



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING

Wednesday, January 21, 2026, at 9:00 am

Virtual Meeting Agenda

Roll Call

Courtesy of the Floor

1. *INTRODUCTIONS:*

- a. Tara Zrinski, Northampton County Executive
- b. Josh Siegel, Lehigh County Executive
- c. Steven Weber, LVPC Director of Transportation
- d. Beth Ritter-Guth, LVPC Director of Research and Innovation

Minutes

- 1. *ACTION ITEM:* Technical Committee approval of Minutes of December 17, 2025 Joint Technical + Coordinating Committee Meeting (HM)
- 2. *ACTION ITEM:* Coordinating Committee approval of Minutes of December 17, 2025 Joint Technical + Coordinating Committee Meeting (HM)

Old Business

- 1. *ACTION ITEM:* 2026-2027 LVTS Technical + Coordinating Committee Officer Elections
 - a. Coordinating Committee Chair: Owen O'Neil
 - b. Coordinating Committee Vice Chair: Chris Kufro
 - c. Coordinating Committee Secretary: Becky Bradley
 - d. Technical Committee Chair: Basel Yandem
 - e. Technical Committee Vice Chair: Nick Raio
 - f. Technical Committee Secretary: Becky Bradley
- 2. *SPECIAL PRESENTATION:* Lehigh Valley Rail Corridor Planning Update, Federal Railroad Administration (BM)
- 3. *ACTION ITEM:* 2026 LVTS Meeting Schedule (HM)
- 4. *INFORMATION/ACTION ITEM:* 2025-2028 Transportation Improvement Program (JR)
 - a. *ACTION ITEM:* TIP Amendment #1: PA 309 Resurface, Lehigh County
 - b. *ACTION ITEM:* TIP Amendment #2: Route 248 from 25th St to SR 611 in Wilson Borough/City of Easton, Northampton County
 - c. *ACTION ITEM:* TIP Amendment #3: SR 22 Widening – Lehigh River Bridge to Airport Rd. Lehigh County
 - d. Administrative Actions
- 5. *INFORMATION ITEMS:* 2025-2027 Unified Planning Work Program Updates/Active Projects Report
 - a. *INFORMATION ITEM:* Metropolitan Transportation Plan Calendar Update (BB, FU)
 - b. *INFORMATION ITEM:* Transportation Improvement Program Calendar Update (EG)
 - c. *INFORMATION ITEM:* Congestion Management Plan Status Update (SK)
 - d. *INFORMATION ITEM:* US Route 22 Plan (BB)
 - e. *INFORMATION ITEM:* Safe Streets for All Grant (SS4A) (BB)
 - f. *INFORMATION ITEM:* Lehigh Valley Passenger Rail Initiative Phase 2 Funding (BB)

New Business

1. *INFORMATION/ACTION ITEM:* 2026 Performance Measures – 1 Safety Target Setting (SK)

Status Reports

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

Adjournment**Next Tentative LVTS Meetings**

LVTS Technical Committee Meeting: Wednesday, February 11 at 9 AM

LVTS Coordinating Committee: Wednesday, March 18 at 9 AM

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

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

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



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

Lehigh Valley Transportation Study Minutes from Wednesday, December 17, 2025 Joint Technical and Coordinating Committee Meeting

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on January 8, 2025. Mr. Rick Molchany chaired the Coordinating Committee portion of the meeting, and Mr. Brendan Cotter chaired the Technical Committee portion of the agenda.

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

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

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

Coordinating Committee

Rick Molchany (Alt.)	Lehigh County
David Hopkins (Alt.)	City of Easton
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Michael Alkhal (Alt.)	City of Bethlehem
Michael Emili (Alt.)	Northampton County
Chris Kufro	PennDOT District 5-0
James Mosca	PennDOT Central Office
Owen O'Neill	LANTA
Thomas Stoudt	LNAA

Members Absent:

Technical Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton
Jen Ruth	PennDOT District 5-0

Coordinating Committee

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

Staff Present: Becky Bradley, Evan Gardi, Subham Kharel, Hannah Milagio, Samantha Pearson, Giovanna Rizkallah

Public Present:

Lawrence Peterson, Scott Vottero, Brett Webber, Craig Beavers, Evan Jones, Manny Ferris, Scott Harney, Brian Hare, Scott Slingerland, Brian Miller, Gene Porochniak

Courtesy of the Floor

Mr. Molchany asked if there were comments for items not on the morning's agenda. Mr. Slingerland shared that the Coalition for Appropriate Transportation (CAT) move to the newly constructed parking garage in West Bethlehem was moving along well. A ribbon cutting would be held at some point in January. He also expressed gratitude to PennDOT for providing stabilization funding to LANTA, and to the LVTS for supporting LANTA. 2025 was a challenging year for funding cuts to transit, especially when transit ridership in the Lehigh Valley is growing. Mr. Slingerland stated that, if there are transportation funds available for bridges, streets and highways, there should be funds available to support public transit. Mr. O'Neil clarified that transit is not impacted by cuts, but rather by the lack of new funding sources. Transit operating and capital costs are increasing, and the current funding levels cannot maintain the exist service levels without new funding sources.

Ms. Bradley stated that the potential interstate designations for Routes 22 and 33 were reviewed by the American Association of State Highway and Transportation Officials (AASHTO) Special Committee of the council of Highways and Streets. Both requests were declined at this time because "deficiencies in geometrics should be rectified prior to redefining the route." She noted that this was expected, and that achieving interstate designation is a process. The LVTS will work with PennDOT to understand what is needed to further pursue interstate designations for both. Mr. Molchany asked to confirm that this was not a permanent rejection and that they could resubmit after further work was completed, and Ms. Bradley confirmed this was true.

Ms. Bradley thanked Mr. Molchany for his years of support and service to the LVPC and the LVTS, as well as his commitment to quality information and data. Mr. Molchany expressed gratitude to the LVPC and the LVTS, stating that this work truly is essential to region because of the stress placed on transportation infrastructure by increased land development. Ms. Pearson shared that the LVPC had the LVPC wanted to recognize his service and leadership by presenting a clock that was engraved with: "For the time you devoted, the commitment you showed, and the impact you made."

Ms. Rizkallah introduced herself to the LVTS as the newest fulltime staff member at the LVPC. She provided a brief background of her accomplishments and education. Mr. Molchany welcomed her to the LVTS. There were no further comments on items that were not included in the agenda.

Minutes

Mr. Cotter stated that the Technical Committee would vote on three sets of minutes. Ms. Milagio noted the actions voted on at the three meetings:

- November 5 Joint Technical + Coordinating Committee Workshop
 - Adjournment
- November 19 Technical Committee Meeting
 - Minutes from the October 15, 2025 Joint Technical and Coordinating Committee Meeting
 - Minutes from the October 22, 2025 Technical Committee Workshop
 - Congestion Management Process Project Selection Criteria
 - Adjournment
- December 4 Joint Technical + Coordinating Committee Workshop
 - Adjournment

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

Mr. Molchany stated the Coordinating Committee would vote on three sets of minutes. Ms. Milagio noted the actions voted on at the three meetings:

- October 15 Joint Technical and Coordinating Committee Meeting
 - Minutes of the September 17, 2025 Joint Technical and Coordinating Committee meeting
 - Adjournment
- November 5 Joint Technical + Coordinating Committee Workshop
 - Adjournment
- December 4 Joint Technical + Coordinating Committee Workshop
 - Adjournment

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

Old Business

INFORMATION ITEM: 2027-2030 Transportation Improvement Program (TIP)

Ms. Bradley noted that three TIP development were be held virtually to review carryover projects, develop selection criteria, complete a project selection process, and review the draft project list. She noted that the draft project list was reviewed at the December 4 Workshop, and that the next step is for the LVTS approve the draft list so that it can be sent to PennDOT Central Office and the US Department of Transportation for vetting and review. Mr. Mosca added that the deadline for this submission to PennDOT Central Office is December 31, and it is truly a draft list. PennDOT and federal partners will review the projects for eligibility, cash flow, and any issues that can be identified before the list goes out for public comment before adoption. Ms. Bradley stated that, once the list is submitted, staff would be able to complete other tasks needed for the TIP adoption.

Mr. Molchany asked for confirmation that the current vote needed is to send the draft list to PennDOT Central Office, and that the final vote would occur in June. Mr. Mosca confirmed that this was true, and he added that this TIP would be combined with all the TIPs across the commonwealth for the Statewide Transportation Improvement Program (STIP) for federal review. Mr. Molchany noted that this is a step in the process, and that there will be more communications on the TIP as the process continues.

