Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

Planning for the Future of Lehigh and Northampton Counties at 615 Waterfront Drive, Suite 201, Allentown, PA 18102 ■ (610) 264-4544 ■ lvpc@lvpc.org ■ www.lvpc.org

LVTS TECHNICAL WORKSHOP MEETING
Wednesday November 18, 2026, at 9:00 am
Meeting Agenda

Roll Call

Courtesy of the Floor

Minutes

1. *ACTION ITEM:* Minutes of the October 14, 2026 Joint Technical + Coordinating Committee Meeting
2. *ACTION ITEM:* Minutes of the November 3, 2026 Technical Committee Workshop

Old Business

1. *INFORMATION ITEM:* 2027-2030 Transportation Improvement Program Administrative Actions (JR)
2. *INFORMATION ITEM:* Review of the November 3rd Workshop
3. *INFORMATION ITEM:* Project Selection Discussion Review

New Business

1. None

Status Reports

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

Adjournment

Next LVTS Meetings

LVTS Technical Committee Workshop 2: Wednesday, December 9th at 8 AM

LVTS Technical Committee Workshop 3: Friday, December 18th at 8 AM

LVTS Joint Technical & Coordinating Committee: Wednesday December 16th at 9AM

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

Planning for the Future of Lehigh and Northampton Counties at 615 Waterfront Drive, Suite 201, Allentown, PA 18102 ■ (610) 264-4544 ■ lvpc@lvpc.org ■ www.lvpc.org

Lehigh Valley Transportation Study
Minutes from Wednesday, October 14, 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. Chris Kufro chaired the Coordinating Committee portion of the agenda. Mr. Ryan Meyer chaired the Technical Committee portion of the agenda.

Mr. Kufro 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
David Alas	PennDOT Central Office
Becky Bradley, AICP	LVPC
David Petrik (Alt.) for Matt Tuerk	City of Allentown
Cathy Fletcher (Alt) for J. William Reynolds	City of Bethlehem
Jen Ruth	PennDOT District 5-0
Brendan Cotter	LANTA

Members Absent:
Technical Committee

Salvatore Panto/David Hopkins (Alt.)	City of Easton

Attendees:
Coordinating Committee

Becky Bradley, AICP	LVPC
Andrew Elliott (Alt.) for Josh Siegel	Lehigh County
Michael Emili (Alt.) for Tara Zrinski	Northampton County
David Petrik (Alt.) for Matt Tuerk	City of Allentown
Mike Alkhal (Alt.) for J. William Reynolds	City of Bethlehem
Mark Tobin	PennDOT Central Office

Members Absent:
Coordinating Committee

Salvatore Panto / David Hopkins (Alt.)	City of Easton
Thomas Stoudt	LNAA

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

Public Present: Craig Beavers (Palmer Township), Jeff Rai (PennDOT District 5), Brian Hare, Brian Brawand, Lisa Rahn (PennDOT District 5), Scott Cressman (PennDOT District 5), Evan Jones. Brandon Leach (PennDOT CPDM), Lee Rackus (Whitehall Twp), Scott Harney(Bethlehem Twp)

Courtesy of the Floor

Mr. Kufro asked if there were comments for items not on the morning's agenda. Mr. Assad mentioned that LVPC staff and board members had participated in Community BikeWorks' 2026 Mileage Challenge and that the team had placed third out of 36 teams, had ridden more than 1900 miles and raised more than $1,600.

Minutes
Mr. Meyer stated that the Technical Committee last met on September 16, 2026. Ms. Milagio noted the actions voted on:

- Minutes of the July 15, 2026, Joint Technical & Coordinating Committee Meeting
- Revised PCAP Resolution
- PM 3 PHED & Non-SOV Performance Targets
- 2025-2027 Unified Planning Work Program Amendment
- FY2026 TAM Performance and FY2027 TAM Goals
- Federal Transit Administration Transit Asset Management Plan Memorandum of Understanding
- Adjournment

Mr. Meyer asked for a motion to approve the September 16, 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. Kufro stated that the Coordinating Committee last met on September 16, 2026. Ms. Milagio noted the actions voted on:

- Minutes of the July 15, 2026, Joint Technical & Coordinating Committee Meeting
- Revised PCAP Resolution
- PM 3 PHED & Non-SOV Performance Targets
- 2025-2027 Unified Planning Work Program Amendment
- FY2026 TAM Performance and FY2027 TAM Goals
- Federal Transit Administration Transit Asset Management Plan Memorandum of Understanding
- Adjournment

Mr. Kufro asked for a motion to approve the September 16, 2026, minutes as presented. Mr. Petrik made the motion, which was seconded by Ms. Bradley. 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:* Election of Technical Committee Vice Chair**
David Petrik was nominated by Ms. Bradley for Vice Chair of the Technical Committee. Mr. Cotter seconded. Ms. Bradley called for votes and the nomination passed.

***INFORMATION ITEM:* 2025-2028 Transportation Improvement Program Administrative Actions**
Ms. Ruth presented one administrative action.

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

INFORMATION/DISCUSSION ITEM: *FutureLV: The Regional Plan* (Metropolitan Transportation Plan) Update

Ms. Rizkallah made a presentation on the Open Call for Projects focusing on how the projects submitted aligned with the Goals and Policies in *FutureLV*.

Ms. Bradley provided a recap of the FutureLV Working Group Meeting #2, which focused on Goal 5: Safe, Healthy, Inclusive, and Livable Communities. She also reminded members that the next Working

Group would meet on October 28. That meeting will focus on Goal 4: Competitive, Creative, and Sustainable Region.

INFORMATION ITEM: NEVI Community Charging Funding Opportunity

Mr. Gardi made a presentation regarding the recently announced funding opportunity for the NEVI Program. This Phase III Round is focused on Community Charging installations. Ms. Bradley pointed out that LVTS is assembling a working group that will coordinate the submission of applications.

Ms. Rackus asked if a list of priority locations would be provided. Ms. Bradley replied that it would be posted on the LVPC website.

Progress Report: **US 22 Safety, Mobility, and Congestion Management Plan Update**

Mr. Weber explained that work continues on the plan and that the team had met with officials representing corridor municipalities and stakeholders and was incorporating their feedback.

ACTION ITEM: **PennDOT MTF Grant for Riverside Drive**

Mr. Weber explained that LVPC and Lehigh County were preparing a PennDOT Multimodal Transportation Fund grant application for $3 million. The grant is needed to help close a $6 million funding shortfall due to project delays and inflation. Ms. Bradley explained that based on feedback from PennDOT, Lehigh County will be the official applicant for the grant.

Mr. Meyer asked for a motion to recommend that the LVPC Executive Committee approve the coordination, preparation, filing and administration of the Multimodal Funding Program grant application to advance the Riverside Drive Multimodal Revitalization Corridor and forward said recommendation to the Coordinating Committee. Ms. Bradley made the motion and Mr. Cotter seconded. Ms. Bradley called the vote and the motion passed.

