Lehigh Valley Planning Commission

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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

TRANSPORTATION PLANNING COMMITTEE MEETING
Thursday, June 26, 2025, at 5:30 pm
AGENDA

THE MEETING CAN BE ACCESSED AT http://www.tinyurl.com/LVPC2025 OR VIA PHONE 610-477-5793 Conf ID: 651 626 091#.

Roll Call

Courtesy of the Floor

1. Staff Introduction:
    a. Vincent "Enzo" Fantozzi, Planning Intern
    b. Giovanna "Gio" Rizkalla, Data and Analytics Planning Intern

Old Business

1. *INFORMATION ITEM:* Walk Audit Story Map Launch (EG)
2. *INFORMATION ITEM:* Electric Vehicle Infrastructure Program (EG)
3. *INFORMATION ITEM:* Memorandum of Understanding Eastern PA Freight Alliance (BB)
4. *INFORMATION ITEM:* Transportation Alternatives Set-Aside (TASA) Project Selection (EG)

New Business

1. *INFORMATION ITEM*: Greater Lehigh Valley Chamber of Commerce Transportation Summit (BB)

Status Reports

1. *PACKET ITEM:* PennDOT Bridge Projects Status Report

Adjournment

Next Transportation Committee Meeting:
July 24, 2025, at 5:30 pm

Electric Vehicle Infrastructure Use Case Summary & Deliverables to the Pennsylvania Department of Transportation

June 11, 2025

About

The Electric Vehicle Infrastructure program was born out of the Infrastructure Investment and Jobs Act (IIJA), enacted by Congress and signed into law in 2021. The initiative was introduced to make Electric Vehicle (EV) charging more accessible to all Americans for local and long-distance trips.

The initial focus or phase one of the funding through the IIJA was for states to strategically deploy fast charging stations along designated Alternative Fuel Corridors (AFC) to help build out the national EV AFC network. I-476 and I-78 were determined to be AFCs in the Lehigh Valley. Pennsylvania's goal is to offer EV charging no more 50 miles apart along AFCs and no more than one mile from the nearest exit. Once the state's AFC network is fully planned out the state may use remaining program funds for EV infrastructure on any public road or other publicly accessible location.

With the state's phase one alternative fuel corridor build-out in the implementation phase, four remaining phases in the initiative begin in succession and include corridor connections, community charging, critical investments, and EV workforce.

Corridor Connections – Phase 2

Objective: Build upon the initial EV Phase 1 fast-charging buildout by connecting additional corridors that are not part of national AFCs but are regionally significant.

- Route 33 in Pennsylvania: Identified by PennDOT as a priority under Phase 2, serves as a vital north-south link in Eastern Pennsylvania. Enhancing EV charging infrastructure here aims to:
    - Improve regional mobility between I-78 and I-80;
    - Support tourism and freight routes through the Lehigh Valley and Pocono regions;
    - Fill gaps in long-distance travel corridors not covered in Phase 1.
- Corridor Connection Criteria utilized by PennDOT include:
    - Must close EV infrastructure gaps between existing AFCs;
    - Should serve high-traffic regional routes or support economic development zones.
    - Emphasize coordination with utilities and local governments.

Community Charging – Phase 3

Objective: Expand charging access beyond major highways to everyday destinations to improve equity and practicality for all EV drivers.

- Current Phase in Pennsylvania: As of 2025, this is the active phase focused on developing charging networks in non-AFC corridors, in community-centric areas. PennDOT has directed Planning Partners within the state, including the Lehigh Valley Planning Commission (LVPC) to develop use cases in this phase.
- PennDOT Community Use Case Guidance:
  To guide investments, planners are encouraged to identify high-impact locations, such as:
    - Dense residential neighborhoods (where residents lack access to home charging);
    - Public libraries, community centers, and parks;
    - Public workplaces;
    - Healthcare centers and senior facilities;
    - Transit hubs or park-and-ride lots;
    - Retail and downtown districts with mixed-use activity.
- Goals:
    - Prioritize public/community/equitable access;
    - Enable local travel and reduce range anxiety for day-to-day use.
- Planning Process:
    - Stakeholder engagement;
    - Integration with local land use and transportation planning.

Critical Investments – Phase 4

Objective: Address remaining gaps or weaknesses in the statewide EV charging network after Phases 1–3 are substantially implemented.

- Scope:
    - Fill “last-mile” gaps in EV underserved regions;
    - Add redundancy and network resilience (e.g., backup power, dual ports);
    - Upgrade underperforming or obsolete chargers.
- Examples:
    - Areas that may have received less attention due to lower demand but are strategically necessary (e.g., rural freight corridors, tourist destinations);
    - Sites that need level 2 charging instead of just DC fast chargers

- Metrics:
    - Utilization rates, equity assessments, and network reliability scores will help determine investment priority

EV Workforce Development – Phase 5

Objective: Ensure that there is a trained labor force to install, maintain, and upgrade EV infrastructure.

- Target Workers:
    - Utility workers: Must be trained on grid impacts, transformer upgrades, and demand-side management related to EV charging;
    - Installers and Technicians: Must be certified in safe and efficient installation of electric vehicle supply equipment.
- Training Goals:
    - Support local job creation in line with federal labor and equity standards;
    - Coordinate with community colleges, trade unions, and technical programs.
- Example Certifications:
    - EVITP (Electric Vehicle Infrastructure Training Program);
    - EVSE (Electric Vehicle Supply Equipment) and other emerging credentials for electricians in clean energy sectors.

Lehigh Valley Planning Commission's (LVPC) Role

Our mission as the LVPC is to determine where in the Lehigh Valley electric vehicle infrastructure needs to be expanded based on need and general infrastructure viability. Once the locations are selected, LVPC can work towards the implementation and development of the electric vehicle infrastructure throughout the Lehigh Valley with private and public sector partners. Public stakeholders are anticipated be involved in the process.

Existing Initiatives

LVPC has been working on Electric Vehicle infrastructure planning and implementation for quite some time. LVPC has many plans that mention and support the deployment of alternative fuel vehicles and infrastructure including *FutureLV: The Regional Plan*, The *Priority Climate Action Plan for Transportation Decarbonization*, and our upcoming Regional Climate Action Plan, anticipated to be adopted by the LVPC later in 2025.

In *FutureLV: The Regional Plan* under Goal 2, Connected Mixed-Transportation Region, Policy 2.5 specifically, supports the expansion of technology, communications and utilities to reduce travel demands, optimize traffic flow and prepare for the next generation of jobs. Additionally, this goal supports the advancement of autonomous, artificial intelligence, and alternative-fueled vehicle technologies and deployment of alternative fueling infrastructure.