Mr. Cotter asked for a motion from the Technical Committee to recommend the approval of the 2027-2030 Draft TIP Project List to the Coordinating Committee. Mr. Hopkins made the motion to recommend approval of the 2027-2030 Draft TIP Project List to the Coordinating Committee, which was seconded by Mr. Raio. There were no questions or comments from members of the public. Ms. Bradley to call for a vote and the motion was approved.

Mr. Molchany asked for a motion to approve the 2027-2030 Draft TIP Project List, as forwarded by the Technical Committee. Mr. Kufro made the motion to approve the 2027-2030 Draft TIP Project List, which was seconded by Mr. Stoudt. There were no questions or comments from members of the public. Ms. Bradley to call for a vote and the motion was approved.

INFORMATION/ACTION ITEM: 2025-2028 TIP

TIP Amendment #1: Carbon Reduction Program (CRP) Projects

Ms. Peterson stated that TIP Amendment #1 is for the addition of the projects selected for Carbon Reduction Program funding to the 2025-2028 TIP. The projects being added are Main Street and Polk Valley Road Improvements in the Borough of Hellertown, Martin Luther King Jr Drive Pedestrian Improvements in the City of Allentown, Allentown LED Streetlight Conversion, and Traffic Calming and Pedestrian Accommodation Improvements in the City of Easton.

Mr. Cotter asked for a motion from the Technical Committee to recommend TIP Amendment #1 for the CRP Projects to the Coordinating Committee. Ms. Bradley made a motion to recommend TIP Amendment #1 for the CRP Projects to the Coordinating Committee, and it was seconded by Mr. Meyer. There were no questions or comments from LVTS members of the public. Ms. Bradley to call for a vote and the motion was approved.

Mr. Molchany asked for a motion from the Coordinating Committee to approve TIP Amendment #1 for the CRP Projects, as recommended by the Technical Committee. Mr. Stoudt made a motion to approve TIP Amendment #1 for the CRP Projects, which was seconded by Mr. O'Neil. There were no questions or comments from LVTS members of the public. Ms. Bradley to call for a vote and the motion was approved.

TIP Administrative Actions

Mr. Peterson noted that, from October 4 to December 5, there were 11 administrative actions, one statewide action, and two interstate administrative actions:

- Administrative Action #1: Main Street from 21st Street to Cherryville Road, Northampton County
- Administrative Action #2: Lehigh Street + Race Street Intersection, Lehigh County
- Administrative Action #3: Hecktown Road Bridge over Route 22, Northampton County
- Administrative Action #4: Donats Peak Road Bridge over Kistler Creek, Lehigh County
- Interstate Administrative Action #1: LVTS Interstate Truck + Safety Study, Lehigh County
- Interstate Administrative Action #2: District Wide Interstate Concrete Patching, Northampton County
- Administrative Action #5: Transportation Alternative Project Management, Lehigh County
- Administrative Action #6: State Route 512 over Brush Meadow Creek, Northampton County
- Administrative Action #7: State Route 309 Resurface, Lehigh County
- Administrative Action #8: Mauch Chunk Road Signal Upgrade, Lehigh County
- Administrative Action #9: Shimersville Hill Safety Improvements, Lehigh County
- Statewide Administrative Action #1: Coplay Multimodal Street Improvements, Lehigh County
- Administrative Action #10: St. John Street Improvements, Northampton County
- Administrative Action #11: LVTS Congestion Management Air Quality (CMAQ) – LANTA Flex, Lehigh County

Mr. Molchany noted that administrative actions did not require a vote by the LVTS. He stated that amendments and administrative actions on the TIP were essential to maintain fiscal constraint, and that the LVTS is always looking ahead to make sure that funding will be available to address needs. There were no additional comments or questions on this item.

DISCUSSION/ACTION ITEM: 2026 LVTS Meeting Schedule

Ms. Milagio noted that, at the LVTS Technical Committee meeting in November, there was a thorough discussion of adjusting the standing meeting schedule to allow for the Technical and Coordinating Committees to meet separately. In response to that discussion, the LVPC Staff examined a variety of scheduling scenarios. Based on availability of LVTS members, legal advertising requirements, and staffing capacity, two options were developed. Both options propose two changes from the 2025 meeting schedule. The first proposed change is that there will be no LVTS meeting in August. The second proposed change is that the Coordinating Committee does not meet every month, but instead meets in January, March, May, June, September, October and December. These dates correlate with the adoption of performance measures, the TIP, and other items that require Coordinating Committee consideration.

Ms. Milagio presented Option One, which would continue the current meeting pattern. This option includes one LVTS meeting per month, with the Technical and Coordinating Committee meeting jointly seven times, and the Technical Committee meeting on its own four times in 2026. She then presented Option Two, which would hold separate meetings for the Technical and the Coordinating Committees. This option includes a Technical Committee meeting on the second Wednesday of every month, except August, and a Coordinating Committee meeting on the third Wednesday of the month in January, March, May, June, September, October and December. The LVPC Staff are asking for a discussion and vote today by the LVTS on which option the committees would like to pick for 2026 so that internal processes

can be adequately prepared and legal advertising requirements from the PA Sunshine Act and the LVTS' Public Participation Plan can be met.

Mr. Molchany opened the floor for discussion on the meeting schedule options. Mr. Stoudt asked for clarification on the October date, which was listed as the fourth Wednesday of the month. Ms. Milagio noted that this was intentional because the LVPC Staff would be supporting American Planning Association Pennsylvania Chapter's Annual Conference the third week of October. Mr. Molchany stated that in both options, the Coordinating Committee meetings will be held on the same days. The difference in schedules will have a larger impact on the Technical Committee, particularly those members who serve on both committees. He asked Mr. Cotter to lead the discussion.

Mr. Cotter summarized the discussion from the November Technical Committee meeting. He asked Technical Committee members to share their thoughts on the schedule options. Mr. Hopkins stated that he supports Option Two because Joint Meetings have been too long, and schedules do not allow for members to consistently attend three-hour long meetings. He also stated that staff should look to streamline the content of the meetings.

Mr. Porochniak asked if there was a process in place for e-ballot votes. Mr. Molchany stated that the LVTS had conducted a vote via e-ballot before, but there was not a process specified in the LVTS bylaws. Mr. Porochniak asked how TIP amendments would be handled from July to September if the Coordinating Committee did not meet. Mr. Molchany stated that this was an issue that could be addressed if/when there was a need. He added that agendas are overfull because there is a lot going on, and that the Coordinating Committee may need to meet more frequently to streamline meetings.

Mr. Cotter asked Technical Committee members how they felt about Option Two. Mr. Raio echoed Mr. Porochniak's comments about the gap between Coordinating Committee meetings in the summer. Mr. Molchany stated that the Coordinating Committee schedule is the same in both options, and that the obligation was really on the Technical Committee to decide on whether or not they would like to have separate meetings. Members who are on both committees would have more meetings to attend. Mr. Hopkins addressed Mr. Porochniak's concerns by stating that, if an additional Coordinating Meeting is required, one can be called for an advertised.

Mr. Kufro noted that the other two MPOs that the District 5 staff are involved hold their committee meetings separately. Mr. Cotter stated that Technical Committee meetings may still be longer because it's where technical and planning discussions take place. Mr. Mosca stated that other regions around the commonwealth hold separate meetings. He also echoed Mr. Porochniak's comments, but it should be fine to have this gap between Coordinating Meetings if special meetings could be called for when needed.

Mr. Molchany noted that a decision needed to be made on the base schedule, and that the Technical Committee should decide if they would like to have separate meetings. Mr. Hopkins made a motion to recommend Option 2 (holding separate Technical and Coordinating Committee meetings) for the 2026 LVTS Schedule to the Coordinating Committee, and Mr. Petrik seconded the motion. Ms. Milagio noted that, because Ms. Bradley and Mr. Meyer needed to leave the meeting, the Technical no longer held a quorum. Mr. Hopkins changed his motion to be for Option 2, contingent on an affirmative e-ballot from the members who were not present at the time of the vote. Mr. Petrik seconded the motion. Ms. Milagio called for the vote, and the motion carried.

Mr. Molchany asked for a motion from the Coordinating Committee to approve Option 2 for the 2026 LVTS Schedule, contingent on the affirmative e-ballots from Technical Committee members who were not present at the time of the vote. Mr. Mosca made the motion, which was seconded by Mr. O'Neil. Ms. Milagio called for the vote, and the motion carried.