Mr. Kufro asked for a motion for the Coordinating Committee to recommend that the LVPC Executive Committee approve the coordination, preparation, filing and administration of the Multimodal Funding Program grant application to advance the Riverside Drive Multimodal Revitalization Corridor. Mr. Tobin made the motion and Mr. Petrik seconded. Ms. Bradley called the vote and the motion passed.

INFORMATION ITEM: **USDOT PROTECT Grant for Rt 309 Center Valley Interchange**

Ms. Bradley explained that PennDOT had submitted an application for a PROTECT grant for $38 million to fund a portion of the Route 309 Center Valley interchange, which will improve safety, reduce congestion, and make both Route 309 and Center Valley Parkway less susceptible to flooding. If PennDOT wins the grant, it will reduce pressure on the LVTS TIP. LVPC submitted a letter of support, which was included in the meeting packet.

INFORMATION ITEM: **Route 22 & Route 191 Interchange Presentation**

Ms. Rahn made a presentation on the interchange project on behalf of District 5-0. Mr. Kufro also emphasized that it is an important safety and mobility project that supports the Rt 191 & Newburg Road Project, Route 191 & Hecktown Road safety study and lots of other good work led by Bethlehem Twp.

Mr. Harney expressed Bethlehem Twp's appreciation for the project and mentioned that the Township is implementing other short term safety improvements, but that this is a critical long term project.

Ms. Bradley said that this project and the Fullerton Ave interchange and the Rt 22 widening in Lehigh County will be incorporated into the Rt 22 corridor study.

Mr. Beavers offered Palmer Township's support for the project.

Ms. Bradley asked if the creek has made this design more challenging than most and is the project team confident that those challenges are being addressed with the proposed solutions? Ms. Rahn said they'll get a better handle on that during engineering and design.

Adjournment
Mr. Kufro stated that the next LVTS meeting will be a Technical Committee Meeting on Wednesday, October 14th at 9am. Mr. Cotter made a motion to adjourn, and the meeting was adjourned.

Planning for the Future of Lehigh and Northampton Counties at 615 Waterfront Drive, Suite 201, Allentown, PA 18102 ■ (610) 264-4544 ■ lvpc@lvpc.org ■ www.lvpc.org

Lehigh Valley Transportation Study
Minutes from Tuesday, November 03, 2026
Technical Committee Meeting

Prior to the call to order, Mr. Gardi welcomed the members and attendees to the November 3, 2026, Lehigh Valley Transportation Study (LVTS) Technical Committee Workshop. Mr. Gardi reviewed the agenda for the workshop that was posted on the LVPC website. The agenda includes an overview of the Long-Range Transportation Plan (LRTP) funding process and funding buckets, PennDOT review of carryover projects, the updated *FutureLV: The Regional Plan* schedule, and adjournment. To start, Mr. Ryan Meyer, chair of the Technical Committee, welcomed the members and called the meeting to order.

Attendees:

Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
Cathy Fletcher (Alt.)	City of Bethlehem
Jennifer Ruth	PennDOT District 5-0
David Alas	PennDOT Central Office
Brendan Cotter	LANTA

Members Absent:

Technical Committee

Matthew Tuerk and/or David Petrick (Alt)	City of Allentown
Salvatore Panto and/or David Hopkins (Alt)	City of Easton

Staff Present: Becky Bradley, Steven Weber, Evan Gardi, Subham Kharel, Giovanna Rizkallah, Jacob Engbert

Members of the Public:

Scott Vottero	PennDOT District 5-0

Courtesy of the Floor

Ms. Bradley opened the discussion by emphasizing the importance of the project selection process in the context of current federal transportation funding. She discussed changes and uncertainty surrounding federal funding, including the expiration of the Infrastructure Investment and Jobs Act and its extension until December 11, 2026. Also, the likely elimination ofthe Carbon Reduction Program (CRP), and uncertainty of the timing and contents of additional continuing resolutions or a new federal transportation funding bill. Ms. Bradley highlighted the importance of pursuing competitive federal and national grant opportunities to help address regional transportation needs, like PennDOT's pursuit of a US Department of Transportation PROTECT grant for the Route 309/Center Valley Parkway interchange. She noted that funding constraints could require the region to revisit some of these discussions in the coming year and requested the LVTS Technical Committee prioritize the unmet needs list to facilitate and potentially expedite protects as additional money becomes available. Ms. Bradley also

referenced challenges affecting projects such as Riverside Drive and invited LANTA to share its experiences with rising costs and funding limitations.

Mr. Cotter of LANTA discussed the financial challenges facing the transit agency, particularly the impact of inflation on buses and operating costs. He explained that a standard bus currently costs approximately $815,000, while a hybrid bus costs approximately $1.2 million. As a result, LANTA's purchasing power has declined, with available funding no longer covering the same number of vehicles it could previously purchase. He noted that federal funding has helped address increasing operating expenses, but rising costs have made it increasingly difficult to maintain existing service levels and expand operations. LANTA has had to consider reducing less productive services, although these reductions affect the public and their ability to serve everyday transit riders. Mr. Cotter highlighted the Enhanced Bus Service (EBS) routes as some of LANTA's strongest-performing routes and noted the agency's interest in continuing to invest resources in these services. He added that without additional operating support, potentially through increased state funding, further service reductions or limitations on midday service and future expansion may be necessary.

Ms. Bradley asked about the availability of state funding for LANTA. Mr. Cotter explained that state funding has increased year over year and that PennDOT has provided additional assistance when possible. However, these increases have not kept pace with rising costs. He also expressed uncertainty about whether a new state transportation funding bill would be enacted and noted that, without additional funding, further adjustments to service may be necessary. He further explained that LANTA has had to keep buses in service longer than intended, accumulating additional mileage because the agency does not have sufficient resources to replace vehicles as needed. He noted that the agency may need to shift funding between categories to address increasing bus operating costs.

Ms. Bradley then invited PennDOT representatives to discuss the funding constraints affecting their programs and projects. Ms. Ruth explained that lower bids have provided some opportunities for savings, particularly through local bridge projects funded by the Bridge Off-System (BOF) program. However, the Bridge Investment Program (BRIP) is not included in the current continuing resolution, which runs through December 11, 2026, creating uncertainty regarding the availability of those funds. She noted that approximately $32 million in BRIP funding was at stake and discussed the potential impact on major projects, including the Hill-to-Hill Bridge. She also mentioned that PennDOT's Central Office had agreed to advance a PROTECT funding request for the Center Valley Interchange, with a decision anticipated around December. If approved, this funding could potentially help address funding needs associated with the Hill-to-Hill Bridge. Ms. Ruth added that there was not much funding remaining in the existing line items. While the region is not in as difficult a position as some other areas, available funding remains constrained.

