					0														0.00	
			Adjust	CAQ	Toll					155,875														155,875.00	
Lehigh County			Adjust	CRPU	Toll					419,968															419,968.00
			Adjust	NHPP	Toll					634,157															634,157.00
			After	CAQ	Toll					925,875															925,875.00
			After	CRPU	Toll					419,968															419,968.00
			After	NHPP	Toll					634,157															634,157.00
			Before	CAQ	581						1,487,500		6,000,000	4,937,500		6,000,000	4,437,500		8,102,180	2,929,200		33,893,880.00			
	Before	NHPP						1,247,820			9,550,000			6,050,000			1,216,800			18,064,620.00					
309 Center Valley IC	Before	STP								5,500,000						6,000,000			5,500,000		17,000,000.00				
309 - 19M	Before	STU																				0.00			
	Before	PRTCT	Toll								3,000,000											3,000,000.00			
	Adjust	NHPP						(634,157)									634,157					(634,157.00)			
	Adjust	STP																				634,157.00			
	After	CAQ	581						1,487,500		6,000,000	4,937,500		6,000,000	4,437,500		8,102,180	2,929,200		33,893,880.00					
	After	NHPP						613,663			9,550,000			6,050,000			1,216,800			17,430,463.00					
	After	STP								5,500,000						6,634,157			5,500,000		17,634,157.00				
Lehigh County	After	STU																				0.00			
	After	PRTCT	Toll								3,000,000											3,000,000.00			
	Main Street and Polk Valley Road Improvements	Before	CRPU	Toll					470,000			0										470,000.00			
412 - MPI	123036	CON	Adjust	CRPU	Toll					(382,000)												0.00			
Northampton County			After	CRPU	Toll					88,000			382,000									470,000.00			
SR 248 Signal Upgrade			Before																				0.00		
248 - 06S	110176	CON	Adjust	CRPU							(37,968)												(37,968.00)		
Northampton County			After																				0.00		
Hill to Hill Bridge Rehabilitation			Before		581			750,000			1,250,000				1,000,000				786,280				3,786,280.00		
378 - 03B	93630	UTL	Adjust		581			(347,100)			(597,700)												(944,800.00)		
Lehigh County			After		581		402,900			652,300				1,000,000				786,280				2,841,480.00			
Urban Line Item Reserve			Before	CRP									93,000					93,000			4,744,000		4,930,000.00		
Lehigh County	82810	CON	Before	CRPU								1,326,000					1,626,000			13,009,000		15,961,000.00			
			Before	STU						20,296			159,064				21,745			73,246,508		73,447,613.00			
			Adjust	CRPU									(382,000)									(382,000.00)			
			After	CRP									93,000					93,000			4,744,000		4,930,000.00		
			After	CRPU									944,000					1,626,000			13,009,000		15,579,000.00		
			After	STU						20,296			159,064					21,745			73,246,508		73,447,613.00		
			Before	BOF	185					308,223		59,928		81,280		779,554		755,016	1,942,654		27,377,555	37,380,461		68,684,671.00	
LVTS Highway & Bridge LI	Before	BRIP						13,877			757,472				431,680			43,730,272			44,933,301.00				
Lehigh County	102201	CON	Before	NHPP					121,158			219,940				19,000			65,076,480			65,436,578.00			
			Before	STP	581						214,379		468,588		77,694		842,768	128,685		31,204,252	92,509,480		125,445,846.00		
			Adjust	STP	581											(634,157)						(634,157.00)			
			After	BOF	185					308,223		59,928		81,280		779,554		755,016	1,942,654		27,377,555	37,380,461		68,684,671.00	
			After	BRIP						13,877			757,472				431,680			43,730,272			44,933,301.00		
			After	NHPP						121,158			219,940				19,000			65,076,480			65,436,578.00		
			After	STP	581						214,379		468,588		77,694		208,611	128,685		31,204,252	92,509,480		124,811,689.00		

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Administrative Action #6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks		
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
PA 309 Resurface 309 - 14M Lehigh County	102312	CON	Before	NHPP	Toll	6,290,000			11,202,928												17,492,928.00	Add NHPP to release STP.		
			Before	STP	Toll				2,521,004												2,521,004.00			
			Before	STU	Toll				1,106,871												1,106,871.00			
			Adjust	NHPP	Toll				960,689												960,689.00			
			Adjust	STP	Toll				(960,689)												(960,689.00)			
			After	NHPP	Toll	6,290,000			12,163,617														18,453,617.00	
309 Center Valley IC 309 - 19M Lehigh County	102160	CON	After	STP	Toll				1,560,315												1,560,315.00	Cashflow to align funds with anticipated need. Carried on draft 2027 TIP.		
			After	STU	Toll				1,106,871												1,106,871.00			
			Before	CAQ	581					1,487,500		6,000,000	4,937,500		6,000,000	4,437,500		8,102,180	2,929,200		33,893,880.00			
			Before	NHPP					613,663			9,550,000			6,050,000			1,216,800			17,430,463.00			
			Before	STU							5,500,000			6,634,157			5,500,000				17,634,157.00			
			Before	PRTCT	Toll							3,000,000											3,000,000.00	
Gap Bridge Repairs 873 - 02B Lehigh County	107552	PE	Adjust	NHPP					(2,000)												(2,000.00)	Deobligation returned to region for reassignment.		
			After																	0.00				
			Before	NHPP					(121,328)												(121,328.00)		Deobligation returned to region for reassignment.	
			Adjust	NHPP																	0.00			
			After																		0.00			
			Before	NHPP					(48,840)												(48,840.00)			Deobligation returned to region for reassignment.
Williams Twp Canal Wall Replacement 611 - WCW Northampton County	79468	FD	Adjust	NHPP				(53,700)												(53,700.00)	Deobligation returned to region for reassignment.			
			After																	0.00				
			Before	BOF	185				308,223	59,928		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461			68,684,671.00	Source and balancing source to maintain fiscal constraint.	
			Before	BRIP				13,877			757,472			431,680			43,730,272			44,933,301.00				
			Before	NHPP				121,158			219,940			19,000			65,076,480			65,436,578.00				
			Before	STP	581				214,379		468,588	77,694		208,611	128,685		31,204,252	92,509,480		124,811,689.00				
LVTS Highway & Bridge LI Lehigh County	102201	CON	Adjust	NHPP				(121,158)		(150,000)										(271,158.00)	Source and balancing source to maintain fiscal constraint.			
			Adjust	STP	581			960,689			(300,000)			(163,663)						497,026.00				
			After	BOF	185			308,223	59,928		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,684,671.00				
			After	BRIP				13,877			757,472			431,680			43,730,272			44,933,301.00				
			After	NHPP							69,940			19,000			65,076,480			65,165,420.00				
			After	STP	581				960,689	214,379		77,694			44,948	128,685		31,204,252	92,509,480			125,308,715.00		
Administrative Action #7				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks		
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
LVTS CMAQ-Lanta Flex Lehigh County	64729	CON	Before	CAQ		2,920,000			480,000			480,000			480,000			4,840,000			9,200,000.00	Add what was awarded in FFY 27 and 28 to assign available funds.		
			Before	CRP		366,000			319,000												685,000.00			
			Before	CRPU					0												0.00			
			Adjust	CRPU					519,000												519,000.00			
			After	CAQ		2,920,000			480,000			480,000			480,000			4,840,000			9,200,000.00			
			After	CRP		366,000			319,000												685,000.00			
Martin Luther King Jr. Drive Ped Improvements - MLP Lehigh County	123056	CON	After	CRPU					519,000												519,000.00	Align with anticipated need.		
			Before	CRPU	Toll				300,000			0									300,000.00			
			Adjust	CRPU	Toll				(300,000)			300,000									0.00			
			After	CRPU	Toll				0			300,000									300,000.00			
			Before	CRP	Toll				219,000						200,000						419,000.00			
			Before	CRPU	Toll				131,000			300,000									431,000.00			
Traffic Calming & Ped Accommodation Improve 248 - ETC Northampton County	123037	CON	Adjust	CRPU	Toll				(131,000)			131,000									0.00	Align with anticipated need.		
			After	CRP	Toll				219,000						200,000						419,000.00			
			After	CRPU	Toll				0			431,000									431,000.00			
			Before	CRPU	Toll				88,000			382,000									470,000.00			
			Adjust	CRPU	Toll				(88,000)			88,000									0.00			
			After	CRPU	Toll				0			470,000									470,000.00			
Urban Line Item Reserve Lehigh County	82810	CON	Before	CRP								93,000			93,000			4,744,000			4,930,000.00	Source.		
			Before	CRPU								944,000			1,626,000			13,009,000			15,579,000.00			
			Before	STU							20,296			159,064			21,745			73,246,508				73,447,613.00
			Adjust	CRPU										(519,000)							(519,000.00)			
			After	CRP								93,000					93,000			4,744,000				4,930,000.00
			After	STU								425,000			1,626,000			13,009,000			15,060,000.00			
Main Street and Polk Valley Road Improvements 412 - MPI Northampton County	123036	CON	After	CRPU							20,296			159,064			21,745			73,246,508			73,447,613.00	
			After	CRPU																				