In the *Priority Climate Action Plan (PCAP) for Transportation Decarbonization* two goals support the overarching transition to clean (low carbon) or zero emission fuels. Specifically:

Goal 3 – Supporting deployment of alternative fuel vehicles (AFVs) of all types.

Increased investment in low carbon fuel and vehicle technologies is a critical component of transportation decarbonization. Transitioning to clean and sustainable fuel options/vehicles such as electric vehicles, fuel cell electric vehicles (powered by hydrogen generated from low carbon sources) and biomass fueled vehicles is expected to drive the majority of transportation emissions reductions in US (DOE, 2023). The region aims to support federal and state initiatives to ease the cost burden of AFVs and switch fleets, such as the Bethlehem Area School District, which received a grant to operate electric school buses.

Goal 4 – Increase alternative fueling infrastructure and stations.

Innovations in fueling technologies need to be paired with supporting alternative fueling infrastructure that is readily available and accessible to all users. As more vehicles transition to these low carbon alternatives, supporting fueling/recharging infrastructure must similarly be scaled up to match new demand and be widely accessible and convenient to users. There are federal initiatives to expand fueling infrastructure, . However, additional public and private sector efforts will likely be needed to meet fueling demand.

Public Engagement Process

Following the state EV guidance for public engagement for the community charging program, the LVPC hosted two workshops and created a survey to gather public input on where residents, businesses and community at large would anticipate seeing EV infrastructure in the Lehigh Valley.

Survey

The EV survey was open from April 14th, 2025 – May 23rd, 2025, and received 52 responses. The survey takers were asked six questions related to electric vehicle infrastructure.

The first question was open-ended and asked the respondent to provide details on where they would like to see electric vehicle charging stations throughout the Lehigh Valley.

The second question inquired if a respondent currently owns or plans to own an electric vehicle in the near future.

In question three respondents were given a choice of likeliness to purchase an electric vehicle if there were more accessible EV charging stations in their community.

Respondents were then asked which factors influence their decision to use EV charging stations. Six choices for answer incuded, the availability of charging stations, proximity to their home or workplace, cost of charging, speed of charging, reliability and maintenance of charging, or non-use of EV charging stations.

The fifth question referenced community use-cases identified by the Pennsylvania Department of Transportation, asking which EV charging initiatives respondents think should receive the most funding in their community. Respondents were given 17 choices: on-street charging, public parking lots, destination charging (parks & recreation spaces), public transportation hubs, sports

venues (e.g. Coca-Cola Park), tourism/entertainment/event venues (e.g. Dorney Park, ArtsQuest), hotel and lodging facilities, educational institutions, medical facilities, grocery stores, retail shopping locations, dense residential neighborhoods (i.e. residential areas without private driveways), publicly accessible workplace charging, municipal buildings, community centers, libraries, and an Other option for individuals to provide a use-case that we have not included.

The final EV related question asked was for respondent zip code.

Public Community Use Case Workshops

The LVPC held two EV infrastructure workshops. The first workshop, Community Electric Vehicle Charging Network Planning, was a publicly-advertised and accessible in-person meeting at Lehigh Valley Planning Commission's conference center on May 22nd, 2025. Twenty people participated in the workshop and were divided amongst five tables, made-up of different stakeholders from throughout the Lehigh Valley including local environmental advisory committees members, utilities, local governments, trade unions, and interested community members.

The first workshop was divided into three segments, Part one was a presentation on the background, benefits, and concerns of the EV infrastructure program, as well as, EV implementation as a whole.

Part two was an interactive activity where LVPC staff asked each workshop participant what they believe their role is as an individual in the implementation of EVs in the Lehigh Valley is? And, what the organization they were representing's role in EV implementation may be? Once LVPC understood the participant's thoughts and backgrounds, participant groups discussed at each table which community use cases they felt were most important in the list we provided through the survey.

The third part of the workshop consisted of a short reflection from each table about which use-cases they felt were the most viable/important.

The LVPC staff then gave a short update about what the next steps of the EV infrastructure program process are and how information the stakeholders contributed during the workshop and survey is intended to be used.

The second workshop was held during a Lehigh Valley Planning Commission Transportation Committee monthly meeting on May 22nd, 2025. The workshop was run in the same way as the first but on a virtual platform. LVPC staff discussed how EV infrastructure can help drive the economy, how charging solutions can serve community needs, and the benefits and concerns participants had.

Developing materials for the Community Charging Program

Utilizing the answers from our community stakeholders and quantitative analysis LVPC can determine which locations should be prioritized for EV infrastructure upgrades. The prioritization of the use-cases was created based on the responses we received in the survey, as well as, the discussion from the two workshops. Using that data and local planning knowledge, LVPC was able to determine priorities. Priority communities could be considered downtown neighborhoods of cities, central districts of boroughs, or business districts in suburban townships. The locations were determined based on the results from the workshop and alignment with *FutureLV: The Regional Plan*.

A priority scale for the communities was established based on the regional traffic generator map. Priority Level 1 was assigned to the central business districts (downtowns) of the region's three core cities, as these areas represent the highest concentration of activity. Priority Level 2 was designated for major regional destinations and transportation hubs—such as the Lehigh Valley International Airport and the Lehigh Valley Mall—that generate significant traffic volumes. Priority Level 3 was applied to suburban town centers and densely developed urban neighborhoods located near major interchanges, interstates, or primary transportation corridors. Finally, Priority Level 4 was assigned to less densely developed town centers and small borough centers with lower traffic generation potential.

Community Use Cases & Priority Locations:

ID	Community Charging Use Case	Priority Scale
LVPC - U0001	Gas Stations	1
LVPC - U0002	Retail Shopping Locations (Grocery Stores)	1
LVPC - U0003	Public Parking Lots/Decks	1
LVPC - U0004	Public Transportation/Transit Hubs	2
LVPC - U0005	Parks & Recreation Areas	3
LVPC - U0006	On-Street Charging	4
LVPC - U0007	Tourism/Entertainment/Event Venues/Sports Venues	5
LVPC - U0008	Community Centers	6
LVPC - U0009	Medical Facilities	7
LVPC - U0010	Hotel and Lodging Facilities	8
LVPC - U0011	Publicly Accessible Workplace Charging	9
LVPC - U0012	Public Buildings	10
LVPC - U0013	Educational Facilities	11
LVPC - U0014	Libraries	12
LVPC - U0015	Car Dealerships	13
LVPC - U0016	Gyms	13
LVPC - U0017	Fleet Locations	13
ID	**Community Locations**	**Priority scale considering traffic generators**
LVPC - C0001	Downtown Bethlehem	1
LVPC - C0002	Downtown Easton	1
LVPC - C0003	Downtown Allentown	1
LVPC - C0004	Whitehall Township (LV Mall)	2
LVPC - C0005	Lehigh Valley International Airport	2
LVPC - C0006	Upper Macungie	3
LVPC - C0007	Lower Macungie	3
LVPC - C0008	Near major routes – 22, 222, 33, 412, 309, 512, 476	3
LVPC - C0009	South Whitehall Township	3
LVPC - C0010	Upper Saucon Township (Promenade Shops)	3
LVPC - C0011	Emmaus - Main Street	4
LVPC - C0012	West End, Allentown	4
LVPC - C0013	Southside Allentown	4
LVPC - C0014	Allentown - East of Route 145	4
LVPC - C0015	Hanover Townships	4
LVPC - C0016	Walnutport	4
LVPC - C0017	Nazareth	4
LVPC - C0018	Bethlehem Township (Park and Ride off of Route 33)	4
LVPC - C0019	South Mall	4
LVPC - C0020	I-78/Golden Key interchange	4