Mr. Vottero, representing PennDOT District 5-0, provided additional context on statewide funding conditions. He noted that the number of projects being advanced statewide remained relatively low and that major projects continued to consume a significant portion of available funding. He explained that the National Environmental Policy Act (NEPA) process had increasingly emphasized preservation and maintenance, leaving limited funding available for reconstruction projects. He also discussed how the Interstate Transportation Improvement

Program (Interstate TIP) operates separately and has absorbed a substantial amount of National Highway Performance Program (NHPP) funding, including funding associated with Route 22. This has reduced flexibility within the remaining funding allocations, particularly as NHPP funding has remained relatively flat. Mr. Vottero emphasized the need for increased funding in these programs to address regional needs.

Mr. Vottero also expressed concerns about the uncertainty surrounding BRIP funding under the continuing resolution, noting that the absence of this funding could create a significant gap. He highlighted the substantial number of structurally deficient bridges and other unmet infrastructure needs across the region, explaining that additional funding would be necessary to address existing deficiencies and advance reconstruction projects. He emphasized the importance of pursuing discretionary grants and other federal funding opportunities to help close these gaps.

Ms. Bradley then opened the discussion to other attendees. Ms. Fletcher noted that continued construction cost increases were making it more difficult to advance projects and extending the time required to move projects forward. She highlighted a particular funding challenge in the middle stages of project development, between initial planning or conceptual design and construction readiness. While funding may be available for planning and construction, identifying resources for preliminary engineering and the intermediate design stages remains difficult. She also discussed the importance of understanding how existing funding allocations can be leveraged, how projects can build upon available grant opportunities, and how remaining funding gaps can be addressed.

Mr. Meyer discussed the challenges facing the Lehigh and Northampton Airport Authority (LNAA), noting that its funding structure differs from that of other transportation agencies. He explained that the Federal Aviation Administration (FAA) provides funding through competitive programs in which airports across the country compete for available funding. At the same time, rising operating costs and increasing construction estimates have made it more difficult to maintain existing infrastructure. He referenced the increased cost of projects, including the parking garage, compared with estimates from previous years. He also noted that the airport does not receive taxpayer or county funding, further limiting its available resources. Maintaining aging infrastructure, including heating, ventilation, and air conditioning (HVAC) systems and terminal facilities, was identified as a significant challenge, particularly as much of the infrastructure is approximately 50 years old and increasingly requires attention. He emphasized that addressing these needs will require identifying additional funding sources.

Mr. Meyer asked how LANTA's constrained budget was affecting maintenance and asset management. Mr. Cotter explained that the agency was doing its best to maintain its vehicles and keep them operational but was increasingly required to extend the useful life of buses and other vehicles beyond what would normally be expected due to limited replacement funding.

The discussion highlighted the shared challenges facing regional transportation agencies, including inflation, rising operating and construction costs, aging infrastructure, and uncertainty surrounding state and federal funding. Participants emphasized the importance of pursuing additional funding opportunities, leveraging available grant programs, and identifying resources to address unmet transportation needs.

Old Business
***INFORMATION ITEM*: Funding Context**
Mr. Gardi began with an overview of the Metropolitan Transportation Plan (MTP) component of *FutureLV: The Regional Plan* and its four-year update cycle. He explained that the MTP guides regional transportation investments and must remain fiscally constrained, reflecting available funding and regional priorities. The upcoming update will cover 2028–2050, compared with the previous 2024–2050 planning horizon. This change, along with the elimination of Carbon Reduction Program (CRP) funding under the current federal continuing resolution, is expected to reduce the region's projected revenue by approximately $438 million. He also explained that the update will include adoption of the new Transportation Improvement Program (TIP), which succeeds the recently approved 2027–2030 TIP, and will account for changes in federal funding requirements.

Mr. Gardi then provided an overview of the federal transportation funding process, including the history of federal transportation legislation and the uncertainty surrounding the next federal transportation bill. He explained that the region is currently operating under a continuing resolution, which has eliminated CRP funding, and that future federal legislation may change funding levels, formulas, and available programs. He emphasized that LVTS must develop its transportation program using current funding assumptions while remaining prepared to make adjustments as federal requirements change.

Mr. Gardi reviewed the federal and state funding categories available to the region, based on PennDOT's Transportation Program Financial Guidance. He outlined the primary funding programs explaining their general purposes and eligible project types. He also reviewed the applicable federal and state funding match requirements. He clarified that state highway and bridge capital funds and transit funding are programmed separately by PennDOT and LANTA, respectively.

Ms. Rizkallah presented the projected funding allocations for the current *FutureLV* update. She explained that approximately $1.974 billion is directly constrained by LVTS, excluding separately programmed transit and state capital funds. Including those allocations brings total regional transportation programming to approximately $2.91 billion through 2050. She noted that these figures are in accordance with PennDOT financial guidance and are subject to change following the next federal transportation law. She unscored the importance of prioritizing the unmet needs list as part of the project selection process so that the LVTS will be ready once a new federal law is enacted.

Ms. Rizkallah reviewed the projected allocations across the eight federal funding categories and explained that funding levels remain relatively consistent across the standard four-year TIP cycles, with lower amounts in the final 2048–2050 period due to its shorter, three-year timeframe. She also noted that transit and state highway and bridge capital funding follow similar allocation patterns.

Dr. Kharel then presented the current *FutureLV* transportation project values and compared them with available Financial Guidance. He explained that the plan identifies approximately $6.8 billion in transportation priorities, including approximately $342 million in short-term, $212 million in mid-term, and $1.53 billion in long-term programmed highway and bridge investments. An additional approximately $2.48 billion represents identified but currently unfunded transportation needs.

Dr. Kharel reviewed the funding comparison across the three planning periods. The short-range period (2028–2031) has a projected funding shortfall of approximately $5.7 million, while the mid-range period (2032–2039) has approximately $465 million in unprogrammed capacity. The long-range period (2040–2050) has a projected deficit of more than $602 million. Overall, programmed costs exceed available guidance by approximately $143 million. He emphasized the need to rebalance project schedules, particularly in the mid- and long-range periods, to address future funding deficits and maintain federal fiscal constraints.

Ms. Bradley presented the comparison between PennDOT's project carryover and available budget, highlighting a carryover total of $2,010,265,293 against a budget of $1,944,014,000, resulting in a projected deficit of $66,251,293. She explained that this represents a significant change from previous programming cycles, when new projects could generally be added to the program. The current funding gap will make project selection more challenging for LVTS and require more time and consideration when determining which projects can move forward. She also noted the need to identify approximately $3 million in funding for Riverside Drive, which has a $6 million shortfall, but is in line for a $3 million PennDOT Multimodal Transportation Fund grant, and emphasized the importance of communicating the funding constraints and difficult decisions to project sponsors and the broader community.