LVTs Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Administrative Action #8				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Newburg Road over Trib Monocacy Creek 3020 - 01B Northampton County	85940	UTL	Before STP 185						0	0											0.00	Increase to cover final utility invoices.	
			Adjust STP 185						183,848	45,962											229,810.00		
			After STP 185						183,848	45,962											229,810.00		
Breingsville Road over Breinig Run 3007 - BC2 Lehigh County	79131	UTL	Before 185							5,305											5,305.00	Release funds due to structure no longer being included in bundle.	
			Adjust 185							(5,305)											(5,305.00)		
			After 185							0											0.00		
Belvidere Rd o/Trib Delwlr Riv 1004 - BC2 Northampton County	85929	UTL	Before 185							5,305											5,305.00	Release funds due to structure no longer being included in bundle.	
			Adjust 185							(5,305)											(5,305.00)		
			After 185							0											0.00		
Main Street over trib to Martins Creek 1015 - BC2 Northampton County	117240	UTL	Before 185							5,305											5,305.00	Release funds due to phase not being needed.	
			Adjust 185							(5,305)											(5,305.00)		
			After 185							0											0.00		
Million Dollar Highway over Jacoby Creek 1040 - BC2 Northampton County	12149	UTL	Before 185							5,305											5,305.00	Release funds due to structure no longer being included in bundle.	
			Adjust 185							(5,305)											(5,305.00)		
			After 185							0											0.00		
Frost Hollow Road over trib to Delaware River 2038 - BC2 Northampton County	11974	UTL	Before 185							5,305											5,305.00	Release funds due to phase not being needed.	
			Adjust 185							(5,305)											(5,305.00)		
			After 185							0											0.00		
LVTs Highway & Bridge LI Lehigh County	102201	CON	Before BOF 185						308,223	59,928		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,684,671.00	Partial source.	
			Before BRIP						13,877			757,472			431,680			43,730,272			44,933,301.00		
			Before NHPP							69,940					19,000			65,076,480			65,165,420.00		
			Before STP 581						960,689	214,379		168,588	77,694		44,948	128,685		31,204,252	92,509,480		125,308,715.00		
			Adjust BOF 185							(19,437)											(19,437.00)		
			Adjust STP 581						(183,848)												(183,848.00)		
			After BOF 185						308,223	40,491		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,665,234.00		
			After BRIP						13,877			757,472			431,680			43,730,272			44,933,301.00		
			After NHPP							69,940					19,000			65,076,480			65,165,420.00		
			After STP 581						776,841	214,379		168,588	77,694		44,948	128,685		31,204,252	92,509,480		125,124,867.00		
Administrative Action #9				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Freemansburg Ave Safety Improvements 2018 - 02S Northampton County	117509	UTL	Before HSIP 581			238,707	26,523			0											265,230.00	To cover PPL agreement amount.	
			Adjust HSIP 581							417,466											417,466.00		
			After HSIP 581			238,707	26,523			417,466											682,696.00		
Hill to Hill Bridge Rehabilitation 378 - 03B Lehigh County	93630	UTL	Before 581				402,900			652,300			1,000,000			786,280					2,841,480.00	Reduce due to current estimate.	
			Adjust 581							(417,466)											(417,466.00)		
			After 581				402,900			234,834			1,000,000			786,280					2,424,014.00		
Administrative Action #10				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Lower Saucon Road over E. Branch of Saucon Creek 2001 - 01B Northampton County	119940	ROW	Before BOF 185						42,436	10,609											53,045.00	Increase to cover 971 Claim Damage Estimate and Toll Credit.	
			Adjust BOF 185						96,964	(10,609)											86,355.00		
			After BOF Toll						139,400	0											139,400.00		
Indian Trail Road over Hokendauqua Creek 3016 - 01B Northampton County	12310	UTL	Before BOF																		0.00	Deobligation returned to region for reassignment.	
			Adjust BOF							(30,997)											(30,997.00)		
			After							0.00											0.00		
LVTs Highway & Bridge LI Lehigh County	102201	CON	Before BOF 185						308,223	40,491		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,665,234.00	Partial source and balancing source to maintain fiscal constraint.	
			Before BRIP						13,877			757,472			431,680			43,730,272			44,933,301.00		
			Before NHPP							69,940					19,000			65,076,480			65,165,420.00		
			Before STP 581						776,841	214,379		168,588	77,694		44,948	128,685		31,204,252	92,509,480		125,124,867.00		
			Adjust BOF 185							(65,967)											(65,967.00)		
			After BOF 185						242,256	51,100		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,609,876.00		
			After BRIP						13,877			757,472			431,680			43,730,272			44,933,301.00		
			After NHPP							69,940					19,000			65,076,480			65,165,420.00		
			After STP 581						776,841	214,379		168,588	77,694		44,948	128,685		31,204,252	92,509,480		125,124,867.00		

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Administrative Action #11				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Hill to Hill Bridge Rehabilitation 378 - 03B Lehigh County	93630	PE	Before	BRIP	581				0	0											0.00	Increase to cover supplement to Railroad agreement for NS to complete there reviews.	
			Before	STU						0													0.00
			Adjust	BRIP	581					13,877	4,400												18,277.00
			Adjust	STU						3,723													3,723.00
			After	BRIP	581					13,877	4,400												18,277.00
			After	STU						3,723													3,723.00
Linden Street 3015 -01M Northampton County	11981	PE	Before																		0.00	Deobligation returned to region for reassignment.	
			Adjust	STU						(3,723)											(3,723.00)		
			After																		0.00		
LVTS Highway & Bridge LI Lehigh County	102201	CON	Before	BOF	185				242,256	51,100		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,609,876.00	Partial source.	
			Before	BRIP						13,877			757,472			431,680			43,730,272				44,933,301.00
			Before	NHPP									69,940			19,000			65,076,480				65,165,420.00
			Before	STP	581					776,841	214,379		168,588	77,694		44,948	128,685		31,204,252	92,509,480			125,124,867.00
			Adjust	BRIP						(13,877)													(13,877.00)
			Adjust	STP	581						(4,400)												(4,400.00)
			After	BOF	185					242,256	51,100		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461			68,609,876.00
			After	BRIP						0			757,472			431,680			43,730,272				44,919,424.00
			After	NHPP						69,940						19,000			65,076,480				65,165,420.00
			After	STP	581					776,841	209,979		168,588	77,694		44,948	128,685		31,204,252	92,509,480			125,120,467.00
			Administrative Action #12				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond		
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
PA 309 Resurface 309 - 14M Lehigh County	102312	ROW	Before	STU	581		0	0		0	0										0.00	Increase to cover costs due to change in use of parcels and increased property values.	
			Adjust	STU	581		80,000	20,000		542,264	135,566										777,830.00		
			After	STU	581		80,000	20,000		542,264	135,566										777,830.00		
Linden Street 3015 - 01M Northampton County	11981	CON	Before	STU	581		80,000	20,000													100,000.00	Release funds due to project being complete.	
			Adjust	STU	581		(80,000)	(20,000)													(100,000.00)		
			After	STU	581		0	0													0.00		
309 & Tilghman I/S Recon 309 - 12M Lehigh County	96432	CON	Before	NHPP	581		7,424,300	4,750,000			5,375,000			708,745							18,258,045.00	Source due to receiving August redistribution.	
			Before	STP			4,806,000														4,806,000.00		
			Before	STU			8,500,000			789,911			2,834,980								12,124,891.00		
			Adjust	STU						(542,264)											(542,264.00)		
			After	NHPP	581		7,424,300	4,750,000			5,375,000			708,745							18,258,045.00		
			After	STP			4,806,000														4,806,000.00		
LVTS Highway & Bridge LI Lehigh County	102201	CON	After	STU			8,500,000			247,647			2,834,980								11,582,627.00	Partial 581 source.	
			Before	BOF	185					242,256	51,100		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461			68,609,876.00
			Before	BRIP									757,472			431,680			43,730,272				44,919,424.00
			Before	NHPP									69,940			19,000			65,076,480				65,165,420.00
			Before	STP	581					776,841	209,979		168,588	77,694		44,948	128,685		31,204,252	92,509,480			125,120,467.00
			Adjust	STP	581						(135,566)												(135,566.00)
			After	BOF	185					242,256	51,100		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461			68,609,876.00
			After	BRIP									757,472			431,680			43,730,272				44,919,424.00
After	NHPP									69,940			19,000			65,076,480			65,165,420.00				
After	STP	581					776,841	74,413		168,588	77,694		44,948	128,685		31,204,252	92,509,480		124,984,901.00				