Community Benefits of EV Charging

Increased Charging Opportunities -

Expanding access to EV charging infrastructure enhances the ability of residents to adopt and use electric vehicles. This effort is particularly vital in addressing current gaps in charging availability, especially within high-density urban areas and underinvested communities. By improving the accessibility of charging stations, communities are better positioned to support the growing demand for EV usage.

Enhanced Convenience and Cost Savings -

Strategically located and user-friendly EV charging stations offer greater convenience for both local daily commutes and long-distance travel. Reliable and well-maintained facilities improve the overall user experience and reduce operational burdens. Increased access to public charging also lowers the cost of EV ownership by reducing dependence on high-cost or less efficient alternatives.

Improved Air Quality and Public Health -

The transition to electric vehicles, supported by accessible charging infrastructure, significantly reduces tailpipe emissions that contribute to air pollution. These environmental benefits also translate into improvements into public health, particularly in urban areas with high traffic volumes. Furthermore, investment in EV infrastructure can stimulate local economies through job creation and related business growth.

Economic Development and Economic Impact -

Robust EV infrastructure development provides economic benefits to all sectors of the community. By addressing the needs of multi-unit housing, low-income neighborhoods, and underserved populations, the initiative ensures greater and consistent access to clean transportation options. In addition, EV infrastructure supports broader economic development by connecting residents to employment centers and attracting investment.

Energy Diversification and Sustainability -

A more resilient transportation network is achieved by diversifying energy sources and reducing dependence on fossil fuels. Investing in EV infrastructure lays the foundation for a sustainable future and better prepares communities for evolving transportation and energy demands. These investments also align with long-term environmental and hazard mitigation goals, and energy independence strategies.

Economic Impact Highlights -

- Serves a wide range of users, including individuals and businesses;
- Enhances connectivity to employment hubs;
- Stimulates job creation in installation, maintenance, and support services.

Expanded Access and Regionwide Consistent, Quality Access -

- Fills critical infrastructure gaps, ensuring broad geographic coverage;
- Promotes inclusive access in rural, urban, and underserved communities.

Scalability and Investment Potential -

- Encourages cost-effective expansion through public-private partnerships;
- Builds a scalable foundation for future EV growth.

Key Considerations and Challenges in the Transition to Electric Vehicle Transportation

As we advance toward a more sustainable transportation future through electric vehicles (EVs), it is critical to acknowledge and address several challenges that have surfaced at both local and national levels. These concerns impact consistency, quality access, infrastructure reliability, and long-term scalability of EV adoption.

Cost of Charging -

While electric vehicles are often promoted for their long-term cost savings, disparities in charging costs are emerging as a significant barrier to community-wide adoption. Home

charging remains the most affordable and convenient option for most EV owners, particularly when using lower-cost overnight electricity rates. However, this presumes that all individuals have access to private garages or driveways with installed chargers. Many urban and lower-income residents live in apartments or homes without this capability, forcing reliance on more expensive public charging stations. Pricing structures at public chargers vary widely—some charge per kilowatt-hour, others per minute—and lack the standardized pricing transparency consumers expect from traditional fuel stations. These inconsistencies create confusion and potential financial burdens, disproportionately affecting those already facing housing or transportation insecurity.

Understanding Classes of Chargers -

Electric vehicle charging stations come in three classes—Level 1, Level 2, and DC Fast Charging (Level 3)—each offering different charging speeds, costs, and practical use cases. Level 1 chargers, which plug into standard outlets, are the slowest, providing only 3.5 to 6.5 miles of range per hour. Level 1 chargers are generally impractical for daily driving needs or cold-weather use. Level 2 chargers offer moderate speeds (14–25 miles per hour) and are common for home installations or workplace charging, but setup costs, particularly for upgraded electrical panels, can be substantial. DC Fast Chargers provide rapid charging of over 200 miles per hour but come with high usage fees, limited availability, and can reduce vehicle battery lifespan with frequent use. Furthermore, not all EVs are compatible with DC fast chargers, creating limitations in accessibility and usability depending on the vehicle make and model.

Charging Station Access and Parking Dynamics -

Access to EV chargers is not only about the number of stations but also how and when they can be used. A growing concern is that gasoline or diesel vehicles often occupy EV-designated parking spaces, either inadvertently or due to limited enforcement. Additionally, some EV owners leave their vehicles plugged in long after charging is complete, blocking access for others. These behaviors reduce station availability and efficiency. For drivers with disabilities, charging stations often lack accessible design or clear pathways, compounding mobility challenges. As EV adoption scales up, communities are also faced with reallocating valuable curbside or lot parking space to accommodate chargers. This can lead to conflicts with other land use priorities, particularly in densely developed settings where space is already at a premium.

Land Uses & Energy Demand -

As cities and regions plan for EV expansion, they must also contend with other high-demand users of energy and land. Industrial facilities, data centers, and large commercial HVAC systems all require significant electrical loads and physical infrastructure. These uses can compete with EV charging stations for grid capacity and physical space, especially in communities developed long ago and in urban environments where infrastructure is already strained. Without proper coordination, this competition could result in grid instability, delayed infrastructure projects, or lost opportunities to improve public access to charging. In addition, rural areas can lack system capacity to support the broader deployment of EVs and consumers are more likely to have higher charger installation costs in these areas. Planning agencies must balance the growing demand for energy across sectors while modernizing systems to support diverse land uses equitably.

Electricity Generation and Distribution -

The transition to EVs increases overall electricity demand and places added strain on generation and distribution systems. Utilities must prepare for higher peak loads, particularly during evening hours when many EVs are charged. This can lead to transformer overloads, voltage drops, and potential outages if the system is not adequately upgraded. Rural and remote areas are especially vulnerable, often lacking the infrastructure needed to support high-capacity chargers. Moreover, to align EV expansion with broader environmental and hazard mitigation goals, utility providers must increase the energy generation distributed to the power grid, energy generation, diversification, and security improvements, as well as involve long-term investment, regulatory coordination, and public buy-in. Strengthening grid resilience and diversifying generation sources will be critical to supporting clean transportation at scale.