DISCUSSION ITEM: 2026-2027 LVTS Technical + Coordinating Committee Officer Nominations

Mr. Molchany read from the LVTS Bylaws: "Officers shall consist of a Chair, a Vice Chair and a Secretary. The Chair shall preside at all meetings. The Vice Chair shall act for the Chair in the event of his or her absence. The Secretary shall keep records of actions and attest contracts. All officers shall serve for a

two-year term of office and may serve for two consecutive terms.” He stated that nominations would be collected for all officer positions in both counties during this meeting, followed by an election at the January meeting. Mr. Molchany stated he has felt honored to be the Chair of the Coordinating Committee, which has been a rewarding experience for him to do great work for the region with the other members.

Mr. Molchany asked for nominations for officers of the Coordinating Committee. Hearing none from the Committee, Mr. Molchany nominated Mr. O’Neil as Chair, Mr. Kufro as Vice Chair, and Ms. Bradley as Secretary. Mr. Cotter asked for nominations for the officers of the Technical Committee. Hearing none from the Committee, Mr. Cotter nominated Mr. Yandem for Chair, Mr. Raio for Vice Chair, and Ms. Bradley for Secretary. Mr. Cotter noted that nominations would also be accepted from the floor during the January election.

INFORMATION ITEM: Annual List of Obligated Projects

Mr. Gardi stated that the Annual List of Obligated Projects is a federal legislative requirement to make publicly available a list of all federal transportation funded projects for the previous federal fiscal year (FFY), October 1, 2024 and September 30, 2025. The list also includes projects that have been completed during that time. He noted that an obligation is the federal government’s legal commitment to pay the federal share of a project cost, usually by phase of the project, that has been authorized by a federal agency. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project.

Mr. Gardi noted that in FFY 2025, \$53,742,280 was obligated in highway, bridge and enhancement grant projects. De-obligations, or monies saved from previously obligated projects, in FFY 2025 for these projects were \$7,563,600. Transit funding obligations in FFY 2025 were \$2,031,823. Interstate system obligations in the region were \$5,603,640 for FFY 2025.

Mr. Gardi stated that there were \$92,846,194 in completed transportation projects and \$401,659,004 in estimated under construction projects. He noted that the Annual List of Obligated Projects will be posted to the LVPC website before the end of the month, and he thanked the LVPC Graphic Design team for their work on the report. Mr. Molchany asked if there were any questions from LVTS members. Mr. Mosca thanked the LVPC staff for their work on getting this together, and he reiterated that posting the Annual List of Obligated Projects to the website is a federal requirement. There were no additional questions from LVTS members or the public.

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

US Route 22 Plan

Mr. Gardi shared that the contract for the Mobility, Safety and Congestion Management Plan for US Route 22 had been awarded to Michael Baker International in conjunction with JMT, Traffic Planning and Design, Drive Engineering and AD Marble. The anticipated completion for the project is December 2026. Mr. Molchany reminded meeting participants that the funding for the study was made available through Senator Nick Miller and the Pennsylvania Department of Transportation. There were no questions from LVTS members or the public.

Lehigh Valley Trail Connection Strategy

Mr. Gardi stated that the Lehigh Valley Trail Connection Strategy is a regional approach at identifying and evaluating gaps in the trail network across Lehigh and Northampton Counties. The overall vision is “To develop an interconnected trail network that ensures users can move throughout the Lehigh Valley and beyond; strengthening multi-modal connectivity, expanding equitable access to outdoor recreation, and enhancing quality of life.” To accomplish this vision, staff have identified trail gaps across the regional trail network with support from available data and community partners. These gaps provide a base from which to identify higher impact projects.

Mr. Gardi showed a map of the regional trails identified, which includes open, under construction, and conceptual trails. The trails outlined on the map were scored, and the top ten trail gaps were identified as:

- Jordan Creek Greenway: Mauch Chunk Road to Lapp Road

- Jordan Creek Greenway: Route 309 to Trexler Nature Preserve
- Karl Stirner Arts Trail: Karl Stirner to Palmer Bikeway
- Delaware + Lehigh (D+L): Dauphin and Bradford Streets
- D+L: Ironton Rail Trail north to D+L at Cementon and south to Race Street
- D+L: Riverside Drive from Jordan Drive to Water Street
- Martin Luther King Trail Phase 2: Cedar Creek Parth trailhead at West Hamilton Street to Lehigh Parkway
- Stockertown/Tatamy Rail Trail: Southern end of Stockertown Rail Trail to Two Rivers Trailway at Tatamy
- Two Rivers Trailway: D+L Trail at Glendon Hill Road to Lehigh Drive
- Bushkill Township Trail: Route 512 to Appalachian Trail at Wind Gap

Mr. Gardi outlined the criteria created to score the trail gaps:

- *FutureLV: The Regional Plan Alignment*
- *Walk/RollLV: Active Transportation Plan Alignment*
- Regionally Specific Criteria
 - Population + Employment
 - Ammenities Connections
 - Transit Integration
 - Sidewalk Network Connections
- Multi-Jurisdictional Impact
- PA Department of Conservation of Natural Resources (DCNR) Statewide Priority Trail Gaps
- Connection to Public Recreational Facilities
- Length of Trail Gap Segment
- Shovel Readiness

Mr. Gardi stated that the Trail Gap Connection Strategy can be used in municipal planning efforts including comprehensive plans, active transportation plans, and ordinance updates. The Strategy will also have an impact on the updates to *FutureLV: The Regional Plan* and the Global Act 167 Stormwater Management Ordinance. He noted that the Strategy will be reviewed by LVPC's Environment and Transportation Committees, and adopted by the LVPC Full Commission, at the January meetings.

Mr. Molchany stated the Strategy can also be an important resource to seek funding to address these trail gaps. Residents of the Lehigh Valley continually share that opportunities for passive recreation, open space and multimodal transportation are important to them, and trails support these needs. There were no additional comments or questions from the LVTS members or the public.

New Business

INFORMATION ITEM: Scranton – New York Corridor ID Agency Stakeholders

Mr. Gardi stated that the LVTS has been asked to sit on a committee for the Scranton to New York Passenger Rail Line. Since the corridor passes along the border of Northampton County and potential stops would be a commutable distance outside the region, the LVTS was noted as a valuable stakeholder in this process moving forward. Mr. Gardi showed a map of the potential service route from Scranton to New York and noted that this process will be valuable as the region looks to continue the Lehigh Valley Passenger Rail effort.

Mr. Molchany noted that, as a stakeholder, the LVTS is in a position to make comments, which would be a positive thing. He also shared that Ms. Bradley was continuing to attempt to coordinate with the Federal Rail Administration (FRA) for a presentation at an upcoming LVTS meeting, and that behind-the-scenes efforts to seek funding to further the Lehigh Valley Passenger Rail study are ongoing. There were no additional questions or comments from LVTS members or the public.

Status Reports

Mr. Molchany said the status reports on PennDOT District 5 Transportation Alternative Set-Aside and Multimodal Transportation Fund Projects, the Monthly Traffic Report, and the Public Engagement, Grants and Education memo were included in the meeting packet. There were no questions or comments from the committees or public.

Adjournment

Mr. Molchany stated that the next LVTS meeting will be a Technical Committee Meeting on Wednesday, January 14. The next Coordinating Committee Meeting will take place a week later on Wednesday, January 21. Both meetings will be held at 9 AM. Mr. O'Neil made a motion to adjourn, and the meeting was adjourned.