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Administrative Action #13				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 (\$)					
Freemansburg Ave Safety Improvements	117509	ROW	Before	HSIP	Toll	683,000			0												683,000.00	Increase to cover additional claim costs.			
2018 - 02S			Adjust	HSIP	Toll				468,090												468,090.00				
Northampton County			After	HSIP	Toll	683,000			468,090														1,151,090.00		
Freemansburg Ave Safety Improvements	117509	CON	Before	HSIP	Toll				1,874,694			1,457,310			398,601							3,730,605.00	Swap HSIP funds for STP funds.		
2018 - 02S			Before	STP	Toll				1,786,115													1,786,115.00			
			Adjust	HSIP	Toll				(245,946)						(222,144)							(468,090.00)			
			Adjust	STP	Toll				468,090															468,090.00	
			After	HSIP	Toll				1,628,748			1,457,310				176,457								3,262,515.00	
Northampton County			After	STP	Toll				2,254,205															2,254,205.00	
SR 191 Lower Nazareth Intersection Improvements	116936	UTL	Before	HSIP	581				190,962	21,218												212,180.00	Reduce to match obligation.		
191 - 04S			Adjust	HSIP	581				(136,962)	(15,218)												(152,180.00)			
Northampton County			After	HSIP	581				54,000	6,000														60,000.00	
309 & Tilghman I/C Recon	96432	FD	Before																			0.00	Deobligation returned to region for reassignment.		
309 - 12M			Adjust	HSIP					(40,715)													(40,715.00)			
Lehigh County			After																					0.00	
Lehigh Race Street Intersection	57433	FD	Before																			0.00	Deobligation returned to region for reassignment.		
1004 - 03S			Adjust	HSIP					(33,152)													(33,152.00)			
Lehigh County			After																					0.00	
LVTS Systemic Safety Improvements	117823	PE	Before																			0.00	Deobligation returned to region for reassignment.		
2027 - ODC			Adjust	HSIP					(11,315)													(11,315.00)			
Lehigh County			After																					0.00	
Safety Line Item LVTS	82807	CON	Before	HSIP								1,188,690			3,804,699			39,246,000				44,239,389.00	Balancing source to maintain fiscal constraint.		
			Adjust	HSIP												222,144								222,144.00	
Lehigh County			After	HSIP									1,188,690			4,026,843			39,246,000					44,461,533.00	
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185				242,256	51,100				779,554		1,942,654		27,377,555	37,380,461			68,609,876.00	STP source.		
			Before	BRIP									757,472			431,680			43,730,272					44,919,424.00	
			Before	NHPP									69,940			19,000			65,076,480					65,165,420.00	
			Before	STP	581						776,841	74,413				168,588	77,694		44,948	128,685		31,204,252		92,509,480	124,984,901.00
			Adjust	STP	581						(468,090)	15,218													(452,872.00)
			After	BOF	185						242,256	51,100				81,280	779,554		755,016	1,942,654		27,377,555		37,380,461	68,609,876.00
			After	BRIP										757,472			431,680			43,730,272					44,919,424.00
Lehigh County			After	NHPP										69,940			19,000			65,076,480					65,165,420.00
	After	STP	581						308,751	89,631				168,588	77,694		44,948	128,685		31,204,252	92,509,480	124,532,029.00			
Administrative Action #14				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 (\$)					
Deliver Consultant Assist	83086	PE	Before		581		2,000,000			750,000			1,000,000			1,000,000			8,000,000		12,750,000.00	Increase to cover Project Management assistance through the end of the FFY.			
			Adjust		581						470,000												470,000.00		
Lehigh County			After		581			2,000,000				1,220,000			1,000,000			1,000,000			8,000,000			13,220,000.00	
309 Center Valley IC	102160	CON	Before	CAQ	581					1,487,500			6,000,000	4,937,500		6,000,000	4,437,500		8,102,180	2,929,200		33,893,880.00	Cashflow to align funds with anticipated need. Carried on draft 2027 TIP.		
			Before	NHPP									9,700,000			6,050,000			1,216,800			16,966,800.00			
			Before	STP									5,800,000			6,797,820			5,500,000			18,097,820.00			
			Before	STU																				0.00	
309 - 19M			Before	PRTCT	Toll								3,000,000											3,000,000.00	
			Adjust	CAQ	581							(470,000)				470,000								0.00	
			After	CAQ	581							1,017,500				6,000,000	5,407,500		6,000,000	4,437,500		8,102,180		2,929,200	33,893,880.00
Lehigh County			After	NHPP										9,700,000			6,050,000			1,216,800				16,966,800.00	
	After	STP												5,800,000			6,797,820			5,500,000		18,097,820.00			
	After	STU																				0.00			
	After	PRTCT	Toll									3,000,000									3,000,000.00				
Hill to Hill Bridge Rehabilitation	93630	UTL	Before		581		402,900				234,834			1,000,000			786,280					2,424,014.00	Source due to estimate.		
378 - 03B			Adjust		581										(470,000)							(470,000.00)			
Lehigh County			After		581			402,900					234,834			530,000			786,280					1,954,014.00	