Network Reliability -

Reliability remains a significant concern among current and prospective EV drivers. Too often, public charging stations are found to be out of order, poorly maintained, or lacking essential features such as lighting, signage, or customer support. This creates frustration and anxiety among users, especially during longer trips or in less populated areas where alternate charging options are limited. Reliability issues can undermine public confidence in the EV system and slow adoption, particularly among first-time users. For infrastructure to be effective, it must be consistently operational, user-friendly, and properly maintained through coordinated oversight by public agencies and private operators alike.

Infrastructure Lag and Charging Deserts -

The pace of EV adoption often outstrips the development of supporting infrastructure. This results in "charging deserts" where access to EV stations is extremely limited or nonexistent, particularly in rural communities, small towns, and lower-income urban neighborhoods. This disparity mirrors other historical patterns of underinvestment in transportation infrastructure and risks furthering inconsistent access during the EV transition. Expanding infrastructure consistently requires forward-looking planning, targeted investment, and a willingness to work with community stakeholders to address localized barriers. Strategic deployment of chargers, especially in underserved areas—is essential to ensure that everyone can participate in and benefit from the EV transition.

Next Steps

As the LVPC continues to do important work in the Lehigh Valley continuation of information gathering, sharing and advocacy for innovations and the implementation of EV technologies and infrastructure is essential. EV's are everywhere now and more are expected. Preparing for and supporting a diversified vehicle charging future will continue to grow in need.

While the promise of electric vehicles is significant, particularly for reducing emissions and improving public health and increasing energy independence, it comes with a complex set of infrastructure challenges. Consistent deployment of EV charging is also extremely complex and an elevated challenge for the Lehigh Valley. Policymakers, planners, utilities, and private sector partners must collaborate to ensure that the EV transition is not only safe and sustainable but, inclusive and resilient. Addressing cost disparities, improving charger reliability, expanding grid capacity, and ensuring fair access to infrastructure will be vital steps toward achieving a cleaner, safe and whole-community supportive transportation future.

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LVPC - C0019	South Mall	4
LVPC - C0020	I-78/Golden Key interchange	4

Lackawanna Luzerne Metropolitan Planning Organization

Lebanon County Metropolitan Planning Organization

Lehigh Valley Transportation Study

Northeastern Pennsylvania Metropolitan Planning Organization

Reading Area Transportation Study

MEMORANDUM OF UNDERSTANDING (MOU) FOR COORDINATION OF FREIGHT TRANSPORTATION PLANNING ACTIVITIES IN THE NORTHEASTERN PENNSYLVANIA REGION AND THE CREATION OF THE EASTERN PENNSYLVANIA FREIGHT ALLIANCE

This Memorandum of Understanding (MOU) is made and entered into by and among Metropolitan Planning Organizations (MPO) including and limited to the Lackawanna-Luzerne Transportation Study Metropolitan Planning Organization (LLTS MPO), Lebanon County Metropolitan Planning Organization (LEBCO MPO), Lehigh Valley Transportation Study(LVTS MPO), Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO), and Reading Area Transportation Study (RATS MPO), collectively referred to hereinafter as "the PARTIES."

PURPOSE

The purpose of this MOU is to establish a working alliance between the PARTIES to collaborate on mutually beneficial freight transportation studies, plans, programs, and/or efforts. Upon adoption, this agreement shall result in the establishment of the Eastern Pennsylvania Freight Alliance (EPFA).

AGREEMENT

The PARTIES acknowledge that portions of the Northeastern Pennsylvania region are characterized as an attractive destination for the goods movement industry, given proximity to major intermodal freight terminals, proximity to nearly 40 percent of the United States population, and the presence of a robust multimodal transportation network.

And, on March 17, 2022, the PARTIES agreed to jointly develop the Eastern Pennsylvania Freight Infrastructure Plan. In 2024 the PARTIES completed the Eastern Pennsylvania Freight Infrastructure Plan and each MPO has subsequently adopted the document. Eastern Pennsylvania Freight Infrastructure Plan MPO adoption includes: Lackawanna-Luzerne Transportation Study Metropolitan Planning Organization (LLTS MPO) on January 14th, 2025, Lebanon County Metropolitan Planning Organization (LEBCO MPO) on February 28th, 2025, Lehigh Valley Transportation Study (LVTS MPO) on December 12th, 2024, Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) on December 17th, 2024, and Reading Area Transportation Study (Reading MPO) on January 16th, 2025.

A key role for Metropolitan Planning Organizations is to serve as forums for cooperative

transportation planning and decision-making in metropolitan areas as defined in 23 CFR 450.306. And, this MOU constitutes a multi-party agreement which aligns with the definitions of "coordination," "cooperation," and "consultation" as defined in 23 CFR 450.104 for the PARTIES, as well as complying with other relevant provisions of the Infrastructure Investment and Jobs Act (Pub. L. No. 117-58), the most recent federal surface transportation legislation.

The PARTIES agree to follow this MOU in order to ensure coordination in the tracking and development of the freight or transportation planning products of the metropolitan transportation planning process.

This MOU is intended to ensure that the products of each respective MPO freight transportation planning process take into account the impacts of the plans and programs developed by the other MPOs; avoid duplication of effort; reflect consistency of approaches where possible; and ensure the consideration of the interests of all participating MPOs.

The PARTIES seek to advance, jointly or independently, the infrastructure and policy actions identified in the Eastern Pennsylvania Freight Infrastructure Plan as adopted.

The PARTIES hereto agree to perform in good faith, and to the extent practicable and appropriate, the activities of voluntary coordination, cooperation, and consultation amongst themselves, as follows:

1. Establish a primary point of contact for each MPO which are PARTIES to this agreement.

2. Develop a managing agreement that includes a roster of current contacts for all PARTIES.

3. Convene, at regularly scheduled intervals, a meeting of representatives from the PARTIES to this agreement. This includes an annual meeting of the Executive Directors or appropriate key freight planning staff of the MPOs which are PARTIES to this agreement to engage in discussions of mutual freight activities and the development of freight elements associated with federally-required planning products or analyses. The annual meeting will also serve as a mechanism for assessing this MOU, reconfirming primary points of contact for each MPO, addressing management of the Alliance, ongoing efforts of the Alliance, and for discussing additional expectations and approaches, as appropriate.

4. During the development of the Long-Range Transportation Plan/Metropolitan Transportation Plan for each PARTY, consult as appropriate with all PARTIES regarding key elements of the plan as they relate to freight transportation.