2026

JANUARY							FEBRUARY							MARCH							APRIL						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
28	29	30	31	1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7	29	30	31	1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14	5	6	7	8	9	10	11
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30	31	1	2	3	4	5	6	7	29	30	31	1	2	3	4	26	27	28	29	30	1	2
1	2	3	4	5	6	7	8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
MAY							JUNE							JULY							AUGUST						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
26	27	28	29	30	1	2	31	1	2	3	4	5	6	28	29	30	1	2	3	4	26	27	28	29	30	31	1
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
24	25	26	27	28	29	30	28	29	30	1	2	3	4	26	27	28	29	30	31	1	23	24	25	26	27	28	29
31	1	2	3	4	5	6	5	6	7	8	9	10	11	2	3	4	5	6	7	8	30	31	1	2	3	4	5
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
30	31	1	2	3	4	5	27	28	29	30	1	2	3	1	2	3	4	5	6	7	29	30	1	2	3	4	5
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
27	28	29	30	1	2	3	25	26	27	28	29	30	31	29	30	1	2	3	4	5	27	28	29	30	31	1	2
4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9

Exceptions: No August meeting; October meeting date

Tech meeting

Technical Committee Meetings: Feb 18, Apr 15, July 15, Nov 18

Joint meeting

Joint Technical + Coordinating Committee Meetings: Jan 21, Mar 18, May 20, Jun 17, Sep 16, Oct 14, Dec 16

2026

JANUARY							FEBRUARY							MARCH							APRIL						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
28	29	30	31	1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7	29	30	31	1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14	5	6	7	8	9	10	11
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30	31	1	2	3	4	5	6	7	29	30	31	1	2	3	4	26	27	28	29	30	1	2
1	2	3	4	5	6	7	8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
MAY							JUNE							JULY							AUGUST						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
26	27	28	29	30	1	2	31	1	2	3	4	5	6	28	29	30	1	2	3	4	26	27	28	29	30	31	1
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
24	25	26	27	28	29	30	28	29	30	1	2	3	4	26	27	28	29	30	31	1	23	24	25	26	27	28	29
31	1	2	3	4	5	6	5	6	7	8	9	10	11	2	3	4	5	6	7	8	30	31	1	2	3	4	5
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
30	31	1	2	3	4	5	27	28	29	30	1	2	3	1	2	3	4	5	6	7	29	30	1	2	3	4	5
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
27	28	29	30	1	2	3	25	26	27	28	29	30	31	29	30	1	2	3	4	5	27	28	29	30	31	1	2
4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12	3	4	5	6	7	8	9

Exceptions: No August meeting; October Coord meeting date; November Tech meeting date

Tech meeting

Tech Committee Meetings: Jan 14, Feb 11, Mar 11, Apr 8, May 13, Jun 10, Jul 8, Sep 9, Oct 14, Nov 18, Dec 9

Coord meeting

Coord Committee Meetings: Jan 21, Mar 18, May 20, Jun 17, Sep 16, Oct 28, Dec 16

LVTS Metropolitan Planning Organization
FISCAL CONSTRAINT TABLE
FFY 2023-2026 TIP Highway Element
PMC Request/Administrative Action Request

MPO Tech Meeting: January 21, 2026

MPO Coord Meeting: January 21, 2026

Project Title	Amendment	Fund Type	FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033 and Beyond			Total	Comments / Reasons					
			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 (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)								
PA 309 Resurface 309 - 14M	102312	CON	Before	NHPP	Toll	4,000,000		5,785,000																						9,785,000.00	Increase to cover current estimate.					
			Before	STP	Toll			0																						0.00						
			Adjust	NHPP	Toll			6,200,000																						6,200,000.00						
			Adjust	STP	Toll			2,295,000																						2,295,000.00						
			After	NHPP	Toll	4,000,000		11,985,000																						15,985,000.00						
			After	STP	Toll			2,295,000																						2,295,000.00						
SR 22 / Fullerton Interchange 22 - WD1	117610	FD	Before	NHPP	581			2,296,000	574,000		1,000,000	250,000		0	0															4,120,000.00	Capflow to align with anticipated need.					
			Adjust	NHPP	581			(2,296,000)	(574,000)																					0.00	Carried on draft 2027 TIP.					
			After	NHPP	581			0	0		1,000,000	250,000		2,296,000	574,000															4,120,000.00						
			After	NHPP	581																								2,296,000.00							
SR 22 / Fullerton Interchange 22 - WD1	117610	CON	Before	NHPP	581																								22,500,000	Capflow to align with anticipated need.						
			Before	STU																									7,716,400	Carried on draft 2027 TIP.						
			Adjust	NHPP	581																								2,296,000							
			After	NHPP	581																								24,796,000	8,128,100						
Lehigh County 309 & Tilghman I/S Recon 309 - 12M	96432	CON	Before	NHPP	581	7,424,300	4,750,000	3,785,700	5,375,000			708,745																	22,500,000	Release due to FFY 2024 and 2025 August Redistribution.						
			Before	STP		4,806,000		694,000																						5,500,000						
			Before	STU		9,500,000		6,296,782				2,834,980																		17,631,762						
			Adjust	NHPP	581			(3,785,700)																						(3,785,700)						
			Adjust	STP				(694,000)																						(694,000)						
			After	NHPP	581	7,424,300	4,750,000		5,375,000			708,745																	18,258,045							
Lehigh County LVTS Highway & Bridge LI	102201	CON	After	STP		4,806,000																							4,806,000							
			After	STU		8,500,000		6,296,782				2,834,980																		17,631,762						
			Before	BOF	185			1,098,258	233,981		81,280	516,577	755,016	1,942,654		270,857	2,013,551		1,223,490	1,890,930		1,492,758	3,271,920		2,050,450	3,204,500		22,340,000	69,385,762	Source.						
			Before	BRP				2,896,800				757,472		431,680		47,960			2,263,612			3,896,332			8,494,000			33,977,000		52,796,856						
			Before	NHPP				3,893,922				1,519,940		319,000		888,480			1,569,000			6,069,000			8,569,000			50,277,000		67,372,480						
			Before	STP	581			1,698,746	1,067,548		439,523	83,984	842,768	128,685		395,536	453,318		498,540	6,764,573		1,018,688	9,066,435		4,545,280	12,042,080		24,746,208	61,225,832	126,211,744						
Lehigh County	102201	CON	Adjust	NHPP	581			(118,300)																						(2,296,000)						
			Adjust	STP	581			(1,601,000)	574,000																					(574,000)						
			After	BOF	185			1,098,258	233,981		81,280	516,577	755,016	1,942,654		270,857	2,013,051		1,223,490	1,890,930		1,492,758	3,271,920		2,050,450	3,204,500		22,340,000	69,385,762							
			After	BRP				2,896,800				757,472		431,680		47,960			2,263,612			3,896,332			8,494,000			33,977,000		48,710,904						
Lehigh County	102201	CON	After	NHPP				3,775,622				1,519,940		319,000		888,480			1,569,000			3,773,000			8,569,000			60,277,000		65,076,480						
			After	STP	581			297,746	1,641,548		439,523	83,984	842,768	128,685		395,536	453,318		498,540	6,764,573		1,018,688	8,492,435		4,545,280	12,042,080		24,746,208	61,225,832	126,211,744						
			Before FFY Totals				24,730,300	4,750,000	0	28,645,208	7,250,529	0	6,633,195	1,559,306	0	7,098,464	3,258,839	0	12,552,833	5,204,369	0	22,351,042	12,847,103	0	14,978,778	12,963,355	0	23,658,730	15,246,580	0	131,340,208	88,225,392	0	0	0.00	Actions do not affect the project delivery schedules or air quality conformity.
			FFY Adjustment Totals				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00			
			After FFY Totals				24,730,300	4,750,000	0	28,645,208	7,250,529	0	6,633,195	1,559,306	0	7,098,464	3,258,839	0	12,552,833	5,204,369	0	22,351,042	12,847,103	0	14,978,778	12,963,355	0	23,658,730	15,246,580	0	131,340,208	88,225,392	0	204,881,591	134,486,799	0

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE
FY 2023-2026 TIP Highway Element
PMC Request/Administrative Action Request

MPO Tech Meeting: January 21, 2026

MPO Coord Meeting: January 21, 2026

Project Title	Amendment	Fund Type	FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033 and Beyond			FFYs 2029-2032 and Beyond			Total	Comments / Reasons		
			Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed.	Sta.	Loc/Oth (\$)	Fed.	Sta.	Loc/Oth (\$)	Fed.	Sta.	Loc/Oth (\$)	Fed.	Sta.	Loc/Oth (\$)	Fed.	Sta.	Loc/Oth (\$)	Fed.	Sta.	Loc/Oth (\$)	Fed.	Sta.	Loc/Oth (\$)	Fed.	Sta.	Loc/Oth (\$)					
25th Street to SR 611 in Wilson Boro/City of Easton 248 - 11M Nonhampton County	101570 CON	Before NHPF	581		0																										4,776,400.00	Advance funds to address priority project and toll credit.				
		Before STU	Toll		0																									0.00						
		Adjust NHPF	581		3,000,000																									(4,776,400.00)	(4,776,400.00)					
		Adjust STU	Toll		1,000,000																									1,000,000.00						
		After NHPF	Toll		3,000,000																									0						
		After STU	Toll		1,000,000																									1,000,000.00						
309 & Tilghman I/S Recon 309 - 12M Lehigh County	96432 CON	Before NHPF	581	7,424,300	4,750,000			5,375,000		708,745																				18,258,045.00	Source due to August Redistribution.					
		Before STP		4,806,000																										4,806,000.00						
		Before STU		8,500,000				6,296,782		2,834,980																				17,831,762.00						
		Adjust STU			(1,000,000)																									(1,000,000.00)						
		After NHPF	581	7,424,300	4,750,000			5,375,000		708,745																			18,258,045.00							
		After STP		4,806,000																										4,806,000.00						
LVTS Highway & Bridge LI Lehigh County	102201 CON	Before BOF	185		1,098,258	233,981	81,280	516,577		755,016	1,942,654		270,857	2,013,551		1,223,490	1,890,930		1,492,758	3,271,920		2,050,450	3,204,500		22,340,000	26,999,560		27,377,555	37,380,461	69,385,762.00	Additional source and balancing source to maintain fiscal constraint.					
		Before BRIP			2,896,800			757,472		431,690			47,960			2,293,812			3,898,332			8,494,000			33,977,000			48,710,904		52,796,896.00						
		Before NHPF			3,775,622			1,519,940		319,000			886,490			1,569,000			3,773,000			8,569,000			50,277,000			65,076,490		70,691,042.00						
		Before STP	581		287,746	1,641,548	439,523	83,984		842,768	128,685		396,536	453,318		498,540	8,764,573		1,018,688	8,492,435		4,540,290	12,042,080		24,746,208	61,225,832		31,204,252	88,978,238	123,161,744.00						
		Adjust NHPF			(3,000,000)																									(3,000,000.00)						
		Adjust STP	581																											4,776,400						
Before FFY Totals FFY Adjustment Totals After FFY Totals		Before BOF			20,730,300	4,750,000	0	14,365,208	7,250,529	0	5,633,195	1,309,306	0	2,348,464	2,071,339	0	1,602,833	2,466,869	0	5,684,642	10,655,503	0	10,162,778	14,540,755	0	23,658,730	15,248,580	0	131,340,208	88,225,392	0	172,369,191	131,135,099	0	0.00	Actions do not affect the project delivery schedules or air quality conformity.
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00			
		20,730,300	4,750,000	0	14,365,208	7,250,529	0	5,633,195	1,309,306	0	2,348,464	2,071,339	0	1,602,833	2,466,869	0	5,684,642	10,655,503	0	10,162,778	14,540,755	0	23,658,730	15,248,580	0	131,340,208	88,225,392	0	172,369,191	131,135,099	0	0.00				

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Amendment (MA ID:) Statewide & Lehigh Valley TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
NHPP Reserve / Central Office	102466	CON	Before	sNHPP					11,279,124			750,000			55,000			Line item used as funding source to maintain fiscal constraint.	
			Adjust	sNHPP					(6,000,000)										
			After	sNHPP					5,279,124			750,000			55,000				
SR 22 Widening - Lehigh River Bridge to Airport Rd 22/WD2 Lehigh	119690	PE-TOLL	Before	sNHPP														Adding PE phase to 2025 Program.	
			Adjust	sNHPP					6,000,000										
			After	sNHPP					6,000,000										
Before Totals				\$0	\$0	\$0	\$11,279,124		\$0	\$0	\$750,000	\$0	\$0	\$55,000	\$0	\$0	Actions do not affect air quality conformity.		
Adjustment Totals				\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals				\$0	\$0	\$0	\$11,279,124		\$0	\$0	\$750,000	\$0	\$0	\$55,000	\$0	\$0			

NOTES

State match provided via toll credits.

TIP Amendment #1

PA 309 Resurface – Construction Increase of \$8,495,000

This increase is due to additions and modifications to signals, traffic control devices, turning lanes and drainage; as well as general escalation costs.:.

This amendment is contingent on PennDOT's Program Management Committee (PMC) approval.

Funding Sources:

- a. Route 22 / Fullerton Interchange (MPMS #117610) \$2,870,000. This project is carried on the draft 2027 LVTS TIP.
- b. Route 309 & Tilghman Interchange Reconstruction (MPMS #96432) \$4,479,700
- c. LVTS Highway & Bridge Reserve Line Item (MPMS #102201) \$1,719,300

TIP Amendment #2

SR 248 Resurface – 25th Street to SR 611 in Wilson Boro/City of Easton – Adding Construction of \$4,000,000

This is adding federal dollars to the resurfacing project, which is a Northampton County Maintenance priority. The project is being advanced, and was previously scheduled to begin in Federal Fiscal Year (FFY) 2030.

This amendment is contingent on PennDOT's Program Management Center review.

Funding Sources:

- a. Route 309 & Tilghman Interchange Reconstruction project (MPMS #96432) \$1,000,000
- b. LVTS Highway & Bridge Reserve Line Item (MPMS #102201) \$3,000,000

TIP Amendment #3

Route 22 Widening – Lehigh River Bridge to Airport Rd – Adding \$6,000,000

This is to add the project to the current TIP.

Funding Source:

- a. PennDOT Central Office's National Highway Performance Program (NHPP) Reserve Line Item (MPMS #102466)

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical Committee

TIP Modifications from December 5, 2025 through January 9, 2026

MPO Tech Meeting: January 21, 2026

MPO Coord Meeting: January 21, 2026

Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			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 (\$)			
Mauch Chunk Rd Signal Upgrade 1017 - 02S Lehigh County	110174	CON	Before	CAQ		1,200,000			704,852		18,429								1,923,281.00	Increase to meet low bid.
			Adjust	CAQ					92,969		5,321								98,290.00	
			After	CAQ		1,200,000			797,821		23,750								2,021,571.00	
SR 512 Bath Boro Corridor Signal Optimization 512 - 04S Northampton County	113887	CON	Before																0.00	Deobligation returned to region for reassignment.
			Adjust	CAQ					(92,969)										(92,969.00)	
			After																0.00	
Administrative Action #2				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			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 (\$)			
Easton Rd over Sacon Crk E. Branch 2006 - 02B Northampton County	93631	ROW	Before	STP	185				21,220	5,305									26,525.00	Increase to cover 971 Claim
			Adjust	STP	185				53,280	(5,305)									47,975.00	Damage Estimate and toll to release 185 funds.
			After	STP	Toll				74,500	0									74,500.00	
LVTS Highway & Bridge LI Lehigh County	102201	CON	Before	BOF	185				1,098,258	228,676		81,280	516,577		755,016	1,942,654		69,380,477.00	Source and balancing source to maintain fiscal constraint.	
			Before	BRIP					2,896,800			757,472			431,680				52,796,856.00	
			Before	NHPP					3,893,922			1,519,940			319,000				73,105,342.00	
			Before	STP	581				1,952,026	939,894		439,523	23,984		842,768	128,685		125,083,370.00		
			Adjust	BOF	185					5,305								5,305.00		
			Adjust	STP	581				(53,280)									(53,280.00)		
			After	BOF	185				1,098,258	233,981		81,280	516,577		755,016	1,942,654		69,385,782.00		
			After	BRIP					2,896,800			757,472			431,680				52,796,856.00	
			After	NHPP					3,893,922			1,519,940			319,000				73,105,342.00	
			After	STP	581				1,898,746	939,894		439,523	23,984		842,768	128,685		125,030,090.00		
Administrative Action #3				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			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 (\$)			
Church Road over Trib to Mill Creek 4014 - 01B Lehigh County	85689	CON	Before		581		891,912			98,088									990,000.00	Release due to low bid savings.
			Adjust		581		(107,166)			(80,488)									(187,654.00)	
			After		581		784,746			17,600									802,346.00	
Cementon Bridge 329 - 01B Lehigh County	11413	CON	Before	NHPP	581	1,728,664	325,000			47,166			60,000						2,160,830.00	Cashflow to align state match better with federal funds received via August Redistribution.
			Adjust	NHPP	581		107,166			(47,166)			(60,000)						0.00	
			After	NHPP	581	1,728,664	432,166			0			0						2,160,830.00	
LVTS Highway & Bridge LI Lehigh County	102201	CON	Before	BOF	185				1,098,258	233,981		81,280	516,577		755,016	1,942,654		69,385,782.00	Balancing source to maintain fiscal constraint.	
			Before	BRIP					2,896,800			757,472			431,680				52,796,856.00	
			Before	NHPP					3,893,922			1,519,940			319,000				73,105,342.00	
			Before	STP	581				1,898,746	939,894		439,523	23,984		842,768	128,685		125,030,090.00		
			Adjust	STP	581					127,654			60,000						187,654.00	
			After	BOF	185				1,098,258	233,981		81,280	516,577		755,016	1,942,654		69,385,782.00		
			After	BRIP					2,896,800			757,472			431,680				52,796,856.00	
			After	NHPP					3,893,922			1,519,940			319,000				73,105,342.00	
			After	STP	581				1,898,746	1,067,548		439,523	83,984		842,768	128,685		125,217,744.00		
Administrative Action #4				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			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 (\$)			
SR 512 o/ Brush Meadow Creek 512 - 05B Northampton County	85945	CON	Before	STP	Toll	1,381,402			292,198									1,673,600.00	Increase to cover low bid.	
			Before	STU	Toll	400,000			672,324									1,072,324.00		
			Adjust	STU	Toll				288,859									288,859.00		
PA 33 Resurface - Chrin to US 22 33 - 09M Northampton County	114351	CON	After	STP	Toll	1,381,402			292,198									1,673,600.00	Deobligation returned to region for reassignment.	
			Before															1,361,183.00		
			Adjust	STU					(288,859)									(288,859.00)		
			After															0.00		



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

November 4, 2025

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2026 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31 each year. The 2026 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2 percent annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2026) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level. MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2025.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2024 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2026.

Planning Partners

Page 2

November 4, 2025

Based on preliminary data, we do not expect Pennsylvania to meet our 2024 targets and anticipate will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2026. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2027 an amount equal to the FFY 2023 HSIP apportionment (\$128,666,054).

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Please note your response by using the form on the next page. Your response is requested before February 27, 2026.

Should you have any questions, please contact Matthew Crea, Transportation Planning Manager, Center for Program Development and Management, at 717.787.2862 or mcrea@pa.gov.

Sincerely,



Kristin A. Mulkerin
Deputy Secretary for Planning

Sincerely,



Christine Norris, P.E.
Deputy Secretary for Highway
Administration

Enclosure

Please complete the following:

Planning Organization Name

Select one of the following options for establishing Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
- The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2025.

Concurrence:

Authorized MPO/RPO Representative

Date

SUBMIT

Planning Partners

Page 4

November 4, 2025

5200/MJC/lrg

S:\Planning\MPO-RPO\Statewide Program\HSIP\Safety PM\2026 target setting
\2026 Safety Target Setting Letter, log 1958.docx

bcc: Kristin Mulkerin, Deputy Secretary of Planning
Christine Norris, P.E., Deputy Secretary for Highway Administration
Mark Tobin, Director, Center for Program Development and Management
Jonathan Eboli, P.E., Chief Engineer
Gavin Gray, P.E., Assistant Chief Engineer
Dan Farley P.E., Director, Bureau of Operations
Douglas Tomlinson, P.E., Bureau of Operations
James Mosca, Center for Program Development and Management
Thomas Glass, Bureau of Operations
Matthew Crea, Center for Program Development and Management
Jason Hershock, Bureau of Operations
Jeff Roecker, Bureau of Operations
Lauryn Goshorn, Center for Program Development and Management
Kathleen Baldassano, Office of the Deputy Secretary for Highway Administration

Recipients:

Adams MPO
Altoona MPO
Centre MPO
DVRPC MPO
Erie MPO
Franklin MPO
HATS MPO
Johnstown MPO
Lancaster MPO
Lebanon MPO
LVTS MPO
NEPA MPO
North Central RPO
Northern Tier RPO
Northwest RPO
Reading MPO
Southern Alleghenies RPO
LLTS MPO
SEDA-COG MPO
SPC MPO
SVTS MPO
Wayne County (District 4-0)
Williamsport MPO
York MPO

cc:

District Executives
Assistant District Executives – Design
Assistant District Executives – Maintenance
District Portfolio Managers
District Planning and Programming Managers
District Planners
CPDM Staff

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2022-2026	ACTUAL 2022-2026	BASELINE 2020-2024
Number of Fatalities	1,140.4		1174.8
Fatality Rate	1.176		1.216
Number of Serious Injuries	4,722.0		4746.2
Serious Injury Rate	4.870		4.914
Number of Non-motorized Fatalities and Serious Injuries	944.0		864.6

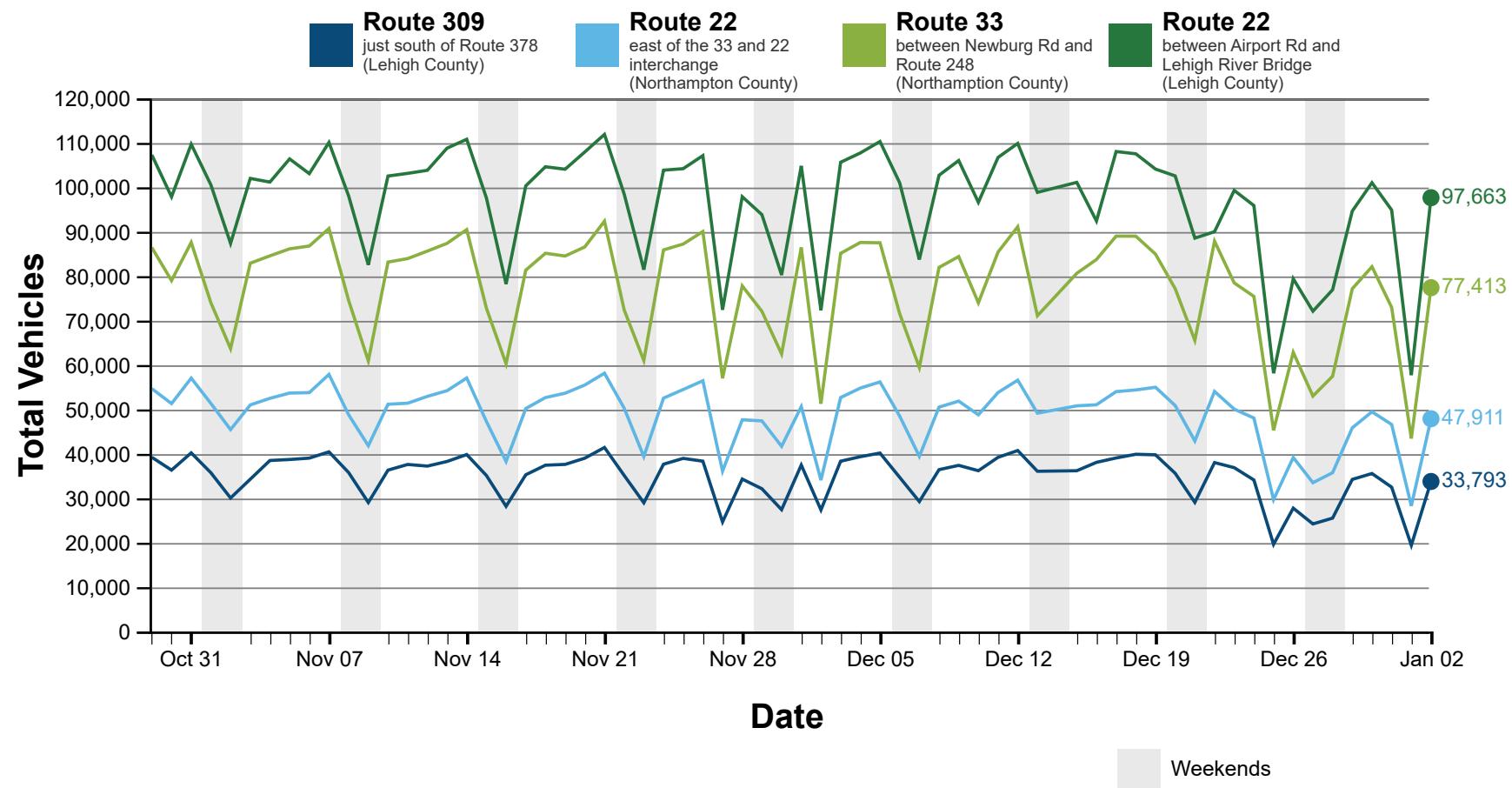
* Future VMT estimated to hold level over next few years

Table 2: Lehigh Valley MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2022-2026	ACTUAL 2022-2026	BASELINE 2020-2024
Number of Fatalities	48.8		49.4
Fatality Rate	0.921		0.948
Number of Serious Injuries	235.2		238.0
Serious Injury Rate	4.440		4.566
Number of Non-motorized Fatalities and Serious Injuries	50.3		44.0

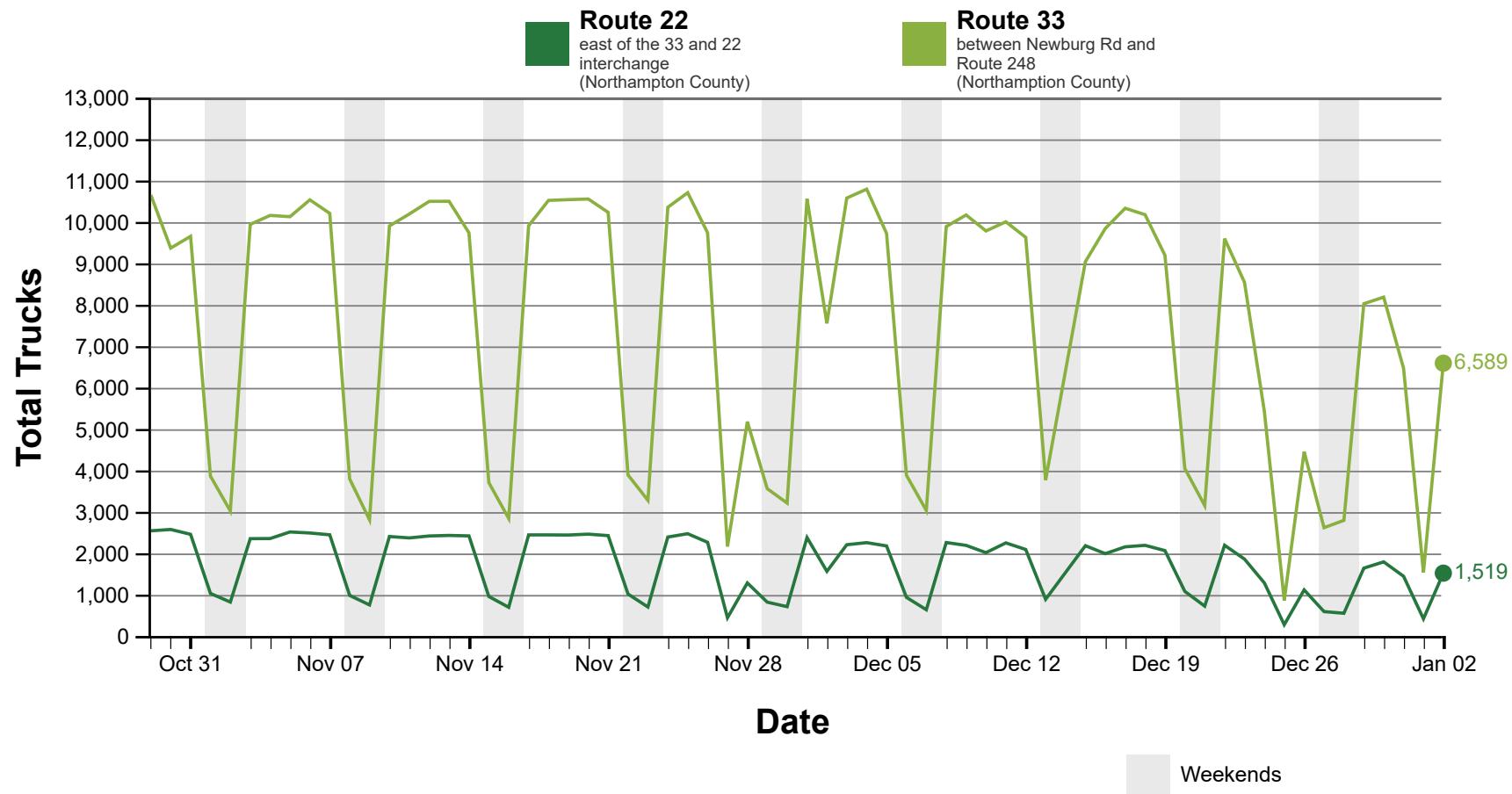
* Future VMT estimated to hold level over next few years

Traffic Volumes Throughout the Lehigh Valley



*Data from Oct/29/2025 - Jan/2/2026 at daily intervals

Truck Volumes Throughout the Lehigh Valley



*Data from Oct/29/2025 - Jan/2/2026 at daily intervals

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JANUARY 21, 2026**

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

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

MPMS 96384 – est. let N/A

- Revised Preliminary POA submitted September 2, 2025, and circulated for District review
- Preliminary Noise Analysis is being revised to current project limit just west of Airport Road and break-out project strategies discussed with CO and FHWA as well as the 2058 design year noted above, supplement in process for design year change
- Project-specific air quality assessments warranted due to projected 2058 design year Annual Average Daily Traffic exceeding 125,000 vehicles. A supplement is in process to add scope for a quantitative hot spot analysis for Carbon Monoxide (CO), a Level 3 Interagency Consultation Group (ICG) Screening for Particulate Matter (PM), and a qualitative analysis for Greenhouse Gases (GHG)
- Design team completed efforts to identify community leaders in preparation of public involvement process
- Upon environmental clearance, US 22 Widening will be advanced via a series of breakout projects. First breakout project will be SR 22/Fullerton Interchange (MPMS 117610) anticipated to be let in April 2030

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

City of Allentown and Whitehall Township, Lehigh County

MPMS 99697 – est. let April 1, 2027

- Final Design is being delayed aligning with funding, currently programmed in FFY 2026

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

North and South Whitehall Townships, Lehigh County

MPMS 102312 – est. let April 23, 2026

- NPDES permit resubmitted to LCCD May 6, 2025, comments November 12, 2025
- JPA permit resubmitted to DEP March 26, 2025; remaining comment received June 3, 2025, is to include NPDES approval
- Traffic Control Plans resubmitted September 12, 2025, comments received October 14, 2025
- Railroad coordination ongoing, received 90% comments December 16, 2025
- Signing Plans and Pavement Marking Plan resubmitted December 12, 2025
- Final Plan Check submitted; revised plan expected by beginning of January
- Right-of-Way Acquisition process ongoing
- Utility coordination is ongoing

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

City of Bethlehem, Lehigh County

MPMS 110398 – est. let April 1, 2027

- 901-Specs MPT approved by Traffic June 13, 2025, no comments received from construction
- Utility coordination is ongoing, in coordinating with PPL a field visit was held in November to review existing connections for lights
- Subconsultant advancing Final Lighting Plans, calculation, and Report
- Preparing lighting agreement

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JANUARY 21, 2026**

SR 1017, Section 02S Mauch Chunk Signal Improvements (C-M. McGuire)

South Whitehall Township, Lehigh County

MPMS 110174 – actual let December 11, 2025

- Right of way clearance issued on December 8, 2025
- Awarded to J.D. Eckman, Inc. on December 19, 2025
- Notice to Proceed anticipated to be issued on January 26, 2026
- Anticipated completion is September 3, 2027

SR 22, Section 15M SR 22/SR 191 Interchange Improvements (C-M. McGuire)

Bethlehem Township, Northampton County

MPMS 117606 – est. let April 1, 2030

- Working on public involvement plan
- Alternative analysis submitted for Department review

SR 191, Section 04S SR 191 Lower Nazareth Intersection Improvements (C-R. Himmelwright)

Lower Nazareth Township, Northampton County

MPMS 116936 – est. let January 14, 2027

- Utility Coordination Ongoing
- Working towards NPDES permit application
- SEPS submitted December 30, 2025
- Final ROW Plan Development

SR 248, Section 07S SR 248/Airport Road Intersection Improvements (C-M. McGuire)

East Allen Township, Northampton County

MPMS 120952 – est. let March 23, 2028

- Draft alternative analysis is being refined

SR 2018, Section 02S Freemansburg Ave (SR 2018) Safety Improvements (C-J. Besz)

Bethlehem Township, Northampton County

MPMS 117509 – est. let July 16, 2026

- Utility coordination, identification and resolution of conflicts continues
- ROW acquisition has been initiated and is ongoing
- Preparation of the stormwater management/drainage design and the NPDES Permit application continues; submission is anticipated in mid-January
- Pavement Design was prepared, submitted, reviewed and returned with comments on December 2, 2025; revisions are ongoing
- Final Traffic Signal Plans were prepared, submitted, reviewed and returned with comments on November 18, 2025; revisions are ongoing
- Preparation of Final Maintenance and Protection of Traffic Plans are ongoing
- ADA Submission, including TIFFs was made, reviewed and returned with comments on November 18, 2025; revisions are ongoing
- The 60% Constructability Review was submitted and reviewed; the design team provided comment responses that were accepted

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JANUARY 21, 2026**

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



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: January 13, 2025
TO: Lehigh Valley Transportation Study
FROM: Matt Assad, Managing Editor

REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, January 5 on WDIY radio 88.1 FM, was a recap of the 2025 Lehigh Valley Awards Gala. The December 3 event honored excellence in Transportation, Environmental and Community Planning. With co-hosts Becky Bradley and Matt Assad, LVPC Director of Development Samantha Pearson detailed a successful event with a sellout crowd of more than 200 at the Hotel Bethlehem, including the highlight of the night, the naming of Emmaus Borough as the 2025 Community of Distinction. The podcast is now streaming at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newsly. The next Plan Lehigh Valley show will air Monday, January 5 at 6:30 pm.

The latest **Morning Call Business Cycle Column** published Sunday, December 21, and it focused on how the region's rapid growth will require communities to begin upgrading and expanding key infrastructure that includes roads, power generation and water and sewer capacity. In the column, Becky discussed why we're going to have to evolve quickly to handle the growth that will push the region past 800,000 residents and 400,000 workers by 2050. The column is available at www.lvpc.org/newsly and mcall.com. The next column in the Morning Call will publish on Sunday, February 3.

Educational Opportunities

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

Full Depth Reclamation, January 29, 8 am to noon, Virtual

What: This course provides formal training in this operation to supplement the specifications that were incorporated into PennDOT Publication 447, Approved Products for Lower Volume Local Roads. Full Depth Reclamation provides local government agencies with another operation to consider when planning road and street projects. This process recycles existing pavement materials saving energy and valuable resources. The participants will be able to identify typical roadway distress that can be addressed by Full Depth Reclamation. The various types of the Full Depth Reclamation process will be described. The latest techniques, material and equipment will be reviewed to assist the participants in project design for planning purposes. The operational sequence of performing this activity will be presented.

Who: Local government officials responsible for asset management, project planning, and inspection of roadway improvement projects. This includes Public Works Directors, Supervisors, Road Masters and Foremen.

When: Thursday, January 20, 8 am to noon

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

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

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

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

When: Thursday, February 19, 11 am to noon

All LVGA LTAP classes are free and are intended for municipalities, transportation non-profits and organizations with a transportation purpose. LTAP enables many practitioners who need courses with professional development hours (PDHs) to earn credits for maintaining their licenses and certificates.

Anyone can register at www.gis.penndot.gov/LTAP or by contacting Hannah Milagio at hmilagio@lvpc.org or 610-264-4544

Grant Opportunities

PA Department of Transportation (PennDOT) Green Light – Go

The Green Light—Go Program is a competitive application and reimbursement grant program that enables municipalities and metropolitan or rural planning organizations to request financial assistance to replace or enhance traffic signals. A 20% match from grantees is required.

During Fiscal Year 2026-2027, up to \$40 million will be available for upgrading traffic signals to light-emitting diode technology and intelligent transportation applications, such as autonomous and connected vehicle-related technology, performing regional operations such as retiming, developing special event plans, monitoring traffic signals and for maintaining and operating traffic signals.

Additional information and guidelines can be found on the Department's Traffic Signal website at docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/index.html

Pre-Applications Project Scoping forms must be filed by January 2, 2026 and the full application period runs from March 1, 2026 through March 31, 2026.

Questions should be directed to Michael Centi, Senior Traffic Control Specialist, Bureau of Maintenance and Operations, Department of Transportation, 400 North Street, 6th Floor, Harrisburg, PA 17120, (717) 787-5313, GLG@pa.gov.

PA Department of Transportation (PennDOT) NEVI Corridor Connections

Funds for the PennDOT NEVI program are to be awarded on a competitive basis to plan, design, construct, operate, and maintain Electric Vehicle Supply Equipment (EVSE) sites across Pennsylvania. All incorporated entities are eligible to receive NEVI funds, and project sites must be located in an eligible corridor group. Interstate 78 in Lehigh and Northampton counties is a Priority 1 location. **PennDOT will begin accepting proposals on December 22, 2025. Proposals must be submitted by 5:00 PM EST on January 30, 2026.** For more information, go to <https://www.pa.gov/agencies/penndot/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/corridor-connections-funding-round>

THE MORNING CALL

Talking Business with Becky Bradley: The Lehigh Valley is thriving. Its infrastructure will need to keep up.

By Becky Bradley

For The Morning Call

Dec. 19, 2025 at 8:30 AM



The Lehigh Valley is a rare combination of old-world culture and new economy innovation, where historic significance is joined by industrial innovation, and open space preservation unites with smart development. We have a unique location that's close to world-class cities, but without the overcrowding headaches those cities have to deal with.

Our high quality of life is why so many people and businesses want to be here.

Our new analysis shows that another 100,000 people will be added by 2050 as the region grows by 18.6%, carrying the population to 816,000 people. Our job market will

grow even faster, by nearly 25%, adding more than 80,000 jobs and pushing our employment market to more than 404,000.

But with more people and workers, those headaches we've avoided for so long start to come into play — and the biggest may be our infrastructure. However, the one most people notice is our transportation network. Drivers are already logging almost an additional 1 million vehicle miles per day on Lehigh Valley roads compared to a decade ago, and that number will only continue to rise as more people move into the region.

There's a \$4.4 billion Long-Range Transportation Plan designed to maintain and enhance our network, but with us growing so quickly, it's not nearly enough. It's why we've requested that 31 of our most traveled roads be given a higher classification, so they can be enhanced to better handle the vehicles that are already pushing them beyond capacity. It's a big reason we've requested that Route 22, and possibly 33, be reclassified as an interstate, which would make it eligible for funding from a different pot of federal money. This will be a process through the American Association of State Highway and Transportation Officials and the Pennsylvania Department of Transportation. As it stands, modernizing the roadway and expanding its capacity to handle our growth just doesn't fit in that \$4.4 billion equation.

We know that maintaining the road network is going to be a constant challenge as we grow, and everyone has been talking lately about how the capacity of our power grid will have to increase rapidly to handle all the electricity we're going to need, but there's one infrastructure strain that goes unnoticed to most but might be an even bigger challenge during our future expansion — sewer and water.

I always feel inelegant when I tell people that a big part of planning is about “poop and parking,” but it is so true, and the solid waste part is the one I’m most worried about. There are large areas of this region that have little or no public sewer capacity left and many communities that are growing with only on-lot well and septic systems that are best suited for truly rural places and not subdivisions or industrial parks. This lack of infrastructure has municipalities approving projects that include on-site septic or package plants to handle wastewater.

That's almost never the best option unless it's actually rural, not the lingering perception of an agricultural past. That option often leads to failed systems that literally leave, well, poop, bubbling to the surface, drinking water contamination and ultimately real threats to the public health and welfare. Throw on a general sense that paying for anything additional when families are already financially stressed into the mix and you have a looming potential crisis.

We really have to ask where, what and how to address sewer capacity constraints, expansions and yes, even building new public sewer and water systems where a community has become suburbanized or even urbanized.

It's one of the reasons the Lehigh County Authority's (LCA) five-year capital plan has \$335.5 million in projects to replace and upgrade aging infrastructure. LCA is near capacity in serving roughly 270,000 people and businesses in large areas of the Lehigh Valley, and the area it serves includes some of the region's fastest-growing communities — Allentown, Upper Macungie, Lower Macungie and a host of other communities that we expect to grow.

That's why it's imperative that communities update their Act 537 sewage facilities plans, that new developments be put on public sewer and water systems if they're in a development zone, and that people and businesses outside of development zones that have on-lot systems regularly maintain them before they fail.

That brings us back to that forecast that raises concerns about infrastructure. LVPC Senior Data and Analytics Planner Dr. Subham Kharel and LVPC and Workforce Board Economist Minsoo Park used more than 70 data sets and developed their own artificial intelligence model to perform what we believe will be our most accurate forecast yet. Not only will we be adding roughly 4,300 new residents a year — even as two-thirds of Pennsylvania flatlines or shrinks — but our analysis showed that our strong job market is driving our growth. In fact, we're now a net importer of workers. Nearly 5,000 more workers commute into the Lehigh Valley than leave it for work each day. That's an about-face from just five years ago when the region was a net exporter of nearly 4,000 workers a day.

More jobs and more people equal more needs, more refinement to our systems and the greater need for collaboration, coordination and management. It's not enough to review a land development, for a local government to sign off on it and for everyone to move on.

Development adds in every context. How developments relate to each other is critical and this happens over time and changes over time.

Yes, I'm worried about how we'll afford all these infrastructure upgrades, but I'm also confident we'll tackle this because we have lots of experience. The growth we're about to see looks a lot like what we've been doing for more than a half-century. We've added 240,000 people since 1970. That's like adding another Allentown, Bethlehem, Easton and Emmaus. Yet, we remain one of Pennsylvania's fastest growing regions — and in my view, one of the nation's most livable areas.

If we plan with the same resolve that made this region what it is today, the Lehigh Valley's next chapter can be its most promising.

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