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Administrative Action #15				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 (\$)					
South Walnut Street Bridge 7408 - WSB Lehigh County	94680	CON	Before	BOF	183	2,363,472	443,151	147,717	2,282,288	840,966	280,322	1,206,000	226,125	75,375							7,865,416.00	Cashflow to use up available funds.			
			Before	STU						2,202,864													2,202,864.00		
			Adjust	BOF	183	164,800	30,900	10,300	703,565	131,918	43,973	(868,365)	(162,818)	(54,273)							0.00				
			After	BOF	183	2,528,272	474,051	158,017	2,985,853	972,884	324,295	337,635	63,307	21,102							7,865,416.00				
South Walnut Street Bridge 7408 - WSB Lehigh County	94680	UTL	After	STU					2,202,864												2,202,864.00				
			Before	BOF	183	164,800	30,900	10,300													206,000.00	Release funds due to being covered off the 2023 TIP.			
			Adjust	BOF	183	(164,800)	(30,900)	(10,300)													(206,000.00)				
			After	BOF	183	0	0	0													0.00				
Fish Hatchery Road over Little Lehigh Creek 2010 - 01B Lehigh County	119933	ROW	Before	BOF	185				42,436	10,609											53,045.00		Reduce to match 971 Claim Damage Estimate.		
			Adjust	BOF	185					(12,596)	(3,149)											(15,745.00)			
			After	BOF	185					29,840	7,460											37,300.00			
			Before	185				41,950			41,950										83,900.00				
Vera Cruz Road over Branch of Hosensack Creek 2027 - BC2 Lehigh County	11587	ROW	Adjust	185						(41,900)											(41,900.00)	Reduce to match encumbrance			
			After	185				41,950			50										42,000.00				
			Before	185			38,700			38,700											77,400.00				
			Adjust	185						(38,700)											(38,700.00)				
Breinigsville Road over Breinig Run 3007 - BC2 Lehigh County	79131	ROW	After	185			38,700			0											38,700.00	Reduce to match encumbrance			
			Before	185			19,000			19,000											38,000.00				
			Adjust	185						(19,000)											(19,000.00)				
			After	185			19,000			0											19,000.00				
Belvidere Rd o/Trib Delaw Riv 1004 - BC2 Northampton County	85929	ROW	Before	185			19,000			19,000											38,000.00	Reduce to match encumbrance			
			Adjust	185						(19,000)											(19,000.00)				
			After	185			19,000			0											19,000.00				
			Before	BOF			177,991		650,000	602,440													1,430,431.00	Increase to cover low bid and release local match due to the City no longer contributing.	
Hugh Moore Park Bridge Painting and Repairs 7302 - HSB Northampton County	118069	CON	Before	SXF					1,616,279											1,616,279.00					
			Adjust	BOF		362,360		(650,000)	(336,073)												(623,713.00)				
			After	BOF		540,351		0	266,367												806,718.00				
			After	SXF					1,616,279												1,616,279.00				
Powder Valley Road over Indian Creek 2025 - 01B Lehigh County	109237	FD	Before	BOF	Toll	362,360			87,640			0									450,000.00	Align funds with anticipated need due to not receiving CE Clearance in time to obligate.			
			Adjust	BOF	Toll	(362,360)			(87,640)			450,000									0.00				
			After	BOF	Toll	0			0			450,000									450,000.00				
			Before	BOF	Toll				25,000			0									25,000.00				
Powder Valley Road over Indian Creek 2025 - 01B Lehigh County	109237	ROW	Adjust	BOF	Toll				(25,000)			25,000									0.00	Align funds with anticipated need due to not receiving CE Clearance in time to obligate.			
			After	BOF	Toll				0			25,000									25,000.00				
			Before	BOF	185				242,256	51,100		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,609,876.00		Partial source and balancing source to maintain fiscal constraint.		
			Before	BRIP							757,472			431,680				43,730,272			44,919,424.00				
LVTS Highway & Bridge LI Lehigh County	102201	CON	Before	NHPP						69,940			19,000			65,076,480			65,165,420.00						
			Before	STP	581			308,751	89,631		168,588	77,694		44,948	128,685		31,204,252	92,509,480		124,532,029.00					
			Adjust	BOF	185			(242,256)	(29,169)		393,365	162,818								284,758.00					
			After	BOF	185			0	21,931		474,645	942,372		755,016	1,942,654		27,377,555	37,380,461		68,894,634.00					
			After	BRIP							757,472			431,680			43,730,272			44,919,424.00					
			After	NHPP							69,940			19,000			65,076,480			65,165,420.00					
			After	STP	581			308,751	89,631		168,588	77,694		44,948	128,685		31,204,252	92,509,480		124,532,029.00					
			After	STP	581																				
Administrative Action #16				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 (\$)					
Downtown Easton Intersection Improvements - EII Northampton County	122839	CON	Before	TAU						197,738			102,262									300,000.00	Advance funds to use up deobligation.		
			Adjust	TAU										(102,262)								0.00			
			After	TAU						300,000			0									300,000.00			
			Before	TAU						437,000			63,000									500,000.00			
South Bethlehem Greenway Trail Extension - SBE Northampton County	122782	CON	Adjust	TAU						63,000			(63,000)									0.00	Advance funds to use up deobligation.		
			After	TAU						500,000			0									500,000.00			
			Before																			0.00		Deobligation returned to region for reassignment.	
			Adjust	TAU																		(165,262.00)			
Two Rivers Trail Gap 9A - TRT Northampton County	107761	CON	After																			0.00			
			Before																			0.00			
			Before	TAU									1,129,738			1,295,000			10,359,000			12,783,738.00	Balancing source to maintain fiscal constraint.		
			Adjust	TAU									165,262									165,262.00			
TAP Line Item Lehigh County	82806	CON	After	TAU									1,295,000			1,295,000			10,359,000			12,949,000.00			
Administrative Action #17																									
Project Title	MPMS	Phase	Amts	Fund Type	Fed.	Sta.	FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks		
							Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
LVTS All Weather Pavement Markers 2025 33 - AWT Northampton County	120951	CON	Before	STP			165,688			0			400,000									565,688.00	Increase to cover overruns on wet reflective pavement markers.		
			Adjust	STP						51,773												51,773.00			
			After	STP			165,688			51,773			400,000									617,461.00			
			Before	BOF	185								474,645	942,372		755,016	1,942,654		27,377,555	37,380,461		68,894,634.00		Source.	
LVTS Highway & Bridge LI Lehigh County	102201	CON	Before	BRIP									757,472			431,680			43,730,272			44,919,424.00			
			Before	NHPP									69,940			19,000			65,076,480			65,165,420.00			
			Before	STP	581					308,751	89,631		168,588	77,694		44,948	128,685		31,204,252	92,509,480		124,532,029.00			
			Adjust	STP	581					(51,773)												(51,773.00)			
			After	BOF	185								21,931			474,645	942,372		755,016	1,942,654		27,377,555	37,380,461		68,894,634.00
			After	BRIP											757,472			431,680			43,730,272				44,919,424.00
			After	NHPP											69,940			19,000			65,076,480				65,165,420.00
			After	STP	581								256,978	89,631		168,588	77,694		44,948	128,685		31,204,252	92,509,480		124,480,256.00

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Administrative Action #18				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 (\$)		
Martin Luther King Jr. Drive Ped Improvements - MLP Lehigh County	123056	CON	Before	CRPU								300,000									300,000.00	Advance fund due to clearances being complete to obligate.
			Before	TAU					0												0.00	
			Adjust	CRPU								(300,000)									(300,000.00)	
			Adjust	TAU					300,000												300,000.00	
			After	CRPU							0										0.00	
After	TAU					300,000													300,000.00			
Two Rivers Trail Gap 9A - TRT Northampton County	107761	CON	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	TAU					(300,000)											(300,000.00)		
			After																	0.00		
Urban Line Item Reserve Lehigh County	82810	CON	Before	CRP								93,000			93,000			4,744,000			4,930,000.00	Balancing source to maintain fiscal constraint.
			Before	CRPU								425,000			1,626,000			13,009,000			15,060,000.00	
			Before	STU					20,296			159,064			21,745			73,246,508			73,447,613.00	
			Adjust	CRPU								300,000									300,000.00	
			After	CRP								93,000			93,000			4,744,000			4,930,000.00	
			After	CRPU								725,000			1,626,000			13,009,000			15,360,000.00	
			After	STU					20,296			159,064			21,745			73,246,508			73,447,613.00	
Statewide Administrative Action #3				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Hill to Hill Bridge to SR 22 w Ramps 378 - RDC Lehigh County	111166	CON	Before	r581										12,000,000							12,000,000.00	Increase to cover low bid.
			Adjust	r581									2,131,616							2,131,616.00		
			After	r581								14,131,616								14,131,616.00		
RDP Reserve Line Item Central Office	124382	CON	Before	r581										385,708,040							385,708,040.00	Source.
			Adjust	r581									(2,131,616)							(2,131,616.00)		
			After	r581									383,576,424							383,576,424.00		
Administrative Action #19				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Main Street and Polk Valley Road Improvements 412 - MPI Northampton County	123036	CON	Before	CRPU								470,000									470,000.00	Advance funds to use up deobligation.
			Before	TAU					0												0.00	
			Adjust	CRPU								(81,992)									(81,992.00)	
			Adjust	TAU					81,992												81,992.00	
			After	CRPU								388,008									388,008.00	
After							81,992												81,992.00			
Two Rivers Trail Gap 9A - TRT Northampton County	107761	CON	Before																		0.00	Deobligaton returned to region for reassignment.
			Adjust	TAU					(81,992)											(81,992.00)		
			After																	0.00		
Urban Line Item Reserve Lehigh County	82810	CON	Before	CRP								93,000			93,000			4,744,000			4,930,000.00	Balancing source to maintain fiscal constraint.
			Before	CRPU								725,000			1,626,000			13,009,000			15,360,000.00	
			Before	STU					20,296			159,064			21,745			73,246,508			73,447,613.00	
			Adjust	CRPU								81,992									81,992.00	
			After	CRP								93,000			93,000			4,744,000			4,930,000.00	
			After	CRPU								806,992			1,626,000			13,009,000			15,441,992.00	
			After	STU					20,296			159,064			21,745			73,246,508			73,447,613.00	