5. During the development of the Transportation Improvement Program (TIP) for each PARTY, consult as appropriate with all PARTIES regarding key elements of the TIP as they relate to freight transportation planning.

6. Identify "boundary" freight projects or programs which impact the planning areas of two or more of the PARTIES.

7. Cooperate in efforts toward achieving, where possible, general consistency of

freight planning products, analyses, and tools through informal communication and document exchange amongst PARTIES to this agreement.

8. Develop a coordinated and complementary approach to federal discretionary grant applications for freight related transportation planning & implementation, to ensure implementation of the Eastern Pennsylvania Freight Infrastructure Plan and reduce competition amongst PARTIES to this agreement for limited federal dollars.

9. Participate, to the extent practicable, in the transportation planning processes of the other PARTIES through such activities, as are deemed appropriate, as meeting participation, including the use of the PARTIES' public participation processes and involvement in freight transportation studies, as well as through informal and ongoing communications regarding same.

10. Make accessible all relevant research, analysis, materials, and work products to all PARTIES as necessary to advance the freight infrastructure planning and coordination.

SIGNATURES

The undersigned PARTIES acknowledge and agree to this Memorandum of Understanding for coordination of freight transportation planning activities in the Northeastern Pennsylvania region and the creation of the Eastern Pennsylvania Freight Alliance:

Lackawanna Luzerne Transportation Study Metropolitan Planning Organization

_____	_____	_____
Name	Title	Date

Adoption Date: _____

Lebanon County Metropolitan Planning Organization

_____	_____	_____
Name	Title	Date

Adoption Date: _____

Lehigh Valley Planning Commission, as contracting entity on behalf of the Lehigh Valley Transportation Study

_____	_____	_____
Name	Title	Date

Adoption Date: _____

Northeastern Pennsylvania Metropolitan Planning Organization

_____	_____	_____
Name	Title	Date

Adoption Date: _____

Reading Area Transportation Study

_____	_____	_____
Name	Title	Date

Adoption Date: _____

Lehigh Valley Transportation Study's Federal Fiscal Year 2025 and 2026 Transportation Alternatives Set-Aside (TASA) Disbursement Program

About

The Transportation Alternative Set-Aside (TASA) fund is a federal cost reimbursement program, distributed by the Federal Highway Administration (FHWA) and administered by the Pennsylvania Department of Transportation & Metropolitan Planning Organizations. The TASA program does not fund traditional roadway projects or provide maintenance for these facilities. Rather, the money allocated to TASA investments is a dedicated funding source to support pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, or create trail projects that serve a transportation purpose, while promoting safety and mobility.

These funds were congressionally directed from the Infrastructure Investment and Jobs Act (IIJA). TASA was originally created as the Transportation Alternatives Program (TAP) under the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. TAP consolidated several smaller programs—such as Transportation Enhancements, Safe Routes to School, and Recreational Trails—into a single funding source. The Fixing America's Surface Transportation (FAST) Act renamed TAP to Transportation Alternatives Set-Aside (TASA). Funding was now a set-aside from the Surface Transportation Block Grant (STBG) Program. It preserved local control by requiring states to suballocate funds to areas based on population. The IIJA made several key changes and enhancements to TASA, reflecting a growing national commitment to active transportation, safety, equity, and local engagement. IIJA nearly doubled TASA funding from previous levels. Over $7 Billion was authorized for TASA over 5 years (FY2022–FY2026). States must suballocate TASA funds to areas based on population. Local governments, regional agencies, school districts, and other entities remain eligible applicants. Encourages prioritization of projects that enhance safety, particularly for vulnerable road users. Supports underserved communities through increased funding and technical assistance. TASA under IIJA reflected a shift in federal transportation priorities toward, supporting multimodal transportation, improving quality of life through walkable and bikeable communities, addressing climate and equity goals.

Local apportionment process

Funds for the TASA program are authorized by the Federal Highway Administration and managed through the Pennsylvania Department of Transportation (PennDOT). Section 133(d)(4)(A) of title 23, U.S.C. requires suballocation of Transportation Alternatives funds to urbanized areas with populations of over 200,000. PennDOT then distributes the funds to Lehigh Valley Metropolitan Planning Organization (MPO) based on formula. As a result, the MPO is responsible for programming TASA allocated program funds. These funds can be used for any TASA projects within the MPO's jurisdiction. Additionally, eligible organizations within the urbanized areas like Lehigh Valley have the option of applying for State TASA funds. For more information see the link below: Infrastructure Investment and Jobs Act - Transportation Alternatives (TA) Fact Sheet | Federal Highway Administration

Sponsors

Projects funded through the TASA program are locally administered, federal-aid transportation projects. All potential sponsors are encouraged to review the PennDOT for guidelines on project sponsors rules and regulation. The sponsor is responsible for project development, quality assurance, contract administration, daily project management, construction, and record retention, even if these services or activities are outsourced. Legislation allows the following entities to apply for Transportation Alternatives funding:

1. Local governments: This includes City, municipalities, Townships, Boroughs and County entities.
2. Regional transportation authorities: This includes the regional Planning District Commissions established for the non-Metropolitan areas of the state.
3. Transit agencies: This includes any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration. For example: LANTA (Lehigh and Northampton Transportation Authority).
4. Natural resource or public land agencies: This would include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. For example: The National Park Service (NPS), and US Forest Service (USFS).
5. School districts, local educational agencies, or schools: This includes K-12 as well as high schools and universities (public and private).
6. Tribal governments: This includes federally recognized tribes only.
7. Any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails. This would include local / regional park authorities depending on their set-up and responsibilities.

Lehigh Valley Transportation Study – Previous Projects

List of Previously Awarded Local TASA projects

Table 1: Previously awarded projects

Project	Location	Awarded Amount
Transportation Alternative Program Awards in 2021		
Youth Bicycle Education Programs: Community Bike Works	Lehigh & Northampton Counties	$244,036
Youth Bicycling Education Program: Coalition for Appropriate Transportation (CAT)	Lehigh & Northampton Counties	$154,036
Martin Luther King Jr. Drive Pedestrian Improvements	City of Allentown	$181,471
Broadway and Delaware Pedestrian Improvements	Borough of Fountain Hill	$203,829
Two Rivers Trail Gap	Bushkill/Plainfield	$654,036