For clarity purposes, carryover projects are those that are underway now. This list is prepared by PennDOT and given to the LVTS for discussion and consideration. Ms. Bradley noted the federal requirement about repaying investments that are ended before they are completed and the challenge that places on the current budget and project selection process.

Mr. Vottero added that the region should plan for relatively flat funding and anticipate that some projects may need to be delayed or slowed down. However, he emphasized that projects should continue progressing rather than be stopped entirely. He also noted that project development timelines are already becoming longer, which may provide some additional flexibility when adjusting project schedules.

Ms. Bradley discussed the need to improve project readiness and coordination with project sponsors, particularly for projects sponsored by entities other than PennDOT or LANTA. She emphasized the importance of ensuring that projects are sufficiently prepared to advance before they are programmed, including better coordination among project sponsors, LVPC staff, and consultants. Ms. Bradley also discussed opportunities to identify and advance smaller safety projects. She referenced the review of Lehigh Valley's top 10 locations for serious injuries and fatalities, using information from the Local Technical Assistance Program (LTAP). The team reached out to the communities associated with these locations to offer LTAP technical assistance, involving PennDOT engineers and the preparation of reports to help identify potential improvements. She noted that these types of projects may be appropriate for future funding cycles.

Ms. Bradley emphasized the importance of balancing larger, more expensive projects with smaller projects that can benefit a greater number of communities throughout the region. She explained that the region cannot direct all available funding toward major projects at the expense of smaller improvements. The goal is to identify projects that are ready to advance, provide meaningful benefits, and allow funding to be distributed more effectively across the Lehigh Valley. She also mentioned that the Unified Planning Work Program (UPWP) would be updated to place greater emphasis on project readiness and improving the efficiency of project delivery within each TIP cycle.

Ms. Bradley further explained that the region needs to take a closer look at its identified unmet transportation needs and determine how additional projects could be incorporated into *FutureLV*. Although many of these projects currently lack an identified funding source, documenting unmet needs remains important because it allows project sponsors to pursue other funding opportunities. She emphasized the need for continued collaboration with project sponsors to communicate funding limitations and identify alternative opportunities.

Ms. Bradley noted that the project selection criteria adopted in July provide a better framework for prioritizing projects based on their regional importance and distributing investments across the region. She suggested that the identified unmet needs may need to be reviewed using the newly adopted project selection criteria to help determine which projects should receive priority.

Mr. Meyer asked whether projects could be shifted between the mid- and long-range planning periods to help address differences in projected costs and available funding. Ms. Bradley explained that projects can be moved forward or backward between planning periods, depending on their circumstances and funding availability. Mr. Kharel noted that the current list includes nearly 800 projects, highlighting the scale of the challenge in reviewing and prioritizing the project list.

Mr. Vottero characterized the current funding situation as a worst-case scenario but noted that the region may still receive discretionary grant funding that could help address some of the identified gaps. He also acknowledged that projects could be adjusted between planning periods to better align with available funding.

Mr. Meyer reiterated the importance of considering each project's current stage of development when making adjustments. He suggested distinguishing projects that are already under construction from those in earlier stages to identify which projects have flexibility to be moved or rescheduled. This could help LVTS determine where adjustments are possible and whether smaller, more readily deliverable projects could be advanced within the available funding.

New Business

***INFORMATION & DISCUSSION ITEM*: Review of Carry-Over Projects**

Ms. Ruth reviewed the project spreadsheet and explained the color-coding used to identify project updates. She also clarified that projects with a PennDOT “MPMS number” were already programmed.

Ms. Ruth reviewed several project-specific changes. The first group of bridges was part of a bundled project. The estimated cost for the Hill-to-Hill Bridge had increased, as had the estimate for Fifth Street. Other bridge projects had been identified for removal because they were completed. Additional cost increases were noted for the SR 512 Bridge Street, Fish Hatchery Road, and Easton Road projects. The Glendon Hill Bridge was funded through the statewide Transportation Program, while Hollenbach and Indian Creek Road were carried over for work orders. Although Indian Creek Road was expected to be completed, it remained listed for work orders. Bridge keys had also been added to help organize and sort the projects. Ms. Ruth explained that projects with completion dates in the past were carried over for work orders and did not have additional budget allocated.

Ms. Ruth explained that all projects would be re-scored using the project selection criteria adopted in July. Mr. Meyer asked how projects already included in the program would be

treated if they received lower scores than newly submitted projects. If projects have already had funds expended, then they would continue, but projects that had not yet spent funds might be delayed. Ms. Ruth also reviewed how funding is allocated across the short-, mid-, and long-range planning periods and explained the process for funding projects over the longer term, including the role of regular authority and accrued costs.

Ms. Bradley discussed a letter that is being draft by a group of elected officials regarding improvements to Route 222, noting that they were not aware of PennDOT's study or the list of 222 projects already in *FutureLV*. The committee discussed the Route 222 study. Ms. Bradley explained that projects identified through studies but not included in the current project list would need to be added to the unmet needs list, and that through the update process projects already on the list could be better communicated to elected officials. A great deal of elected and government official changes have occurred and are occurring, this process is a good opportunity to connect with them on the *FutureLV* update.

Mr. Cotter asked how LVTS would work to develop the Metropolitan Transportation Plan (MTP) and establish the complete project list. LVPC staff explained that projects and line items would need to be provided by the upcoming deadline for consideration in the plan. Ms. Bradley noted that the LVPC staff would need to meet with LANTA, PennDOT, and the Route 22 consultants to identify the full range of projects and develop a complete unmet needs list. Route 222 and Route 100 projects could also be considered for inclusion, as appropriate. Other special studies would need to be treated the same. LVPC staff are separately reviewing potential trail connections and Congestion Management Process (CMP) projects to identify additional needs.

Ms. Bradley noted that additional meetings might be necessary to review the full project list and complete the project-selection process. The committee discussed scheduling two meetings in December and one in January to allow sufficient time for the detailed project review.

***INFORMATION ITEM*: Updated *FutureLV: The Regional Plan* Schedule**

Mr. Weber reviewed the updated *FutureLV: The Regional Plan* schedule, explaining that it had been shared and discussed with the Federal Highway Administration (FHWA), and that the established deadlines must be met. He outlined the major steps required to complete and adopt the Metropolitan Transportation Plan (MTP) by December 2027. He explained that project selection is currently underway while the joint LVTS/LVPC working group meetings continue to address the policy components of the plan.

Mr. Weber explained that the committee would reconvene on November 18 for a second project-selection discussion, with additional meetings scheduled as needed. The goal is to approve a fiscally constrained project list by January 20, 2027, for submission to the Interagency Coordination Group (ICG). Following ICG approval, the project list will be evaluated through the travel demand and air quality conformity models. Meanwhile, work on the policy components will continue, with the plan expected to be ready for discussion at the April 2027 LVTS meeting.