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Administrative Action #20				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 (\$)					
Williams Twp Canal Wall Replacement	611 - WCV	79468	CON	Before	NHPP	581	80,000	20,000		188,716	47,179											335,895.00	Increase to cover additional canal wall repairs, changes made to steel beams/piles to get required ground strength, standby time due to redesign, overrun on traffic light items, AirTrack drilling, and acceleration costs.			
				Before	STP					0												0.00				
				Before	STU					0												0.00				
				Adjust	NHPP	581				645,783	260,000													905,783.00		
				Adjust	STP					256,978														256,978.00		
				Adjust	STU					137,239														137,239.00		
				After	NHPP	581	80,000	20,000		834,499	307,179													1,241,678.00		
Northampton County			After	STP					256,978													256,978.00				
			After	STU					137,239													137,239.00				
25th Street to SR 611 in Wilson Boro/City of Easton	248 - 11M	101570	CON	Before	NHPP	Toll				3,000,000													3,000,000.00	Align funds with anticipated need.		
				Before	STU	Toll				1,000,000			0												1,000,000.00	
				Adjust	NHPP	Toll				(645,783)															(645,783.00)	
				Adjust	STU	Toll				(52,666)			698,449												645,783.00	
				After	NHPP	Toll				2,354,217															2,354,217.00	
				After	STU	Toll				947,334			698,449													1,645,783.00
309 & Tilghman I/S Recon	309 - 12M	96432	CON	Before	NHPP	581	7,424,300	4,750,000			5,375,000			708,745									18,258,045.00	Source due to receiving August redistribution.		
				Before	STP		4,806,000																		4,806,000.00	
				Before	STU		8,500,000			247,647			2,834,980												11,582,627.00	
				Adjust	STU					(84,573)			(698,449)												(783,022.00)	
				After	NHPP	581	7,424,300	4,750,000			5,375,000			708,745											18,258,045.00	
				After	STP		4,806,000																		4,806,000.00	
				After	STU		8,500,000			163,074			2,136,531												10,799,605.00	
Hill to Hill Bridge Rehabilitation 378 - 03B Lehigh County	93630	UTL	Before		581		402,900			234,834			530,000				786,280					1,954,014.00	Release due to need.			
			Adjust		581						(234,834)											(234,834.00)				
			After		581		402,900			0			530,000				786,280					1,719,180.00				
LVTS Highway & Bridge LI		102201	CON	Before	BOF	185					21,931			474,645	942,372		755,016	1,942,654		27,377,555	37,380,461		68,894,634.00	STP source.		
				Before	BRIP									757,472			431,680			43,730,272			44,919,424.00			
				Before	NHPP									69,940			19,000			65,076,480			65,165,420.00			
				Before	STP	581				256,978	89,631			168,588	77,694		44,948	128,685		31,204,252	92,509,480		124,480,256.00			
				Adjust	STP	581				(256,978)	(25,166)														(282,144.00)	
				After	BOF	185					21,931			474,645	942,372		755,016	1,942,654		27,377,555	37,380,461		68,894,634.00			
				After	BRIP									757,472			431,680			43,730,272			44,919,424.00			
Lehigh County			After	NHPP																		65,165,420.00				
			After	STP	581				0	64,465			168,588	77,694		44,948	128,685		31,204,252	92,509,480		124,198,112.00				
Administrative Action #21				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 (\$)					
South Walnut Street Bridge	7408 - WSB	94680	CON	Before	BOF	183	2,528,272	474,051	158,017	2,985,853	972,884	324,295	337,635	63,307	21,102	0							7,865,416.00	Advance funds to use up available funds.		
				Before	STU		0	0		2,202,864															2,202,864.00	
				Adjust	BOF	183						41,745	13,915	(222,641)	(41,745)	(13,915)									(222,641.00)	
				Adjust	STU						222,641														222,641.00	
				After	BOF	183	2,528,272	474,051	158,017	2,985,853	1,014,629	338,210	114,994	21,562	7,187										7,642,775.00	
				After	STU					2,425,505																2,425,505.00
				After	NHPP	581	7,424,300	4,750,000			5,375,000			708,745												18,258,045.00
309 & Tilghman I/S Recon	309 - 12M	96432	CON	Before	STP		4,806,000																4,806,000.00			
				Before	STU		8,500,000			163,074			2,136,531											10,799,605.00		
				Adjust	STU					(163,074)														(163,074.00)		
				After	NHPP	581	7,424,300	4,750,000			5,375,000			708,745										18,258,045.00		
				After	STP		4,806,000																	4,806,000.00		
				After	STU		8,500,000			0			2,136,531												10,636,531.00	
				After	NHPP	581	7,424,300	4,750,000			5,375,000			708,745											18,258,045.00	
LVTS In House Bridge Design Assistance - SBC Lehigh County	80073	PE	Before		185					50,000			50,000				50,000			400,000		550,000.00	Release due to funds not being encumbered			
			Adjust		185					(50,000)												(50,000.00)				
			After		185					0			50,000				50,000			400,000		500,000.00				
Linden Street 3015 -01M Northampton County	11981	PE	Before																			0.00	Decobligation returned to region for reassignment.			
			Adjust	STU					(39,271)															(39,271.00)		
			After																					0.00		
Urban Line Item Reserve		82810	CON	Before	CRP								93,000			93,000			4,744,000			4,930,000.00	Partial STU source.			
				Before	CRPU							806,992			1,626,000			13,009,000			15,441,992.00					
				Before	STU					20,296			159,064			21,745			73,246,508			73,447,613.00				
				Adjust	STU					(20,296)															(20,296.00)	
				After	CRP								93,000			93,000			4,744,000			4,930,000.00				
				After	CRPU								806,992			1,626,000			13,009,000			15,441,992.00				
				After	STU					0			159,064			21,745			73,246,508			73,427,317.00				
LVTS Highway & Bridge LI		102201	CON	Before	BOF	185					21,931			474,645	942,372		755,016	1,942,654		27,377,555	37,380,461		68,894,634.00	Balancing source to maintain fiscal constraint.		
				Before	BRIP									757,472			431,680			43,730,272			44,919,424.00			
				Before	NHPP	581							69,940			19,000			65,076,480			65,165,420.00				
				Before	STP																				4,806,000.00	
				Adjust	BOF	185				8,255	222,641	41,745													272,641.00	
				After	BOF	185					30,186	697,286	984,117			755,016	1,942,654		27,377,555	37,380,461			69,167,275.00			
				After	BRIP									757,472			431,680			43,730,272			44,919,424.00			
Lehigh County			After	NHPP																		65,165,420.00				
			After	STP	581				64,465			168,588	77,694		44,948	128,685		31,204,252	92,509,480		124,198,112.00					

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Administrative Action #22				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 (\$)	Total	Remarks			
Easton Rd over Saucon Ck E. Branch 2006 - 02B Northampton County	93631	FD	Before	BRIP	Toll	211,800			97,200			0									309,000.00	Increase to cover negotiated agreement plus internal costs.			
			Adjust	BRIP	Toll								70,930										70,930.00		
			After	BRIP	Toll	211,800			97,200			70,930											379,930.00		
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185				30,186			697,286	984,117		755,016	1,942,654		27,377,555	37,380,461		69,167,275.00	Source.			
			Before	BRIP								431,680			43,730,272			44,919,424.00							
			Before	NHPP								69,940			19,000			65,076,480			65,165,420.00				
			Before	STP	581					64,465			168,588	77,694		44,948	128,685		31,204,252	92,509,480			124,198,112.00		
			Adjust	BRIP								(70,930)											(70,930.00)		
			After	BOF	185				30,186			697,286	984,117		755,016	1,942,654		27,377,555	37,380,461		69,167,275.00				
Lehigh County			After	BRIP							686,542			431,680			43,730,272				44,848,494.00				
			After	NHPP								69,940			19,000			65,076,480			65,165,420.00				
			After	STP	581					64,465			168,588	77,694		44,948	128,685		31,204,252	92,509,480		124,198,112.00			
			After	STP	581																				
Administrative Action #23				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 (\$)	Total	Remarks			
Main St - 21st St to Cherryville Rd 4003 - 02M Northampton County	113812	CON	Before	STU	Toll	350,000			589,451			0									939,451.00	Increase to cover additional patching overruns.			
			Adjust	STU	Toll									490,374									490,374.00		
			After	STU	Toll	350,000			589,451			490,374											1,429,825.00		
309 & Tilghman I/S Recon 309 - 12M Lehigh County	96432	CON	Before	NHPP	581	7,424,300	4,750,000			5,375,000			708,745					18,258,045.00				18,258,045.00	Source due to receiving August redistribution.		
			Before	STP		4,806,000													4,806,000.00						
			Before	STU		8,500,000							2,136,531						10,636,531.00						
			Adjust	STU									(490,374)						(490,374.00)						
			After	NHPP	581	7,424,300	4,750,000			5,375,000			708,745						18,258,045.00						
			After	STP		4,806,000													4,806,000.00						
			After	STU		8,500,000				0			1,646,157						10,146,157.00						
Administrative Action #24				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 (\$)	Total	Remarks			
309 & Tilghman I/S Recon 309 - 12M Lehigh County	96432	CON	Before	NHPP	581	7,424,300	4,750,000			5,375,000			708,745								18,258,045.00	Advance 581 funds to better align with federal funds.			
			Before	STP		4,806,000															4,806,000.00				
			Before	STU		8,500,000							1,646,157								10,146,157.00				
			Adjust	NHPP	581		223,789				484,956			(708,745)									0.00		
			After	NHPP	581	7,424,300	4,973,789			5,859,956			0								18,258,045.00				
			After	STP		4,806,000															4,806,000.00				
			After	STU		8,500,000							1,646,157								10,146,157.00				
LVTS Traffic Review Assist Lehigh County	102761	PE	Before		581		50,000			50,000			50,000			50,000			400,000			600,000.00	Reduce to match encumbrance.		
			Adjust		581						(19)											(19.00)			
			After		581		50,000			49,981			50,000			50,000			400,000			599,981.00			
Hill to Hill Bridge Rehabilitation 378 - 03B Lehigh County	93630	UTL	Before		581		402,900						530,000			786,280					1,719,180.00	Reduce to match estimate.			
			Adjust		581		(223,789)						(400,000)										(623,789.00)		
			After		581		179,111						130,000					786,280					1,095,391.00		
309 Center Valley IC 309 - 19M Lehigh County	102160	CON	Before	CAQ	581					1,017,500			6,000,000	5,407,500		6,000,000	4,437,500		8,102,180	2,929,200		33,893,880.00	Cashflow to align funds with anticipated need. Carried on draft 2027 TIP.		
			Before	NHPP										9,700,000			6,050,000			1,216,800		16,966,800.00			
			Before	STP										5,800,000			6,797,820			5,500,000		18,097,820.00			
			Before	STU																		0.00			
			Before	PRTCT	Toll									3,000,000										3,000,000.00	
			Adjust	CAQ	581						(420,472)			420,472										0.00	
			After	CAQ	581						597,028			6,000,000	5,827,972		6,000,000	4,437,500		8,102,180	2,929,200			33,893,880.00	
			After	NHPP										9,700,000			6,050,000			1,216,800		16,966,800.00			
			After	STP										5,800,000			6,797,820			5,500,000		18,097,820.00			
			After	STU																				0.00	
LVTS Highway & Bridge LI Lehigh County	102201	CON	After	PRTCT	Toll								3,000,000									3,000,000.00	Source and balancing source to maintain fiscal constraint.		
			Before	BOF	185						30,186			697,286	984,117		755,016	1,942,654		27,377,555	37,380,461			69,167,275.00	
			Before	BRIP										686,542			431,680				43,730,272				44,848,494.00
			Before	NHPP										69,940			19,000			65,076,480				65,165,420.00	
			Before	STP	581						64,465			168,588	77,694		44,948	128,685		31,204,252	92,509,480			124,198,112.00	
			Adjust	STP	581						(64,465)				688,273										623,808.00
			After	BOF	185						30,186			697,286	984,117		755,016	1,942,654		27,377,555	37,380,461			69,167,275.00	
			After	BRIP										686,542			431,680				43,730,272				44,848,494.00
			After	NHPP										69,940			19,000			65,076,480				65,165,420.00	
After	STP	581						0			168,588	765,967		44,948	128,685		31,204,252	92,509,480		124,821,920.00					

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from July 4, 2026 through September 4, 2026

MPO Tech Meeting: September 16, 2026

MPO Coord Meeting: September 16, 2026

Administrative Action #25				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 (\$)					
Deliver Consultant Assist	83086	PE	Before		581			2,000,000			1,220,000			1,000,000			1,000,000			8,000,000		13,220,000.00	Increase to us up available 581 funds for ongoing project management.		
Adjust				581					597,028											597,028.00					
After				581			2,000,000			1,817,028			1,000,000			1,000,000			8,000,000		13,817,028.00				
Lehigh County	309 Center Valley IC		Before	CAQ	581						597,028		6,000,000	5,827,972		6,000,000	4,437,500		8,102,180	2,929,200		33,893,880.00	Cashflow to align funds with anticipated need. Carried on draft 2027 TIP.		
Before			NHPP						9,700,000			6,050,000			1,216,800			16,966,800.00							
Before			STP							5,800,000			6,797,820			5,500,000			18,097,820.00						
Before			STU																0.00						
Before			PRTCT	Toll							3,000,000									3,000,000.00					
Adjust			CAQ	581						(597,028)			597,028								0.00				
After			CAQ	581						0		6,000,000	6,425,000		6,000,000	4,437,500		8,102,180	2,929,200		33,893,880.00				
After			NHPP								9,700,000			6,050,000			1,216,800			16,966,800.00					
After			STP								5,800,000			6,797,820			5,500,000			18,097,820.00					
After			STU																		0.00				
309 - 19M	102160	CON	After	PRTCT	Toll						3,000,000										3,000,000.00				
Adjust			CAQ	581						(597,028)			597,028								0.00				
After			CAQ	581						0		6,000,000	6,425,000		6,000,000	4,437,500		8,102,180	2,929,200		33,893,880.00				
After			NHPP								9,700,000			6,050,000			1,216,800			16,966,800.00					
After			STP								5,800,000			6,797,820			5,500,000			18,097,820.00					
After			STU																		0.00				
After			PRTCT	Toll								3,000,000									3,000,000.00				
Before			BOF	185							30,186		697,286	984,117		755,016	1,942,654		27,377,555	37,380,461		69,167,275.00	Source.		
Before			BRIP									686,542			431,680			43,730,272			44,848,494.00				
Before			NHPP									69,940			19,000			65,076,480			65,165,420.00				
Before	STP	581								168,588	765,967		44,948	128,685		31,204,252	92,509,480		124,821,920.00						
Adjust	STP	581									(597,028)								(597,028.00)						
After	BOF	185							30,186		697,286	984,117		755,016	1,942,654		27,377,555	37,380,461		69,167,275.00					
After	BRIP									686,542			431,680			43,730,272			44,848,494.00						
After	NHPP									69,940			19,000			65,076,480			65,165,420.00						
After	STP	581								168,588			168,939		44,948	128,685		31,204,252	92,509,480		124,224,892.00				
Administrative Action #26				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 (\$)					
Box Culvert Bundle-Round 2	110066	CON	Before		185						750,000			2,786,230							3,536,230.00	Cashflow to us up available 185 funds.			
Adjust				185						30,186			(30,186)								0.00				
After				185						780,186			2,756,044										3,536,230.00		
Lehigh County	309 Center Valley IC		Before	BOF	185						30,186		697,286	984,117		755,016	1,942,654		27,377,555	37,380,461		69,167,275.00	Source and balancing source to maintain fiscal constraint.		
Before			BRIP								686,542			431,680			43,730,272			44,848,494.00					
Before			NHPP								69,940			19,000			65,076,480			65,165,420.00					
Before			STP	581								168,588	168,939		44,948	128,685		31,204,252	92,509,480		124,224,892.00				
Adjust			BOF	185							(30,186)			30,186								0.00			
After			BOF	185							0		697,286	1,014,303		755,016	1,942,654		27,377,555	37,380,461		69,167,275.00			
After			BRIP									686,542			431,680			43,730,272			44,848,494.00				
After			NHPP									69,940			19,000			65,076,480			65,165,420.00				
After			STP	581								168,588			168,939		44,948	128,685		31,204,252	92,509,480			124,224,892.00	
Before FFY Totals								149,204,290	83,373,070	966,034	119,391,691	107,855,752	604,617	187,505,386	1,010,843,331	96,477	130,276,158	171,998,562	0	3,262,354,384	2,109,685,056			7,334,154,808	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	(650,000)	0	0	57,888	0	0	(68,188)	0	0	0	0	0	0	0	(660,300)			
After FFY Totals						149,204,290	83,373,070	316,034	120,558,142	107,855,752	662,505	187,505,386	1,010,843,331	28,289	130,276,158	171,998,562	0	3,262,354,384	2,109,685,056		7,334,660,959				

NOTES: Non-zero Adjustment Totals due to local match.

Performance Measure	2026 Target (%)	2026 Performance (%)	2026 Difference	2027 Target (%)
1. Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark				
BU - Bus	30	1	-29	20
CU - Cutaway	59	38.33333333	-20.66666667	31
2. Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark				
Automobiles	43	37.5	-5.5	37
Trucks and other Rubber Tire Vehicles	16	31.57894737	15.57894737	20
3. Facility - Percent of facilities rated below 3 on the condition scale				
Administrative / Maintenance Facilities	4	0	-4	4

**Acknowledgement of Cooperative Development and Sharing of
Public Transportation Performance Data
Between Transit Agency and MPO
DATE**

On May 27, 2016, the United States Department of Transportation (USDOT) published in the Federal Register a final rule on metropolitan and statewide planning. This final rule requires Metropolitan Planning Organizations (MPOs) to practice Performance Based Planning and Programming (PBPP).

As part of the PBPP requirements, States, MPOs, and public transportation agencies must agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, including the selection of performance targets and reporting on progress related to these performance targets. These targets must be identified in a Transit Asset Management (TAM) Plan completed no later than October 1, 2018 in adherence with Federal Transit Administration (FTA) regulations. The TAM Plan must be rewritten with major updates on a four-year cycle.

The Pennsylvania Department of Transportation (PennDOT) has developed a TAM Group Plan for all sub recipients operating public transportation receiving funding through FTA §5310 and/or §5311. In addition, FTA permits recipients of §5307 funding to elect to participating in a group plan if they are a Tier II TAM organization.

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

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

The above process is hereby acknowledged by:

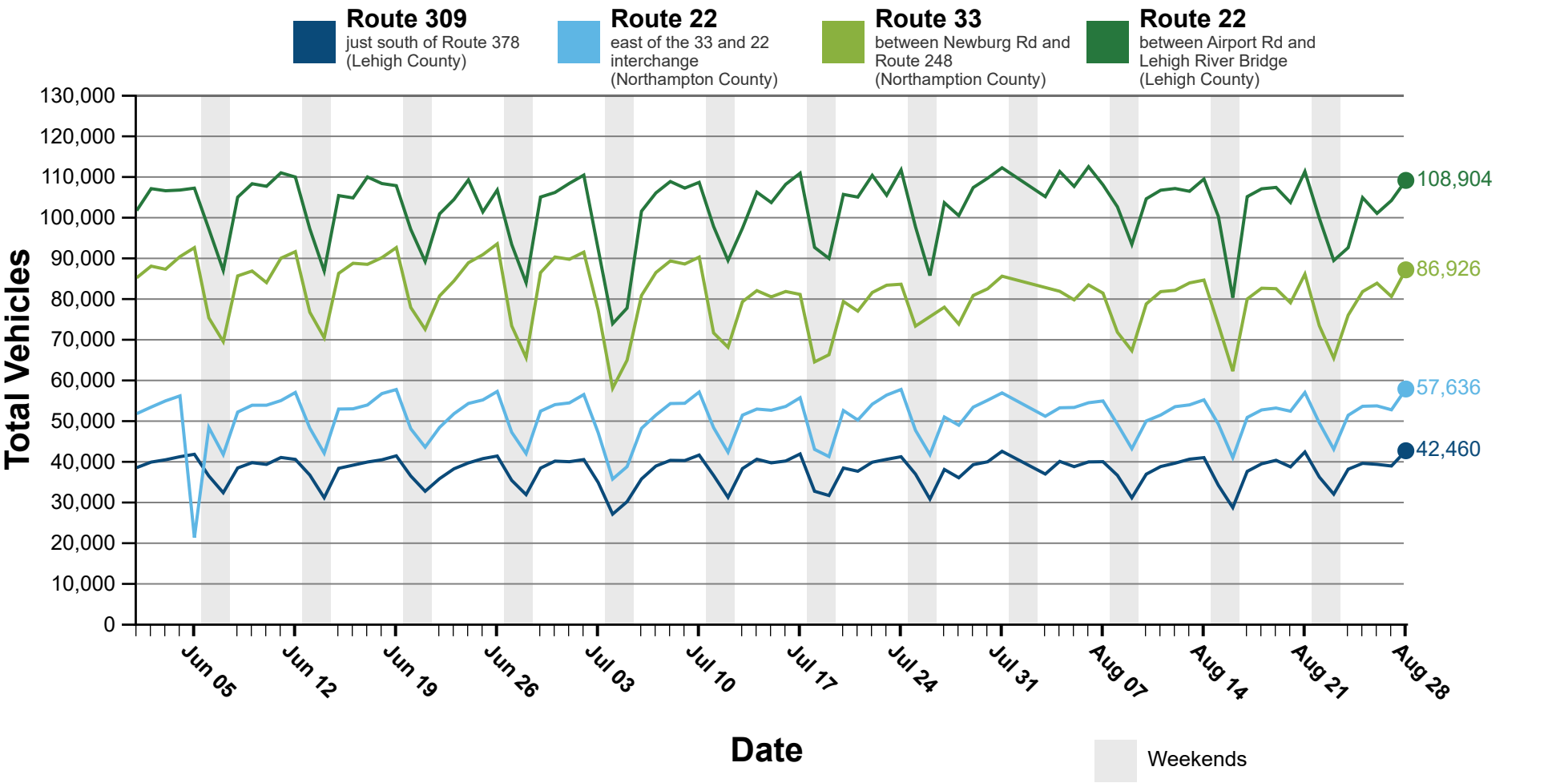
accountable executive signature
(printed name, transit organization, position)

Date

accountable executive signature
(printed name, planning organization, position)

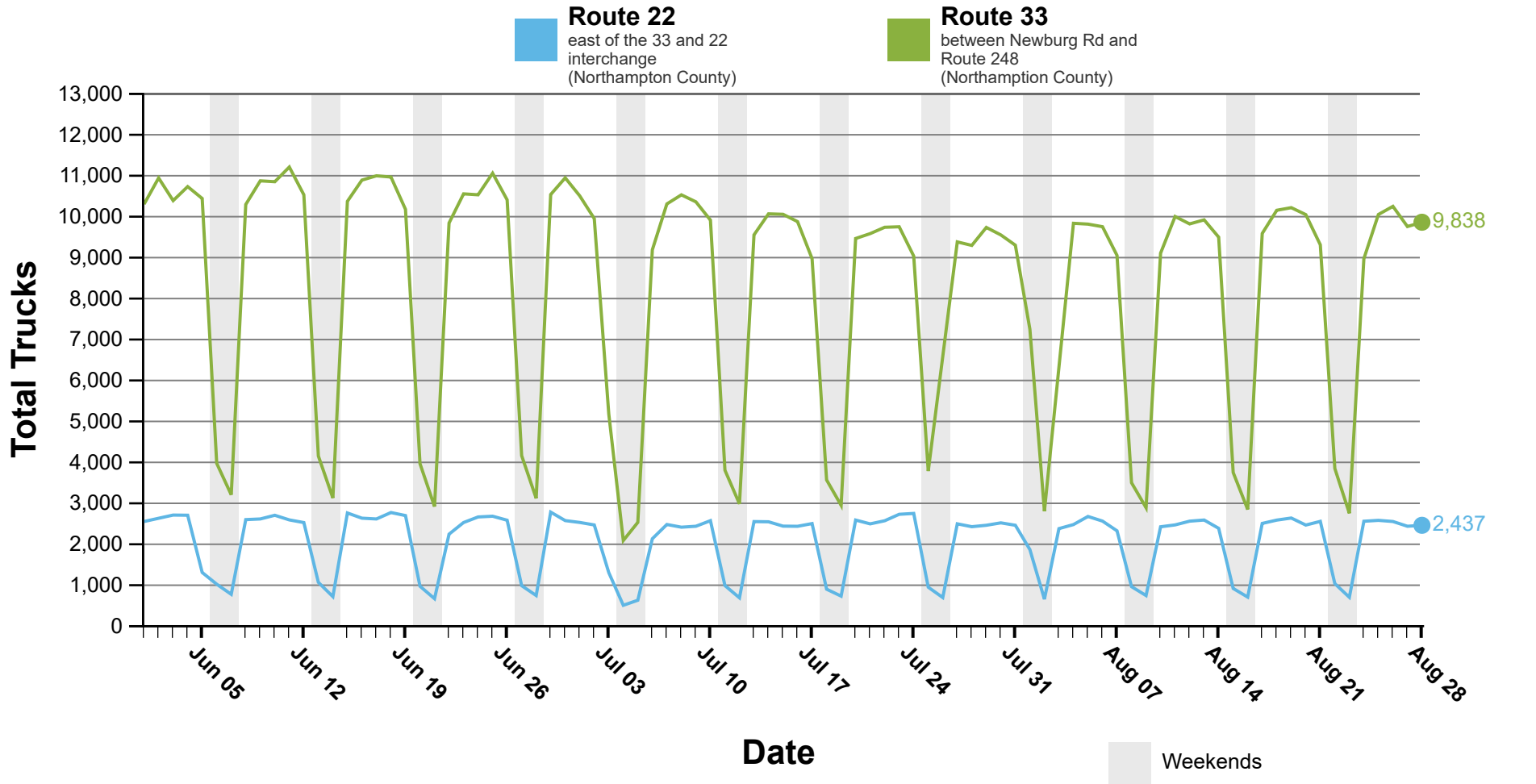
Date

Traffic Volumes Throughout the Lehigh Valley



*Data from June/1/2026 - Aug/28/2026 at daily intervals

Truck Volumes Throughout the Lehigh Valley



*Data from June/1/2026 - Aug/28/2026 at daily intervals

LEHIGH VALLEY TRANSPORTATION STUDY

HIGHWAY STATUS REPORT

MEETING SEPTEMBER 16, 2026

US 22, Section WDN Widening (C-C. Frey)

**Whitehall, South Whitehall, and Hanover Townships, and City of Bethlehem Lehigh County;
Hanover Township, Northampton County**

MPMS 96384 – est. let N/A

- Preliminary Noise Analysis is being revised to current project limit just west of Airport Road and break-out project strategies discussed with CO and FHWA as well as the 2058 design year noted above, design year change is currently being addressed by the design team
- Project-specific air quality assessments warranted due to projected 2058 design year Annual Average Daily Traffic exceeding 125,000 vehicles. The required quantitative hot spot analysis for Carbon Monoxide (CO), a Level 3 Interagency Consultation Group (ICG) Screening for Particulate Matter (PM), and a qualitative analysis for Greenhouse Gases (GHG) are being completed by the design team
- Upon environmental clearance, US 22 Widening will be advanced via a series of breakout projects. First breakout project will be SR 22/Fullerton Interchange (MPMS 117610) and/or SR 22 Lehigh River Bridge to Airport Road (MPMS 119690) anticipated to be let in April 2030

SR 145, Section MLT 7th Street Multimodal Corridor (C-C. Frey)

City of Allentown and Whitehall Township, Lehigh County

MPMS 99697 – est. let April 1, 2029

- Final Design will be completed under an Open End agreement, Work Order NTP issued July 10, 2026
- Coordination continuing with Whitehall Township regarding redevelopment of the former Lehigh Valley Dairy site

SR 309, Section 14M Betterment (C-M. Fallon)

North and South Whitehall Townships, Lehigh County

MPMS 102312 – actual let July 2, 2026

- JPA permit received April 30, 2026
- Railroad clearance May 7, 2026
- Right-of-Way conditional clearance received March 10, 2026, upgraded to final July 21, 2026
- Final Traffic Signals signed May 1, 2026, by North Whitehall Township
- Project advertised June 4, 2026
- Awarded to J.D. Eckman, Inc. on July 14, 2026
- Notice to Proceed issued on August 17, 2026
- Anticipated completion is November 14, 2030

SR 378, Section 04M SR 378 Lighting (M. Patel)

City of Bethlehem, Lehigh County

MPMS 110398 – est. let April 1, 2027

- 90% plan check completed, subconsultant advancing Final Lighting Plans, calculation, and report on going
- Lighting agreement was submitted to City of Bethlehem for review and signature

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING SEPTEMBER 16, 2026**

**SR 22, Section 15M SR 22/SR 191 Interchange Improvements (C-B. Brawand)
Bethlehem Township, Northampton County
MPMS 117606 – est. let April 1, 2030**

- Public Officials Meeting held June 9, 2026
- Public Meeting held June 23, 2026
- Developed responses to public comments
- Virtual SFV and EA/CE2 down scoping meeting with FHWA held August 31, 2026
- Preliminary Engineering Supplement under review (Alternative Analysis Phase completed, supplement covers all tasks through the end of Preliminary Engineering)

**SR 191, Section 04S SR 191 Lower Nazareth Intersection Improvements (C-R. Himmelwright)
Lower Nazareth Township, Northampton County
MPMS 116936 – est. let October 7, 2027**

- Utility Coordination Ongoing
- Working towards NPDES permit application
- Final ROW Plan Signed July 2026

**SR 248, Section 07S SR 248/Airport Road Intersection Improvements (C-M. Fallon)
East Allen Township, Northampton County
MPMS 120952 – est. let March 23, 2028**

- Converting project to digital delivery
- Line and Grade submitted August 4, 2026

**SR 2018, Section 02S Freemansburg Ave (SR 2018) Safety Improvements (C-J. Besz)
Bethlehem Township, Northampton County
MPMS 117509 – est. let September 17, 2026**

- The project was advertised for bid on August 14, 2026
- Utility clearance issued July 28, 2026
- Conditional ROW clearance issued August 6, 2026
- NPDES Permit was issued on August 5, 2026
- Final Traffic Signal Plans were approved and signed on July 7, 2026
- Final Signing and Pavement Marking Plans were approved on June 24, 2026
- Traffic Control Plans were approved on July 16, 2026
- The Sidewalk Maintenance Agreement was executed on August 13, 2026
- The 90% Constructability Review was completed on June 9, 2026
- The PS&E review by Contract Management was completed and PS&E Certification List signed on August 13, 2026

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING SEPTEMBER 16, 2026**

ACRONYM REFERENCE	
ACM/LBP	ASBESTOS CONTAINING MATERIAL / LEAD BASED PAINT
ADA	AMERICAN WITH DISABILITIES ACT
BRPA	BRIDGE AND ROADWAY PROGRAMMATIC AGREEMENT
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
EJ	ENVIRONMENTAL JUSTICE
ESA	ENVIRONMENTAL SITE ASSESSMENT
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
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
LOMR	LETTER OF MAP REVISION
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NCCD	NORTHAMPTON COUNT CONSERVATION DISTRICT
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PE	PRELIMINARY ENGINEERING
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
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

MEMORANDUM

DATE: September 9, 2026
TO: Lehigh Valley Transportation Study
FROM: Hannah Milagio, Regional Planner for Community Engagement
REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, September 7 on WDIY radio 88.1 FM, focused on the recently released Lehigh Valley Housing Supply + Attainability Strategy. With guest Jill Seitz, LVPC's Chief Community and Regional Planner, the show focused on the regional housing shortage, the intentional process of developing the strategy, and the data behind it all. 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, October 5 at 6:30 pm.

The most recent **Morning Call Business Cycle Column** will be published Sunday, August 23 under the headline "Data Centers: Separating Fact From Fear." In the column, Becky explains that, like all industrial land uses, data centers are not one-size-fits-all. While today's digital demands require more physical space for data, Lehigh Valley communities are addressing concerns through ordinance updates to make sure that projects are located appropriately and built with minimal negative impact. The column will soon be available at www.lvpc.org/newsly and mcall.com. The next column in the Morning Call will publish on Sunday, October 11.

Educational Opportunities

Local Technical Assistance Program (LTAP)

The following courses will be taught in-person at the LVPC Offices. Registration is free and can be found at www.lvpc.org/transportation-training.

Trucks on Local Roads: Issues and Solutions

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

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

When: Tuesday, September 22, 8 AM – noon

Speed Limits and Speed Management

What: The half-day course will employ newly developed material, focusing on the investigation and decision-making processes associated with managing vehicular speed. The participants will: review speed safety statistics and how to identify problem areas, discuss how to study a roadway segment for speed issues and determine changes in speed limit postings, recognize common safety issues and learn to apply proven mitigation measures.

When: Tuesday, September 29, 8 AM – noon

Managing Utility Cuts

What: One of the most aggravating occurrences undermining the structural stability of a newly reconstructed or resurfaced road is the utility repair cut. This course covers the management of roadway excavations by contractors and utilities through local ordinances, permits, fees, specifications and inspection. It compares local ordinances with state procedures for state roads. It also discusses PA One Call, trenching and shoring, work zone traffic control, and liability.

When: Wednesday, October 7, 8 AM – noon

Local Road Safety Plans

What: This course will teach participants how to develop a local road safety plan that provides a framework for identifying, analyzing, and prioritizing safety improvements on local roads. The content of a local road safety plan is tailored to local issues and needs and will vary accordingly. The process of developing a plan results in a prioritized list of issues, safety concerns, actions, and improvements, which can then be used to reduce fatalities and serious injuries on local roads.

When: Tuesday, November 17, 8 AM - noon

Contact Hannah Milagio at hmilagio@lvpc.org or 610-264-4544 with any questions or for registration assistance.

Grant Opportunities

PA Department of Community and Economic Development (DCED): Local Share Account (LSA) – Northampton + Lehigh

LSA funds may be used for economic development, community development and public interest projects. Eligible applicants include municipalities, counties, economic development agencies and redevelopment authorities in Northampton and Lehigh Counties. Grant amounts will vary based on specific project requirements. The application period will close on September 30, 2026. For more information, go to <https://www.pa.gov/grants/search/grant-details/dced/42>.