Project	Location	Awarded Amount
Transportation Alternative Program Awards in 2017		
South Bethlehem Corridor Connections	City of Bethlehem	$500,000
Geiger Covered Bridge Rehabilitation	Lehigh County	$325,900
Hellertown Main St. Pedestrian Safety Initiative	Borough of Hellertown	$200, 000
Bike Education Programs: Community Bike Works	City of Allentown	$160,000
Bike Education Programs: Coalition for Appropriate Transportation	Bethlehem	$136,100
Transportation Alternative Program Awards in 2016		
Front Street Safety plus Connectivity Projects	Catasauqua	$292,126
Bike Education: Community Bike Woks	City of Allentown	$150,000
Broadway plus Delaware Avenue Pedestrian Improvements Projects	Fountain Hill Borough	$59,950
Two Rivers Trail Gap:	Bushkill/Plainfield Townships	$420,562
Bike Path Crossing Safety Improvements	Palmer Township	$56,630
Jordan Creek Greenway plus Trail Project	South Whitehall Township	$292,366

Project	Location	Awarded Amount
Transportation Alternative Program Awards in 2014		
Manassas Guth Historic Covered Bridge	Lehigh County	$360,000
Community Bike Works Youth Bike Education	City of Allentown	$74,000
Victory Park Sidewalk Project	Slatington	$45,430
Safe Routes to School Safety Project	City of Allentown	$125,000
Main Street Curb Extensions and Crosswalks	Macungie Borough	$347,000
Sitgreaves Pedestrian Alley Conversion	City of Easton	$43,400
Bicycle Education for Children K-8	City of Easton	$166,160
City of Bethlehem Pedestrian Improvements (portion of South 4th Street section only)	City of Bethlehem	$100,000

Regional Expansion of the Shared Lane Markings Network	City of Bethlehem	$65,500

Lehigh Valley Transportation Study Apportionment

Lehigh Valley Transportation Study (LVTS) is committed to providing alternative means of transportation to its citizens. The LVTS has incorporated these alternative transportation projects also known as TASA projects in the *FutureLV: The Regional Transportation Plan*. The TASA program supports investments in non-motorized means of transportation within the region as outlined in the *FutureLV: The Regional Plan's* Transportation Plan, Centers and Corridors. These non-motorized transportation methods include but are not limited to, pedestrians, bicyclists, sidewalks, bicycle infrastructure, pedestrian, bicycle signals, traffic calming techniques, lighting, and other safety-related infrastructure. Currently, through coordination with PennDOT, District 5 -0 and Central office, **$1,268,244** has been identified for funding Lehigh Valley TASA projects for the Federal Fiscal Year (FFY) 2025 allocation and **$1,295,000** in FFY 2026. These available funds will be awarded to qualified projects after going through a federally-mandated rigorous selection process.

TASA Project Selection Process

The list of projects were identified as eligible for Transportation Alternatives Set-Aside (TASA) funding through a project selection process created by the Lehigh Valley Transportation Study (LVTS). To organize the projects for presentation, each project was vetted for consistency with a number of criteria indicated based on State and Federal criteria. A more specific step-by-step outline on how the individual projects were ranked and evaluated can be found in the Eligibility Criteria & Weight section of this document.

LVTS Technical Workshop Participants

Workshop 1: March 24, 2025

- Technical Committee: Chair Brendan Cotter, Vice Chair Ryan Meyer, Becky A. Bradley, David Petrik, Basel Yandem, Dave Hopkins, Jen Ruth, Nick Raio
- LVPC Staff: Evan Gardi, Hannah Milagio, Brian Hite, Faria Urmy, Subham Kharel
- Public: Kim Schaffer (Community Bike Works)

Workshop 2: May 21, 2025

- Technical Committee: Chair Brendan Cotter, Becky A. Bradley, David Petrik, Basel Yandem, Dave Hopkins, Jen Ruth, Nick Raio
- LVPC Staff: Evan Gardi, Brian Hite, Faria Urmy
- Public: Kim Schaffer (Community Bike Works), Scott Slingerland (Coalition for Appropriate Transportation), Christopher Strohler (South Whitehall Township), Stephen Turoscy (Lehigh County), Scott Harney (The Pidcock Company)

Eligibility Criteria & Weight

The initial list of TASA-eligible projects was limited to those within *FutureLV: The Regional Plan*. Again, FutureLV: The Regional Plan is the Lehigh and Northampton County long-range transportation plan (LRTP), developed and adopted per federal statute. Projects included within the LRTP were identified through a vigorous plan review process that began with an open submission process for applications, referred to as the Call for Projects in 2019. It was followed by a project list update through a Transportation Needs Assessment in 2023. The project collection processes permitted any eligible transportation project for consideration as programming within a fiscally constrained budget allocated to the Lehigh Valley from 2025-2050

totaling approximately $4.4billion. All projects eligible for consideration through the Call for Projects and Transportation Needs Assessment were then evaluated against the remaining project selection methodology. The LVTS Technical committee then weighed the project selection methodology. The project scores were then evaluated and voted upon by the LVTS for inclusion into the LRTP where they were ultimately selected and approved for adoption in December 2019. The current list of TASA-eligible projects is limited to those in the adopted LRTP, *FutureLV: The Regional Plan*. Projects were then identified for specific conditions and selected as consistent with 23 U.S.C. 133(h) of the Federal Code of Regulations. Projects were further scrutinized for consistency with the Pennsylvania Department of Transportation (PennDOT 2018 *Transportation Alternatives Set-Aside Program Guidance and Procedures*. Projects that meet this criterion are considered eligible for further evaluation.

Points Criteria

Points may be awarded based on the following factors:

- Active Transportation Plan Alignment (5 Points)

Projects may receive 5 points if they:

  - Projects also identified in LVTS adopted *Walk/RollLV: The Active Transportation Plan* receive 5 additional points. Projects were assessed to make sure they are consistent with the MPOs *Walk/Roll: The Active Transportation Plan*. Walk/Roll is a masterplan that promotes development of transportation alternatives projects. Projects that support seamless multimodal integration between trails, sidewalks, roads and public transit and regional coordination.

- Multi-Municipal Collaboration & Regional Impact (5 Points)

  The LVPC works very closely with communities in the Lehigh Valley region to increase collaboration and coordination of land use, infrastructure, housing, community facilities, and the economy among other community critical aspects.

  Projects may receive 5 points if they:

  - Are located in a community with a multi-municipal comprehensive plan.
  - Span multiple municipalities or impact more than one community.
  - Demonstrate local collaboration.
  - Support a regional benefit.

- Safety Enhancements (20 Points)

  The goal of the MPO just like the State and the Federal government is to promote safety in all modes of transportation including multimodal transportation. This is also outlined in the *Lehigh Valley Traffic Safety Plan* that advocates for reduction of the number of fatalities and suspected serious injuries by at least 50% over the next two decades.

  To access the project sites for safety, PennDOT crash data for pedestrians and bicyclists suspected serious injuries or fatalities were collected from the Commonwealth's Traffic Information Repository website.