At the April meeting, the committee will review the Air Quality Conformity Report before it is submitted to the ICG. The Draft MTP will also be submitted to the ACM and forwarded to the U.S. Department of Transportation (USDOT). ICG comments on the conformity report are

expected by the end of April. LVTS and LVPC will then have another opportunity to review *FutureLV* in May before it is released for public comment.

Mr. Weber reviewed the proposed 45-day public comment period, scheduled for May 28 through July 12, 2027. Three public meetings are planned during this period, including the June joint LVTS Technical and Coordinating Committee meeting. Lehigh and Northampton Counties will each hold a public meeting in July, followed by a public meeting at the July LVPC meeting. Following the public comment period, staff will address any final revisions and present the updated *FutureLV* to LVTS and LVPC in August. After LVTS adoption, the revised plan, Air Quality Conformity Report, and Air Quality Resolution will be submitted to PennDOT for forwarding to USDOT. The counties will then each hold a public hearing and adopt *FutureLV* in September. The goal is for *FutureLV* and its accompanying Transportation Improvement Program (TIP) to take effect no later than December 15, 2027.

The committee discussed the importance of maintaining the schedule, noting that previous delays had affected the planning and approval process. Members discussed the need to understand federal requirements and deadlines and keep the project-selection process on track. January 20 was emphasized as a firm deadline for completing the fiscally constrained project list. Mr. Cotter recommended referencing the applicable federal statute and regulations to support the required deadlines and clarify the limits on making changes to the plan.

The discussion also addressed public involvement and coordination between the LVTS Technical and Coordinating Committees. Members discussed inviting Coordinating Committee members to attend Technical Committee workshops, so they have an opportunity to hear the discussions and provide input before the project list is finalized.

Mr. Cotter emphasized the importance of clearly communicating when project modifications could be made and when the project list would become final to avoid issues with federal requirements. He expressed concern that public meetings held at the end of the process might not provide a meaningful opportunity to influence the project list if changes could no longer be made. He also suggested clearly identifying the date after which modifications would no longer be permitted, with January 20 discussed as the cutoff date.

Mr. Cotter further recommended that the Technical Committee communicate the project selection schedule and process to the Coordinating Committee. Members of the Coordinating Committee could be invited to attend the December 16 meeting and provide comments, while clarifying that they would not be responsible for adopting or making changes to the project list. The January 4 meeting was identified as the final opportunity for comments before the list was finalized. The committee discussed communicating this process in writing following the November 18 meeting and referencing applicable federal guidance to explain the requirements and limitations on making changes.

Adjournment
Mr. Meyer stated that the next LVTS meeting will be a Technical Committee Meeting on Wednesday, November 18 at 9am. Mr. Cotter made a motion to adjourn which was seconded by Ms. Bradley, and the meeting was adjourned.

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2027-2030 TIP Highway and Bridge Element

Technical Committee

TIP Modifications from October 1, 2026 through November 6, 2026

MPO Tech Meeting: November 18, 2026

MPO Coord Meeting: December 16, 2026

Administrative Action #1				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 and Beyond			Total	Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed.**	**Sta.**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**		
SR 378 Lighting			Before		581		0														0.00	Increase to cover geotechnical and structural requirements for special foundations.
378 - 04M	110398	PE	Adjust		581		54,441														54,441.00	
Lehigh County			After		581		54,441														54,441.00	
Hill to Hill Br Rehab			Before		581		250,000			250,000											500,000.00	Release due to being fully covered of the 2025 TIP.
378 - 03B	93630	UTL	Adjust		581		(54,441)														(54,441.00)	
Lehigh County			After		581		195,559			250,000											445,559.00	
Statewide Administrative Action #1				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 and Beyond			Total	Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed.**	**Sta.**	**Fed. ($)**	**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			Before		r581		0														0.00	Add Rapid Deployment project
378 - RDC	111166	CON	Adjust		r581		14,131,616														14,131,616.00	
Lehigh County			After		r581		14,131,616														14,131,616.00	
RDP Reserve			Before		r581		316,144,648			275,000,000											591,144,648.00	Source.
Line Item	124382	CON	Adjust		r581		(14,131,616)														(14,131,616.00)	
Central Office			After		r581		302,013,032			275,000,000											577,013,032.00	
Statewide Administrative Action #2				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 and Beyond			Total	Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed.**	**Sta.**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**		
Northampton County Bridge 168 (High Street)			Before		183		0	0													0.00	Add phase to TIP.
7406 - HSE	117400	FD	Adjust		183		240,000	60,000													300,000.00	
Northampton County			After		183		240,000	60,000													300,000.00	
Northampton County Bridge 168 (High Street)			Before		183								0	0							0.00	Add phase to TIP.
7406 - HSE	117400	UTL	Adjust		183								400,000	100,000							500,000.00	
Northampton County			After		183								400,000	100,000							500,000.00	
Northampton County Bridge 168 (High Street)			Before		183		0	0													0.00	Add phase to TIP.
7406 - HSE	117400	ROW	Adjust		183		160,000	40,000													200,000.00	
Northampton County			After		183		160,000	40,000													200,000.00	
Northampton County Bridge 168 (High Street)			Before		183								0	0							0.00	Add phase to TIP.
7406 - HSE	117400	CON	Adjust		183								2,400,000	600,000							3,000,000.00	
Northampton County			After		183								2,400,000	600,000							3,000,000.00	
Bride Reserve			Before		185		60,000,000			60,000,000			30,000,000			30,000,000					180,000,000.00	Source.
Line Item	82335	CON	Adjust		185		(400,000)						(2,800,000)								(3,200,000.00)	
Central Office			After		185		59,600,000			60,000,000			27,200,000			30,000,000					176,800,000.00	
Statewide Administrative Action #3				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 and Beyond			Total	Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed.**	**Sta.**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**		
Larry Holmes Dr Pedestrian Safety Improvements			Before		411		0	0													0.00	Program selected MTF project.
- LHP	124820	PE	Adjust		411		28,836	9,373													38,209.00	
Northampton County			After		411		28,836	9,373													38,209.00	
Larry Holmes Dr Pedestrian Safety Improvements			Before		411		0	0													0.00	Program selected MTF project.
- LHP	124820	CON	Adjust		411		259,528	84,362													343,890.00	
Northampton County			After		411		259,528	84,362													343,890.00	
Multimodal Reserve			Before		411		73,811,583			89,867,000			89,867,000			89,867,000					343,412,583.00	Source.
Line Item	102893	CON	Adjust		411		(288,364)														(288,364.00)	
Central Office			After		411		73,523,219			89,867,000			89,867,000			89,867,000					343,124,219.00	
Administrative Action #2				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 and Beyond			Total	Remarks
Project Title	**MPMS**	**Phase**	**Amts**	**Fed.**	**Sta.**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**	**Fed. ($)**	**State ($)**	**Loc/Oth ($)**		
SR 512 over Martins Creek			Before	STP	581	0	0														0.00	Reprogram funds to allow AC conversion.
512 - 06B	92007	PE	Adjust	STP	581	560,260	140,065														700,325.00	
Northampton County			After	STP	581	560,260	140,065														700,325.00	
S. Main Street o/Martins Creek, Bangor			Before	STP	581	290,000	72,500		44,232	11,058											417,790.00	Reprogram funds to allow AC conversion.
1015 - 04B	85931	PE	Adjust	STP	581	168,628	42,157														210,785.00	
Northampton County			After	STP	581	458,628	114,657		44,232	11,058											628,575.00	
			Before	CAQ	581	6,000,000	4,937,500		6,175,000	4,481,250		5,300,000	3,004,200		5,500,000	2,825,000		8,813,200	2,403,300		49,439,450.00	Cashflow to align funds with anticipated need.
			Before	NHPP		8,450,000			5,750,000			1,516,800			400,000			300,000			16,416,800.00	
309 Center Valley IC			Before	STP		5,300,000			6,000,000			5,200,000									16,500,000.00	
			Before	STU											5,400,000			500,000			5,900,000.00	
			Before	PRTCT	Toll	3,000,000															3,000,000.00	
			Adjust	CAQ	581		(182,222)			50,000			132,222								0.00	
309 - 19M	102160	CON	Adjust	STP		(728,888)			200,000			528,888									0.00	
			After	CAQ	581	6,000,000	4,755,278		6,175,000	4,531,250		5,300,000	3,136,422		5,500,000	2,825,000		8,813,200	2,403,300		49,439,450.00	
			After	NHPP		8,450,000			5,750,000			1,516,800			400,000			300,000			16,416,800.00	
Lehigh County			After	STP		4,571,112			6,200,000			5,728,888									16,500,000.00	
			After	STU											5,400,000			500,000			5,900,000.00	
			After	PRTCT	Toll	3,000,000															3,000,000.00	
			Before	BOF	185	355,804	182,561		380,580	133,547		738,145	102,683		285,256	229,686		31,931,622	9,281,320		43,621,204.00	Source.
			Before	BRIP		463,640			530,400			197,900			132,628			51,859,718			53,184,286.00	
LVTS Hwy & Bridge Reserve			Before	NHPP		246,510			338,000			246,320			175,340			11,906,104			12,912,274.00	
			Before	STP	581	475,600	64,520		348,396	188,733		712,684	183,012		99,404	264,366		6,827,344	28,769,321		37,933,380.00	
Line Item	102201	CON	Adjust	STP	581				(200,000)	(50,000)		(528,888)	(132,222)								(911,110.00)	
			After	BOF	185	355,804	182,561		380,580	133,547		738,145	102,683		285,256	229,686		31,931,622	9,281,320		43,621,204.00	
			After	BRIP		463,640			530,400			197,900			132,628			51,859,718			53,184,286.00	
Lehigh County			After	NHPP		246,510			338,000			246,320			175,340			11,906,104			12,912,274.00	
			After	STP	581	475,600	64,520		148,396	138,733		183,796	50,790		99,404	264,366		6,827,344	28,769,321		37,022,270.00	

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2027-2030 TIP Highway and Bridge Element

Technical Committee

TIP Modifications from October 1, 2026 through November 6, 2026

MPO Tech Meeting: November 18, 2026 — **MPO Coord Meeting: December 16, 2026**

Administrative Action #3				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 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 ($)**		
Easton Rd over Saucon Crk E. Branch			Before	BRIP	Toll	0															0.00	Reprogram funds to allow AC conversion.
2006 - 02B	93631	FD	Adjust	BRIP	Toll	70,930															70,930.00	
Northampton County			After	BRIP	Toll	70,930															70,930.00	
			Before	BOF	185	355,804	182,561		380,580	133,547		738,145	102,683		285,256	229,686		31,931,622	9,281,320		43,621,204.00	Source.
LVTS Hwy & Bridge Reserve			Before	BRIP		463,640			530,400			197,900			132,628			51,859,718			53,184,286.00	
			Before	NHPP		246,510			338,000			246,320			175,340			11,906,104			12,912,274.00	
			Before	STP	581	475,600	64,520		148,396	138,733		183,796	50,790		99,404	264,366		6,827,344	28,769,321		37,022,270.00	
Line Item	102201	CON	Adjust	BRIP		(70,930)															(70,930.00)	
			After	BOF	185	355,804	182,561		380,580	133,547		738,145	102,683		285,256	229,686		31,931,622	9,281,320		43,621,204.00	
			After	BRIP		392,710			530,400			197,900			132,628			51,859,718			53,113,356.00	
Lehigh County			After	NHPP		246,510			338,000			246,320			175,340			11,906,104			12,912,274.00	
			After	STP	581	475,600	64,520		148,396	138,733		183,796	50,790		99,404	264,366		6,827,344	28,769,321		37,022,270.00	

Administrative Action #4				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 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			Before	HSIP	581	0	0														0.00	Reprogram funds to allow AC conversion.
2018 - 02S	117509	UTL	Adjust	HSIP	581	238,707	26,523														265,230.00	
Northampton County			After	HSIP	581	238,707	26,523														265,230.00	
SR 191 Lower Nazareth Intersection Improvements			Before	HSIP	Toll	231,750															231,750.00	Release due to phase being fully funded off 2025 TIP
191 - 04S	116936	UTL	Adjust	HSIP	Toll	(231,750)															(231,750.00)	
Northampton County			After	HSIP	Toll	0															0.00	
Hill to Hill Bridge Rehabilitation			Before		581		195,559			250,000											445,559.00	Partial source due to being fully funded off the 2025 TIP.
378 - 03B	93630	UTL	Adjust		581		(26,523)														(26,523.00)	
Lehigh County			After		581		169,036			250,000											419,036.00	
Safety Line Item_LVTS			Before	HSIP		31,940			137,449			4,392,625			5,461,000			41,926,000			51,949,014.00	Partial source.
	82807	CON	Adjust	HSIP		(6,957)															(6,957.00)	
Lehigh County			After	HSIP		24,983			137,449			4,392,625			5,461,000			41,926,000			51,942,057.00	

Administrative Action #5				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 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 ($)**		
25th Street to SR 611 in Wilson Boro/City of Easton			Before	STU	Toll	0															0.00	Increase to cover low bid.
248 - 11M	101570	CON	Adjust	STU	Toll	383,213															383,213.00	
Northampton County			After	STU	Toll	383,213															383,213.00	
Hecktown Road Bridge over US 22			Before	STU	Toll	1,345,700															1,345,700.00	Source due to being fully funded off the 2025 TIP.
2027 - 01B	89614	CON	Adjust	STU	Toll	(383,213)															(383,213.00)	
Northampton County			After	STU	Toll	962,487															962,487.00	

Statewide Administrative Action #4				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 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 ($)**		
D&L Trail East Allenton - City Line to Existing			Before	TAP					0												0.00	Add selected project to TIP.
- DLA	124181	CON	Adjust	TAP					823,698												823,698.00	
Lehigh County			After	TAP					823,698												823,698.00	
D&L Trail Hanover Twp Canal Park to Allentown Line			Before	TAP					0												0.00	Add selected project to TIP.
- DLH	124180	CON	Adjust	TAP					902,575												902,575.00	
Lehigh County			After	TAP					902,575												902,575.00	
Jordan Creek Greenway - Segments 35-40			Before	TAP					0												0.00	Add selected project to TIP.
- JGW	124179	CON	Adjust	TAP					1,500,000												1,500,000.00	
Lehigh County			After	TAP					1,500,000												1,500,000.00	
Easton Highline Rail Trail Acquisition			Before	TAP								0									0.00	Add selected project to TIP.
- HRT	124185	ROW	Adjust	TAP								765,000									765,000.00	
Northampton County			After	TAP								765,000									765,000.00	
County Bridge #149 Cedar Drive Rehab			Before	TAP								0									0.00	Add selected project to TIP.
7207 - CDR	124182	CON	Adjust	TAP								1,500,000									1,500,000.00	
Northampton County			After	TAP								1,500,000									1,500,000.00	
William Penn Hwy School & Trail Crossing Improve			Before	TAP					0												0.00	Add selected project to TIP.
2020 - WPH	124186	CON	Adjust	TAP					399,754												399,754.00	
Northampton County			After	TAP					399,754												399,754.00	
Lehigh Canal Abbott Street Bridge			Before	TAP		0															0.00	Add selected project to TIP.
- ASB	121553	CON	Adjust	TAP		930,118															930,118.00	
Northampton County			After	TAP		930,118															930,118.00	
TAP Reserve			Before	TAP		14,066,786			18,885,138			26,080,250			28,044,000						87,076,174.00	Source.
Line Item	60560	CON	Adjust	TAP		(930,118)			(3,626,027)			(2,265,000)									(6,821,145.00)	
Central Office			After	TAP		13,136,668			15,259,111			23,815,250			28,044,000						80,255,029.00	

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2027-2030 TIP Highway and Bridge Element

Technical Committee

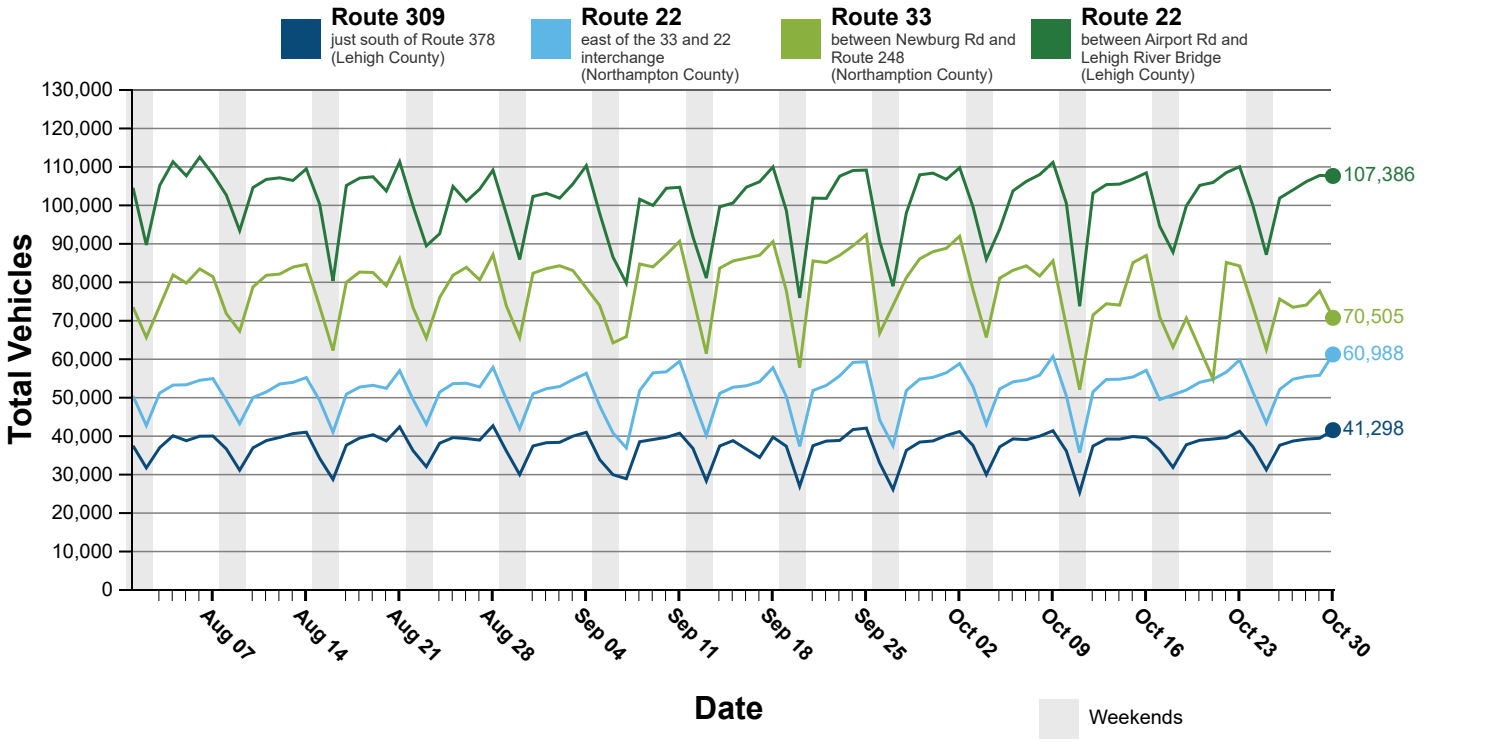
TIP Modifications from October 1, 2026 through November 6, 2026

MPO Tech Meeting: November 18, 2026 | **MPO Coord Meeting: December 16, 2026**

Administrative Action #6				Fund Type		FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFYs 2031-2034 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 TOC Operator			Before	NHPP	Toll	50,000			50,000			50,000			50,000			400,000			600,000.00	Increase for ongoing TOC operations.
22 - TOC	114344	CON	Adjust	NHPP	Toll	56,872															56,872.00	
Lehigh County			After	NHPP	Toll	106,872			50,000			50,000			50,000			400,000			656,872.00	
			Before	BOF	185	355,804	182,561		380,580	133,547		738,145	102,683		285,256	229,686		31,931,622	9,281,320		43,621,204.00	Source.
LVTS Hwy & Bridge Reserve			Before	BRIP		392,710			530,400			197,900			132,628			51,859,718			53,113,356.00	
			Before	NHPP		246,510			338,000			246,320			175,340			11,906,104			12,912,274.00	
			Before	STP	581	475,600	64,520		148,396	138,733		183,796	50,790		99,404	264,366		6,827,344	28,769,321		37,022,270.00	
Line Item	102201	CON	Adjust	NHPP		(56,872)															(56,872.00)	
			After	BOF	185	355,804	182,561		380,580	133,547		738,145	102,683		285,256	229,686		31,931,622	9,281,320		43,621,204.00	
Lehigh County			After	BRIP		392,710			530,400			197,900			132,628			51,859,718			53,113,356.00	
			After	NHPP		189,638			338,000			246,320			175,340			11,906,104			12,855,402.00	
			After	STP	581	475,600	64,520		148,396	138,733		183,796	50,790		99,404	264,366		6,827,344	28,769,321		37,022,270.00	
Before FFY Totals						43,319,908	456,153,033	0	41,433,947	430,726,148	0	47,167,046	123,463,841	0	46,932,884	124,174,156	0	359,513,564	116,555,223		1,789,439,750	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	193,735	0	0	0	0	0	700,000	0	0	0	0	0	0	893,735	
After FFY Totals						43,319,908	456,153,033	193,735	41,433,947	430,726,148	0	47,167,046	123,463,841	700,000	46,932,884	124,174,156	0	359,513,564	116,555,223		1,790,333,485	

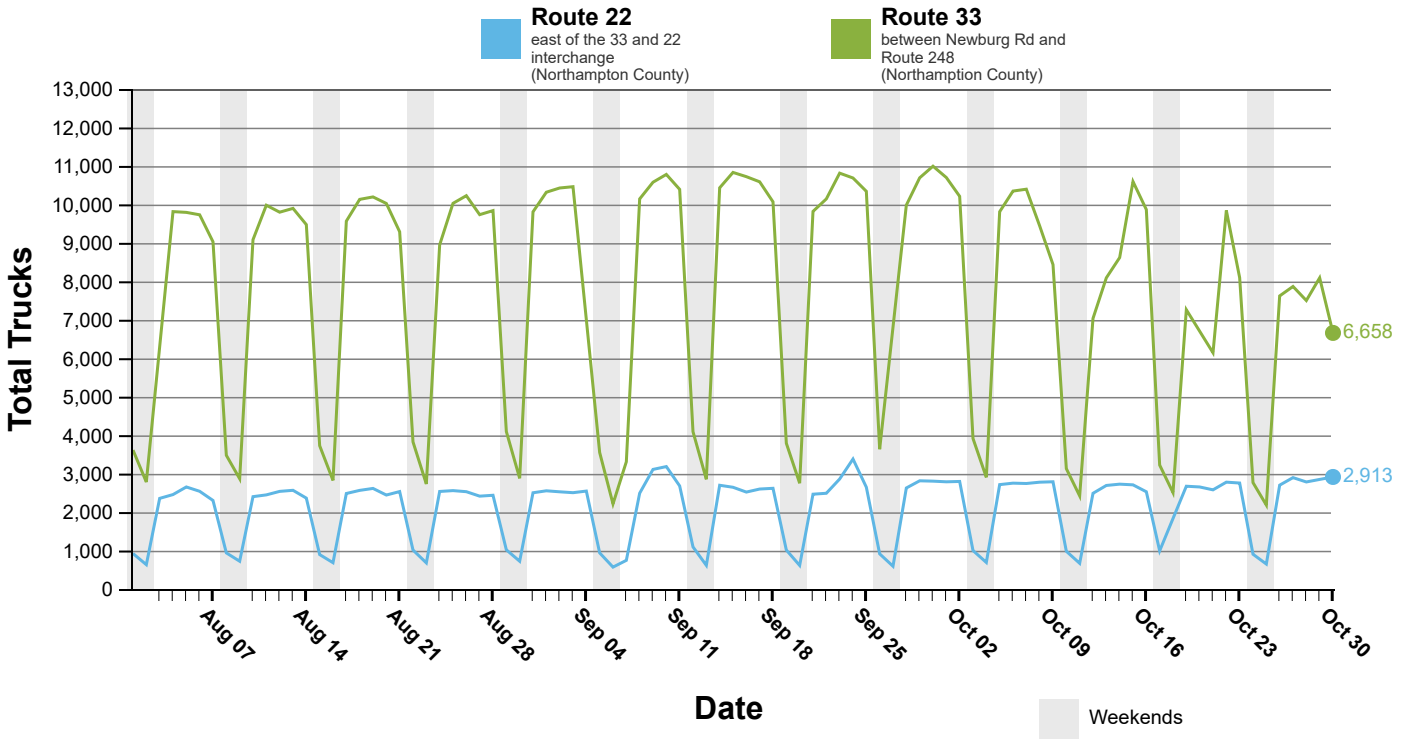
NOTES: Non-zero Adjustment Totals due to local match.

Traffic Volumes Throughout the Lehigh Valley



Data from Aug/01/2026 - Oct/30/2026 at daily intervals

Truck Volumes Throughout the Lehigh Valley



Data from Aug/01/2026 - Oct/30/2026 at daily intervals

Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

Planning for the Future of Lehigh and Northampton Counties at 615 Waterfront Drive, Suite 201, Allentown, PA 18102 ■ (610) 264-4544 ■ lvpc@lvpc.org ■ www.lvpc.org

MEMORANDUM

DATE: November 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, November 2 on WDIY radio 88.1 FM, gave a preview of the upcoming Lehigh Valley Awards + Gala event scheduled for Dec. 2 at the Hotel Bethlehem. Guest Christina "Tori" Morgan, LVPC Board chair, talked about its mission to celebrate good planning work across development, revitalization, open space, environment and transportation, in addition to awarding the Dr. Percy H. Dougherty Award recognizing leadership and excellence in planning. Morgan explained that the highest honor of the evening will be given to one municipality that is chosen as the 2026 Community of Distinction. The podcast is now streaming at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newslv. The next Plan Lehigh Valley show will air Monday, December 7 at 6:30 pm.

Grant Opportunities

PennDOT's Green Light-Go

The Green Light-Go Program is a competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in the Commonwealth. It is a reimbursement grant program that requires a minimum 20% match, and the total funding available for 2027 is approximately $40 million. Pre-application scoping forms are required and due by January 4, 2027. Applications will be accepted from March 1 to March 31, 2027. More information is available at:
https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDGLG.html