  Projects may receive 20 points if they:

- Address high-crash or high-pedestrian/cyclist fatality or injury locations.
- Respond to issues identified in a Road Safety Audit (including, Lehigh Valley Walk Audit, Local Technical Assistance Program Technical assistance, Active Transportation Plans, Safe Streets for All, or other safety studies).
- Are located on a PennDOT-designated hazardous walking route.
- Are educational programs that promote traffic and pedestrian safety.

- Environmental, Cultural, and Planning Alignment (10 Points)

  Projects may receive 10 points if they:

  - Projects located in areas with lower potential impact on environmental, historical, or cultural resources, or those that advance a goal, policy, or action in the MPO-adopted *Priority Climate Action Plan for Transportation Decarbonization*.

- Equity, Access, and Impact (15 Points)

  Projects may earn up to 15 points if they:

  - Are located in areas with high population and employment density.
  - Advance K–12 traffic safety education, including parent/caregiver tools.
  - Support economic development areas.
  - Are within 0.25 miles of a LANTA fixed-route transit stop.
  - Connect to or are adjacent to tourist attractions (e.g., Dorney Park, Coca-Cola Park;)
  - Are located within a LANTA Enhanced Bus Service (EBS)/Bus Rapid Transit (BRT) corridor.

A historical analysis was done for the eligible projects to find out whether the project sponsor has been awarded and/or were eligible for any funding previously. Also to determine which projects can only be funded with TASA funds. Examples of funding opportunities examined included but were not limited to Pennsylvania Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development – Multimodal Transportation Funds (DCED – MTF), PennDOT Multimodal Transportation Funds (PennDOT – MTF), and previous TASA allocations from both state & regional rounds.

To better understand project readiness and impact, we consulted with project sponsors identified in *FutureLV* and evaluated the following:

- Cost Estimating (5 Points)
  Projects receive up to 5 points based on the quality of cost estimation, including:
  - Use of tools such as Engineering and Construction Management System (ECMS) Bid Item History (see PennDOT Pub 352, Chapter 6.4).
  - Experience of the preparer in developing PennDOT cost estimates.

- Project Value (10 Points)

  Projects receive up to 10 points based on how well the project's cost and scope align with community needs.

  - Project highlights unique or compelling features that justify consideration for TASA funding.

- Leveraging Additional Funds (10 Points)
  Projects receive up to 10 points:

  - Leverage funding from federal/state agencies, local governments, or community organizations.
  - Can be combined with other projects or bundled for efficiency.

- Teachability and Innovation (5 Points)
  Project receive 5 points for:

  - Best practices in non-motorized transportation.
  - Cost-effective or innovative designs.
  - Insights for improved project delivery.

- Project Delivery Readiness (15 Points)
  Projects receive up to 15 points based on:

  - Demonstrated capacity for timely delivery of projects.
  - Status of preliminary design or consultant selection.
  - Use of existing right-of-way.
  - Railroad and/or utility coordination.

Weighing & Selection Process

After the initial selection review process by the LVTS Technical Committee, a final list of selected projects was compiled. The selected projects are then forwarded to the LVTS Coordinating Committee for final approval. Successful projects that are selected will be programmed and funded for federal fiscal years 2025 & 2026. These projects, once developed, will go a long way in support of an innovative alternative transportation network that will benefit the region's economy and, enhance the quality of life in the Lehigh Valley.

List of Selected Eligible Projects

This list was developed in consultation by the LVPC staff to make sure that every eligible project was scored as required by the law. Thorough analysis was done in each step of the evaluation to make sure that an accurate score was arrived at for every project in each step. Each score was summed up to arrive at a total score. It is of note that projects whose only eligible federal transportation funding source is TASA program were a focus of the LVTS Technical

Committee's evaluation and selection process. Metropolitan Planning Organizations (MPOs) have discretion about how to establish project priorities, or whether to fund (or not fund) different categories. Projects that made it through this rigorous and competitive process were presented to the LVTS Coordinating Committee for final selection.

Project List:

Transportation Alternatives Set-Aside Projects							
Project Name	**Project Description**	**Municipality**	**Amount Allocated in FutureLV**	**Updated 2025 Project Cost**	**TASA Funding Recommended by LVTS Technical Committee**	**Project Sponsor**	**Federal Fiscal Year (FFY)**
Community Bike Works Bike Education Programs	Full range of bicycle education programs out of Allentown, East Allentown and Easton West Ward bike hubs, including in-school programs in Allentown, Bethlehem and Easton.	Various	$1,200,000	$1,650,000	**$634,122**	Community Bike Works	2025
Educational Programming	Education programs and public events in schools, community centers and public spaces.	City of Allentown, City of Bethlehem, City of Easton, Nazareth Borough, Palmer, Forks, Lower Mount Bethel Township, Lower Nazareth, Upper Nazareth and Lower Macungie Township	$153,509	$153,509	**$634,122**	Coalition for Appropriate Transportation	2025
Educational Programming	Education programs and public events in schools, community centers and public spaces.	City of Allentown, City of Bethlehem, City of Easton, Nazareth Borough, Palmer, Forks, Lower Mount Bethel Township, Lower Nazareth, Upper Nazareth and Lower Macungie Township	$130,892	$130,892		Coalition for Appropriate Transportation	
Educational Programming	Education programs and public events in schools, community centers and public spaces.	Various	$51,169	$51,169		Coalition for Appropriate Transportation	
Albert Street D&L trail "Share the Road" Corridor	Traffic control and marking enhancements along Albert Street near Allentown Canal Park to improve safety.	City of Allentown	$100,000	$100,000	**$95,000**	City of Allentown	2026
Allentown Safe Routes to School (SRTS) School Zone Upgrades	Modernize 59 existing school zone traffic control devices and install eight new devices	City of Allentown	$1,850,000	$2,400,000	**$400,000**	City of Allentown	2026
Northampton Street	Redesign intersections to calm traffic and provide better fields of vision for both drivers and nonmotorists, and create separated bike lanes from Greenwood Avenue to Larry Holmes Drive	City of Easton	$2,603,198	$2,603,198	**$300,000**	LVTS	2026
South Bethlehem Greenway Trail Extension	Acquire and construct trail along .9 miles of Norfolk Southern rail line	City of Bethlehem, Hellertown Borough	$7,163,730	$7,163,730	**$500,000**	City of Bethlehem	2026

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SR 145 over Jordan Creek Bridge Replacement (C-J. Crawford)
City of Allentown and Whitehall Township, Lehigh County
MPMS 110076 – est. let November 1, 2029

- Coordination continuing with LANta regarding their bus stops and Enhanced Bus Service (EBS) project
- Coordination with the municipalities regarding the Jordan Creek Greenway Trail anticipated later this Fall
- Design team continuing to work on Preliminary TCP submission, including operational analysis of adjacent intersections during each stage, to be submitted with Safety Review and TS&L after finalization of stream restoration and H&H
- Stream rehabilitation measures design completed and sent to PADEP and PAFBC for concurrence May 27, 2025; after concurrence, H&H will be finalized
- Final TS&L and proposed geotechnical investigations will be finalized upon review of H&H

SR 378 Hill to Hill Bridge Rehabilitation over Lehigh River (C-B. Teles)
City of Bethlehem, Lehigh and Northampton Counties
MPMS 93630 – est. let April 9, 2026

- ROW plan was completed, appraisals ongoing
- Highway, Traffic Control, pavement design, pavement marking plan and lighting progressing
- Coordination with Norfolk Southern, PUC and utilities continues
- Structure and foundation designs are continuing
- Environmental Site Assessment field work is scheduled for summer 2025
- Permit related activities continue, COE Section 408 and DEP updates addressing internal comments is in progress
- Stormwater Management activities progressing, NPDES permit re-submitted May 20, 2025, under PennDOT review
- Coordination with USCG and FHWA continues
- Follow-up Consulting Party Meeting is being planned for summer/early fall 2025
- Draft Pre-Bid Construction Schedule prepared, refinement continues
- Looking into the potential of adding some drainage repair work north of the site on SR 378 SB within PennDOT's Legal ROW

Fifth Street (SR 1029) Bridge Replacement (C-C. Frey)
Whitehall Township, Lehigh County
MPMS 94873 – est. let April 1, 2027

- Project to be let with the SR 22 Fullerton Interchange project due to overlapping project limits and traffic control measures.
- Design team and DUA have determined the Northampton Borough Municipal Authority (NBMA) waterline will need to be relocated due to proximity to the proposed Fifth Street Bridge abutment foundations. Meeting to be scheduled with NBMA this summer
- Foundation Report almost complete; anticipated to be submitted in August 2025
- Final Structure Plan being developed for a fall 2025 submission
- Phase II ESA being prepared for 2 parcels; anticipated to be submitted in July 2025
- Final Design supplement for a Gap ROW Plan executed February 19, 2025, Gap ROW Plan being developed for 2 parcels on the north side of SR 22 that involve relocations
- Several Whitehall Township officials provided positive feedback on the project and have verbally committed to maintaining the sidewalk on the bridge; a maintenance agreement being prepared for official signature this fall

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Lower Saucon Road (SR 2001) over E Branch of Saucon Creek (C-J. Crawford)
Lower Saucon Township, Northampton County
MPMS 119940 – est let December 10, 2026

- CE submitted April 1, 2025, for approval, awaiting USFWS concurrence on Bog Turtle Programmatic Agreement
- TS&L, H&H approved January 1, 2025; Safety Review approved February 6, 2025
- Public Plans Display held May 2025, designer finalizing DFV submission anticipated June 2025 based on feedback

Church Road (SR 1016) over Trib to Little Bushkill Creek (C-E. Berg)
Plainfield Township, Northampton County
MPMS 12106 – est let June 10, 2027

- Pavement Type Approval received April 7, 2025
- Preliminary ROW plans comments received April 25, 2025
- Preliminary H&H Report comments received May 9, 2025
- Preliminary TS&L comments received May 20, 2025

Raubsville Road (SR 2006) over Freys Run (M. Patel)
Williams Township, Northampton County
MPMS 109914– actual let February 13, 2025

- Awarded to Grace Industries, Inc. on February 18, 2025
- Notice to Proceed was issued on April 2, 2025
- Anticipated completion is July 20, 2026

Fish Hatchery Road (SR 2010) over Little Lehigh Creek (C-M. McGuire)
City of Allentown, Lehigh County
MPMS 119933 – est let July 29, 2027

- Preliminary Traffic Control including pedestrians in progress
- Section 106 Coordination in progress
- Public plans display is active throughout June 2025 and a public presentation to Allentown City Council is scheduled for June 18, 2025
- Preliminary right of way plans are under review

Powder Valley Road (SR 2025) over Indian Creek (C-J. Crawford)
Upper Milford Township, Lehigh County
MPMS 109237 – est. let April 19, 2026

- Project moving forward as superstructure replacement to avoid water surface elevation changes on adjacent properties
- SEPS approved May 21, 2025; soil borings underway

Hecktown Road (SR 2027) Bridge over Route 22 (C-R. Himmelwright)
Bethlehem Township, Northampton County
MPMS 89614 – est. let August 21, 2025

- Right of Way acquisition ongoing
- Final Plan Check submitted April 21, 2025, accepted As Noted May 6, 2025
- 90% Constructability Review submitted April 21, 2025, comments received May 13, 2025
- Final Structure Plans resubmitted May 29, 2025
- Draft D-419 being reviewed in URMS

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Limeport Pike (SR 2029) over Hosensack Creek (C-M. Fallon)
Lower Milford Township, Lehigh County
MPMS 119936 – est let April 22, 2027

- Phase I Bog Turtle Study submitted May 10, 2024
- Safety submission submitted January 21, 2025
- H&H resubmitted December 27, 2024
- Preliminary ROW submitted April 10, 2025

South Walnut Street (SR 7408) Bridge over Trout Creek (C-J. Besz)
Slatington Borough, Lehigh County
MPMS 94680 – actual let April 10, 2025

- Awarded to Richard E. Pierson Construction Co., Inc. on May 1, 2025
- Notice to Proceed is anticipated to be issued on July 7, 2025
- Anticipated completion is July 11, 2028

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ACRONYM REFERENCE	
ACM/LBP	ASBESTOS CONTAINING MATERIAL / LEAD BASED PAINT
ACOE	ARMY CORPS OF ENGINEERS
ADA	AMERICAN WITH DISABILITIES ACT
BRPA	BRIDGE AND ROADWAY PROGRAMMATIC AGREEMENT
CBR	CONSTANT BIT RATE
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
CRP	CULTURAL RESOUCES PROFESSIONAL
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DFV	DESIGN FIELD VIEW
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
ESA	ENVIRONMENTAL SITE ASSESSMENT
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
JD	JURISDICTIONAL DETERMINATION
JPA	JOINT PERMIT AGREEMENT
L&G	LINE AND GRADE
LCCD	LEHIGH COUNTY CONSERVATION DISTRICT
LGTS	LINE, GRADE AND TYPICAL SECTION
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
PNDI	PENNSYLVANIA NATURAL DIVERSITY INVENTORY
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RSGER	RECONNAISSANCE SOILS AND GEOLOGICAL ENGINEERING REPORT
SEPS	SUBSURFACE EXPLORATION PLANNING SUBMISSION
SFV	SCOPE AND FIELD VIEW
SHPO	STATE HISTORIC PRESERVATION OFFICE
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE