



Lehigh Valley Planning Commission

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Executive Director

TRANSPORTATION PLANNING COMMITTEE MEETING

Thursday, May 23, 2024 at 5:30 pm

AGENDA

THE MEETING CAN BE ACCESSED AT <https://tinyurl.com/LVPC2024> OR VIA PHONE 610-477-5793 Conf ID: 928 251 831#.

Roll Call

Courtesy of the Floor

Old Business

- 1. *INFORMATION ITEM*: DRAFT 2025-2028 Transportation Improvement Program (TIP) Public Meeting (BD, HM)
 - a. <https://lvpc.org/transportation-plans-1>

New Business

- 1. *INFORMATION ITEM*: Transportation Alternatives Set-Aside (TASA) Awards (BD)

Monthly Status Reports

- 1. Multimodal Transportation Fund (MTF) and Transportation Alternatives Set Aside (TASA) Project Status Report (BD)
- 2. Monthly Traffic Count Report (BH)
- 3. Lehigh Valley Passenger Rail Analysis (BB)
- 4. Eastern Pennsylvania Freight Alliance Freight Infrastructure Plan (BB)
- 5. Vision Zero Application (BD)

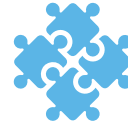
Next Transportation Committee Meeting:

June 27, 2024 at 5:30 pm

TRANSPORTATION IMPROVEMENT PROGRAM SUMMARY



Draft 2025-2028



COMMITTEE MEMBERS

Lehigh Valley Transportation Study Coordinating Committee

Richard Molchany | Chair

David Hopkins | Vice Chair

Becky Bradley, AICP | Secretary

Matthew Tuerk

David Petrik (Alt.)

J. William Reynolds

Michael Alkhal (Alt.)

Lamont McClure, Jr.

Owen O'Neil

Thomas Stoudt

Jim Mosca

Lehigh Valley Transportation Study Technical Committee

Brendan Cotter | Chair

Ryan Meyer | Vice Chair

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Matthew Tuerk

David Petrik (Alt.)

J. William Reynolds

Darlene Heller (Alt.)

Salvatore J. Panto, Jr.

David Hopkins (Alt.)

Jennifer Ruth

David Alas



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Spanish:

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Arabic:

نين اووقلاو نين اووقلاو اقفو ،بلطلا دنع ىرخا لالكشرا يف عحاتم قوقىثولا مده
دادعتسا ىلع (LVPC) ىلاف ياه ىل قوطنمل طيطختلا نجل .قيراسلا نىلاردىفل
بلطلا ىلع ءانب ءىوفشلا و ا قيرىرحتلا تم جرتلاب قوقعتملا تامدخلا رىفوتل
"610-264-4544 مقرلا ىلع نجللاب لاصتالا ىجرى ،تامول عملا نم ديزم ىلع لوصحلل

Vietnamese:

Chúng tôi có thể cung cấp tài liệu này theo các định dạng khác nếu quý vị yêu cầu, chiếu theo luật hiện hành của tiểu bang và liên bang. LVPC sẽ cung cấp các dịch vụ thông dịch và chuyển ngữ tài liệu khi có yêu cầu. Để biết thêm thông tin, vui lòng gọi LVPC tại số 610-264-4544.



INTRODUCTION

What is the Transportation Improvement Program?

The Transportation Improvement Program (TIP) is the Lehigh Valley’s four-year plan to maintain and enhance the transportation system in Lehigh and Northampton counties. It is updated every two years, and this update is just one part of an overall plan to create a seamless network where roads, trails, sidewalks, technology and transit connect everyone to every place. The TIP is critical to the economic and social future of the region, targeting infrastructure investments that support a vibrant, inclusive, resilient and growing Lehigh Valley.

The TIP and the overall plan are administered by the Lehigh Valley Transportation Study (LVTS), the federally designated Metropolitan Planning Organization (MPO) for Lehigh and Northampton counties. As the MPO, the LVTS completes and implements two major foundational planning products, along with additional plans, studies and report. All of this work is done with the input of local officials, transportation agencies and the public. This is achieved through collaboration and meetings of the LVTS Technical and Coordinating Committees. The planning products are:

- **The Long-Range Transportation Plan – *FutureLV: The Regional Plan***

FutureLV sets the vision and direction to carry the Lehigh Valley to 2050 and beyond. It provides a blueprint for managing future growth, making the most of our assets and creating a Lehigh Valley where everyone has access to health, opportunity and a livable neighborhood. A key component of *FutureLV* maps out a 25-year plan to maintain and enhance the transportation network. This 25-year plan is the result of the Transportation Needs Assessment community engagement campaign, which included 30 public meetings around the region and more than 1,000 responses to a survey on transportation policy priorities.

- **The Transportation Improvement Program (TIP)**

The TIP covers the most current four-year period of the Long-Range Transportation plan and is the means by which funds are allocated to regional transportation projects. As part of implementing these plans, the LVTS is responsible for developing and updating the TIP to meet federal planning requirements and address local needs.

“The TIP is the fiscally constrained, high priority list for a four-year program of Highway, Bridge, Transit and Multimodal projects, all proposed to be implemented with federal dollars.”

Federal Regulations Require That The TIP Shall:

- 3 YEARS** Cover a period of at least three years
- Consist of projects from *FutureLV: The Regional Plan*, the locally developed transportation plan 
-  Reflect the area’s transportation needs and priorities
- Include realistic cost and revenue estimates for all projects 
-  Include all highway, bridge and transit projects to be funded with federal money

How is the Budget Created?

The budget starts when the U.S. Department of Transportation (USDOT) determines how much transportation money each state will receive, and each state is required to provide a roughly 20% match. Based on that, representatives from Pennsylvania MPOs and Rural Planning Organizations (RPOs), join representatives from the Federal Highway Administration (FHWA) and PennDOT to form the Financial Guidance Work Group. The Work Group meets for nearly a year to agree on the funding formulas that dictate what money goes to each MPO and RPO. Based on federal guidelines, the money is allocated to a long list of project types — such as roads, bridges or carbon reduction — the money must be spent in its assigned type. Bridge money, for example, cannot be spent on roads.

In addition to the money based on decisions by the Finance Guidance Work Group, other TIP funding can come from Discretionary Federal Funds, and those can include competitive grants. These funds are awarded and allocated through the Federal Discretionary Programs. For example, in this region, the Lehigh Valley International Airport was awarded over \$40 million from the Nationally Significant Multimodal Freight & Highway Projects Program (INFRA) Grant for its Northside Logistics and Cargo Complex. These large awards help bring millions of dollars of investment into the Lehigh Valley that were not already allocated by state or federal funding sources.

There are also certain projects and programs managed at the state level such as the Interstate Highway Program for projects that are funded from the state that are also monitored and reported on by but not controlled by the LVTS.

Finally, when money is saved on federally funded projects, that savings can be redistributed to other projects where it's needed, in some cases in other regions.

Once the budget is known, LVTS begins the detailed project section process.

Defining Megaprojects

With more and more larger projects being submitted to *FutureLV*, the long-range transportation plan (LRTP) and TIP, there is a new type of project being seen. These projects are called “Megaprojects”. These “Megaprojects” are very large, high cost and carry over multiple TIP cycles.

Managing the flow of money and project schedule to keep all projects, regardless of size, moving is a goal of every TIP. This funding strategy addresses high-priority transportation needs and is designed to promote a modern, efficient, resilient and equitable transportation network.

On the draft 2025-2028 Highway and Bridge TIP, we have three “Megaprojects,” defined as those with \$50 million or more programmed over four-year program between 2025-2028.

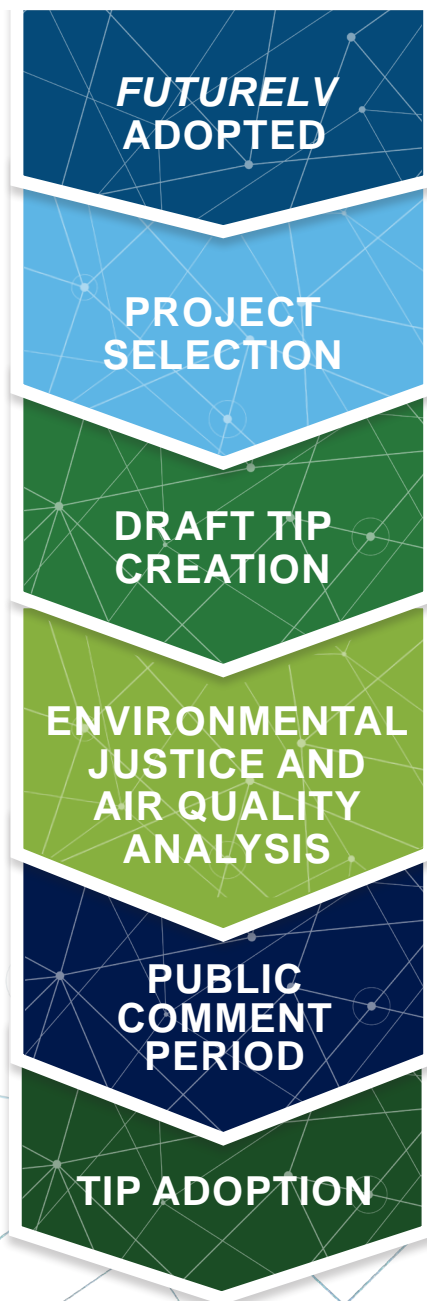
The three projects with over \$50 million programmed are:

- Route 309 and Center Valley Interchange | **\$57 Million**
- Route 378, Hill-to-Hill Bridge over the Lehigh River | **\$56 Million**
- Route 309 and Tilghman Street Interchange | **\$54 Million**

Two other projects have over \$10 million programmed:

- Route 22 & Fullerton Interchange | **\$17.6 Million**
- Route 145, MacArthur Rd over the Jordan Creek | **\$12.7 Million**

It's important to keep in mind that this list of megaprojects only calculates funds programmed from 2025-2028 and excludes projects on the LANTA & Interstate TIPs. The total cost of the above projects will likely be more than the values listed above, because the project timeline is often longer than the four-year TIP period.

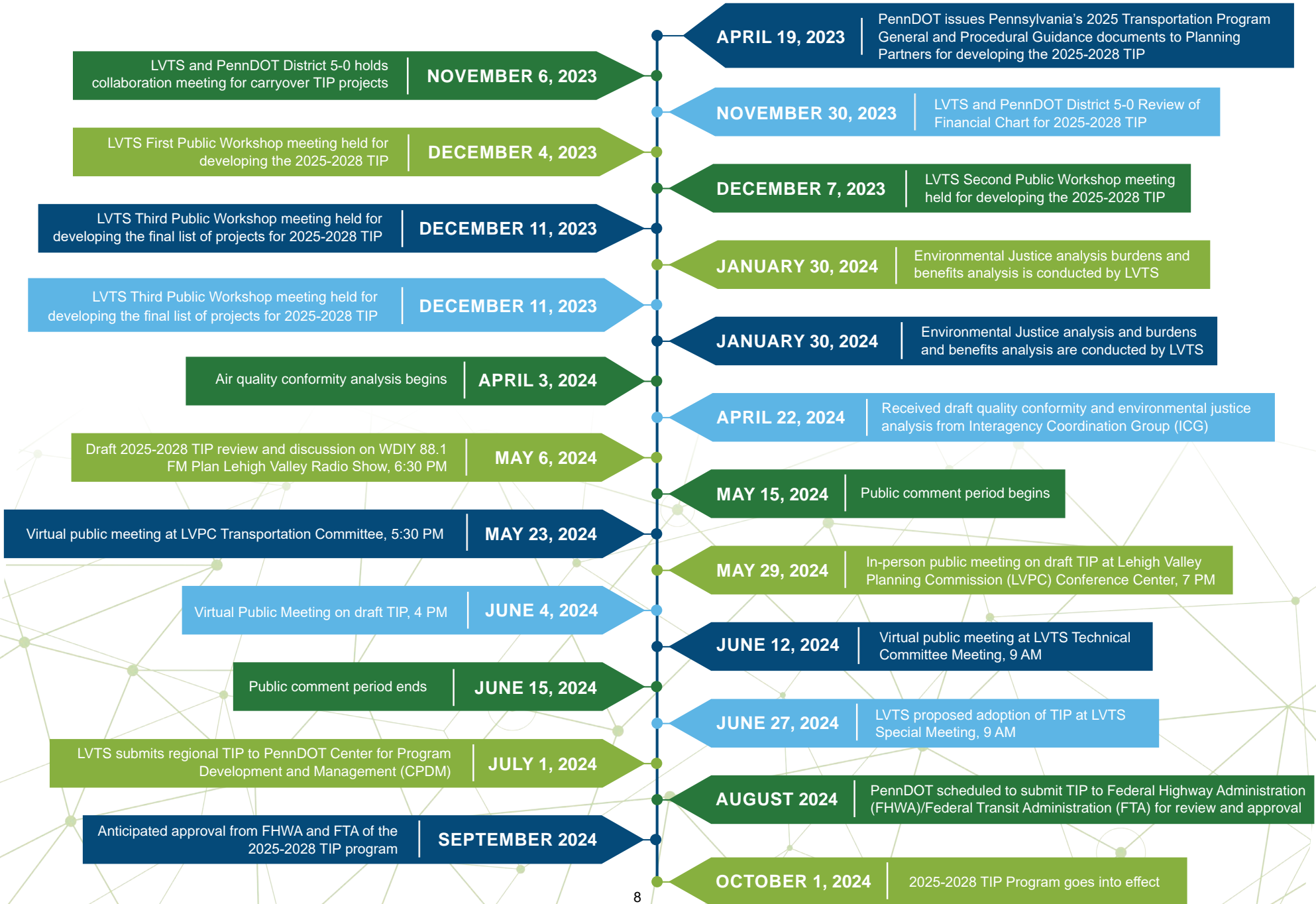


These project selection steps were implemented for the current *FutureLV: The Regional Plan*:

- 1. Transportation Needs Assessment** — Data and predictive modeling, from accident and serious injury locations to congested corridors and areas of increasing development to evolving commuter and freight movements, are some of the over 100 measures that are utilized to understand current and changing needs in the transportation system. In addition to these quantitative measures, an open call for LRTP projects went out to the public and municipalities requesting federally eligible projects between February 27, 2023 and March 27, 2023. The transportation needs assessment also utilized 30+ public meetings with municipalities as well as more than 1,000 responses to a regionwide survey on transportation policy priorities.
- 2. Project Selection** — The LVTS evaluated, using more than 120 data sets, ranked and selected qualified projects that were consistent with federal, state and regional requirements and priorities and added qualified projects that could not be funded to the unmet needs lists of projects to be considered for future funding.
- 3. Adoption** — The 2024-2050 list of Long-Range Transportation Plan projects was adopted by LVTS on October 18, 2023 and forwarded to PennDOT and USDOT for conformance.
- 4. TIP Management** — The four-year TIP is a constantly evolving program that changes as project costs and schedules adjust. By federal statute, the program is what's known as "fiscally constrained", which means that the total cost of the projects on the TIP cannot exceed the money expected to be received by the LVTS. When costs increase for one project, the money often must come from another, just as savings on a particular project can be moved into one that needs more money. Managing the flow of money is equally as important as managing the project schedule. This funding strategy addresses high-priority transportation needs and is designed to promote a modern, efficient transportation network.



TIP DEVELOPMENT TIMELINE





COMMUNITY OBJECTIVES

How Projects are Selected

Project selection for the 2025-2028 Transportation Improvement Program (TIP) adheres to state and federal guidelines, aligning with the goals of traffic safety, air quality, environmental justice, and *FutureLV: The Regional Plan* and its LRTP. This meticulous process aims to create an efficient, sustainable, and equitable transportation network, addressing the needs of Justice40/Environmental Justice Communities.

Projects included in *FutureLV* were requested through the Transportation Needs Assessment. Public meetings with municipalities, PennDOT, Lehigh and Northampton Transportation Authority (LANTA), Lehigh-Northampton Airport Authority (LNAA), non-profit partners and the general community were held to provide information on the update to the LRTP, and also served as listening sessions to gather information on potential projects for inclusion in the plan. Staff sat down with partners to ensure accurate data gathering on the specifics of each project proposed or renewed from the 2019 list, as some municipalities and other partners do not have the capacity to hire staff or consultants to complete lengthy applications for project inclusion in the LRTP.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) establish performance measures that set benchmarks for safety, infrastructure integrity, congestion reduction, economic growth, and emission reductions through the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. MPOs set regional performance targets, while the PennDOT sets statewide targets, guiding projects to contribute meaningfully to these objectives.

Central to project selection is the alignment with *FutureLV's* Centers and Corridors concept, which focuses on redevelopment, reuse, and new construction within 57 economic and housing activity centers across the Lehigh Valley. Projects must be identified in the *FutureLV: Long Range Transportation Plan* for TIP eligibility, selected based on their potential to enhance safety, reduce congestion, improve asset conditions, and extend infrastructure lifecycles.

The LRTP is updated every four years, with the TIP refreshed biennially, allowing for the integration of new projects. This dynamic planning framework ensures the Lehigh Valley's transportation network meets evolving needs through rigorous planning and federal compliance, advancing a system that is safer, more efficient and environmentally sustainable.

Performance-Based Planning

The 2025-2028 TIP is based on three federally set performance measures which set goals and targets for the Performance Based Planning and Programming approach used by the Lehigh Valley Transportation Study (LVTS) and its planning partners. The performance measures are designed to reduce injuries, save lives and better manage maintenance of the region's transportation network.

The three Performance Measures are:

Safety Performance Measures (PM1)

Five safety performance targets have been established and are updated annually. The measures are based on crashes that result in fatal and/or serious injuries. The targets assist the LVTS and PennDOT in addressing areas of concern for fatalities and serious injury.

Safety Performance Measures:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled
- Number of non-motorized fatalities and serious injuries

Pavement/Bridge Performance Measures (PM2)

The Pavement/Bridge Performance Measures (PM2) apply to both pavement and bridge condition and are only applicable to the National Highway System (NHS). Conditions are rated as either Good or Poor and provide targets that are consistent with PennDOT's asset management objectives of maintaining the system in the state of good repair, managing to lowest life cycle costs, and achieving national and state transportation goals.

System Performance Measures (PM3)

The System Performance Measures (PM3) are six measures which assess performance of the National Highway System (NHS), Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The LVTS and PennDOT continue their efforts to ensure the TIP and the LRTP are developed and managed to support progress toward the achievement of the statewide system performance targets.

System Performance Measures:

- Interstate Reliability
- Non-Interstate National Highway System Reliability
- Truck Reliability Index
- Annual Peak Hours Excessive Delay Hours Per Capita
- Percentage Non-Single Occupied Vehicle Travel
- Vehicle Emission Targets

The goal of the Performance Measures is to collect data and target transportation investments to improve the system with the end result of a project selection process rooted in data and analysis to enhance transportation system performance.

Environmental Justice



Transportation is a crucial link to ensuring opportunity for all, by connecting us to daily needs such as jobs, schools, housing and health care. Transportation investment and policy choices — what we build and repair, where we put it, who builds it, how we operate it and what energy powers it — have an enormous impact on our economy, our climate and our health. These decisions should be designed to strengthen a region where all people can participate and prosper.

“Environmental Justice” aims to provide transportation equity through the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin or educational level. Fair treatment in this context means that no population is forced to bear a disproportionate burden of negative health and environmental impacts, including social and economic effects resulting from transportation decisions, programs and policies. The TIP aligns with the federal Justice40 Initiative, created to confront, and address decades of underinvestment in disadvantaged communities through bringing resources to communities most impacted by climate change, pollution, and environmental hazards.

Projects included in the 2025-2028 TIP are selected from the projects within the Long-Range Transportation Plan of *FutureLV: The Regional Plan*, and underwent a

rigorous selection process. In each TIP cycle, projects are analyzed to identify adverse effects on low-income populations and people of color. *FutureLV* recognizes that infrastructure investments can facilitate inclusive prosperity, redress past harms and advance the region’s climate goals. For example, poor roads can damage cars and leave drivers paying for the added expense of repairs. Having public transportation lines nearby can significantly raise property values. Bridges in a state of good condition can provide underserved communities with more job opportunities and access to different services.

“Transportation is a crucial link to ensuring opportunity for all, by connecting us to daily needs such as jobs, schools, housing and health care.”

One key project in the 2025-2028 TIP exemplifies these goals:

LANTA Enhanced Bus Service - The LANTA Enhanced Bus Service (EBS) is transit that provides fast, frequent and comfortable service along a dedicated transit line or corridor, providing most of the features of a light rail line without the expensive costs of rail. The LANTA EBS increases transportation opportunities for communities through the core urban areas of Allentown, Bethlehem and Easton, to shopping and employment opportunities in Whitehall Township and emerging jobs centers in Trexlertown. EBS also strengthens the local economy by reducing the burden of travel time and cost for transit riders, and having transit service nearby can increase property values.



Air Quality



Every project on the TIP must meet federal air quality conformity standards through travel demand modeling with the overall goal to reduce vehicle emissions to improve air quality.

Clean air is a fundamental right provided by the Pennsylvania Constitution, Section 27: “The people have a right to clean air, pure water, and to the preservation of the natural, scenic, historic and esthetic values of the environment.” At the national and state level, the importance of air quality issues can be seen in the addition of new programs in the Infrastructure Investment and Jobs Act (IIJA), such as the Carbon Reduction Program and the National Electric Vehicle Program. Both programs seek to provide additional funds to states to invest in projects that help to reduce transportation related emissions.

On a regional scale, *FutureLV: The Regional Plan*, along with several other plans by the Lehigh Valley Planning Commission and LVTS, addresses air quality through climate change policies and actions as documented in A Regional Climate Action Assessment.

As part of the TIP process, the LVPC is required to perform travel forecasting to determine transportation network demand and its impact on air quality. The evaluation is designed to ensure that federal funding goes to projects that are consistent with air quality standards, specifically the National Ambient Air Quality Standards (NAAQS) for Eight-Hour Ozone (2008) and the 24-hour Particulate Matter 2.5 (2006). As required by the Clean Air Act, the Environmental Protection Agency sets standards for pollutants considered harmful to public health and the environment. An area that does not meet the primary or secondary NAAQS is designated as a nonattainment area. Once a nonattainment area meets the standards and additional redesignation requirements in the Clean Air Act, the Environmental Protection Agency will designate the area as a maintenance area. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

“Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.”

Alongside the 2025-2028 TIP, the LVPC has completed a Priority Climate Action Plan (PCAP) in accordance with the EPA’s Carbon Reduction Program (CRP). The PCAP focuses on Transportation Decarbonization and the reduction of Greenhouse Gases (GHG) in the Lehigh Valley, from one of the largest contributors of GHGs in the country, cars and trucks. The LVPC will utilize the PCAP to pursue funding for the region through programs such as the Climate Pollution Reduction Grant (CPRG). This funding can be used in conjunction with TIP funds to complete important projects around the region, help improve Air Quality and bring the Lehigh Valley into a more sustainable future.

The PCAP sets measures to help with decarbonization efforts, one of the measures is the implementation of green infrastructure. This measure includes phasing, starting with landscaping retrofits of approximately 522 acres along Route 22 and expanding to other major corridors, such as Routes 33 and 378. Integrating carbon sequestration into transportation infrastructure signifies a revolutionary step in environmental management. It involves capturing atmospheric CO₂ and storing it in a manner that prevents it from contributing to global warming. This can be achieved through various methods, such as using carbon-absorbing materials in road construction, urban greening along transportation corridors and integrating biochar in landscaping. By implementing these techniques, the LVPC aims to create a transportation network that facilitates movement and actively contributes to the reduction of greenhouse gases.





Lehigh Valley Transportation Study



PUBLIC PARTICIPATION

Public participation is a key element of transportation planning, and it is essential to TIP development. Founded in both a federal requirement for compliance with Title VI of the Civil Rights Act and a local commitment to equitable access to the planning process, the LVTS' newly adopted Public Participation Plan specifically outlines the requirements for public participation efforts for the TIP and other major plans and processes. The draft 2025-2028 TIP will be available for a 30-day public review and comment period starting April 27, 2024, and closing on May 27, 2024.

LVTS will distribute hard copies of the Draft TIP at the following locations:

- Pennsylvania Department of Transportation, District 5-0, 1002 Hamilton Street, Allentown, PA 18102
- Lehigh and Northampton Transportation Authority (LANTA), 1060 Lehigh Street, Allentown, PA 18103
- Allentown Public Library, 1210 Hamilton Street, Allentown, PA 18102
- Bethlehem Public Library, 11 West Church Street, Bethlehem, PA 18018
- Easton Public Library, 515 Church Street, Easton, PA 18045
- Lehigh Valley Planning Commission, 615 Waterfront Drive, Suite 201, Allentown, PA 18102

A digital copy will be available at www.lvpc.org. The LVPC website will be regularly updated.

All locations where physical copies of the Draft 2025-2028 TIP are available are accessible by vehicle, transit, bicycle and pedestrian modes of transportation. All locations are compliant with the Americans with Disabilities Act.

Comments on the TIP can also be made during these public meetings:

- **May 23, 2024 | 5:30 PM** – Virtual public meeting during LVPC Transportation Committee, www.tinyurl.com/LVPC2024 or by phone at 610-477-5793 ID: 928 251 831#
- **May 29, 2024 | 7 PM** – In-person public meeting on draft TIP at LVPC Conference Center
- **June 4, 2024 | 4 PM** – Virtual public meeting on draft TIP, <http://tinyurl.com/LVTIP2024> or by phone at +1 610-477-5793 Conference ID: 296 071 121#
- **June 12, 2024 | 9 AM** – Virtual public meeting at LVTS Technical Committee Meeting, www.tinyurl.com/LVTS2024 or by phone at 610-477-5793 ID: 626 887 082#

Comments may be sent to the Lehigh Valley Planning Commission, 615 Waterfront Drive, Suite 201, Allentown, PA 18102 or submitted online at www.lvpc.org, by phone at 610-264-4544 or by email at planning@lvpc.org.

LVTS is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations and policies. The meeting locations are accessible to persons with disabilities. With at least four days advanced notification, accommodations may be provided for those with special needs related to language, sight or hearing. If you have a request for a special need, wish to file a complaint or desire additional information, please contact Hannah Milagio at (610) 264-4544 or planning@lvpc.org.

Fiscal Constraint

Roughly 80% of TIP funding comes through the United States Department of Transportation (USDOT) with the remaining 20% coming from Pennsylvania Department of Transportation (PennDOT) and/or local sources. The amount the Lehigh Valley gets is primarily set by PennDOT and USDOT based on population, vehicle miles traveled and need among other federally designated factors such as Performance Based Planning and Transportation Performance Management (TPM). Through these methods and the use of measures, MPOs monitor the achievement of goals for safety, infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, and environmental sustainability. Once the amount is set, the LVTS works to develop a program designed to serve the region's needs, while following the policies of *FutureLV* and federal regulatory requirements. The need is always greater than the money available and the TIP, by federal law, can only budget money that is reasonably expected to come to the region. The TIP is regulated under the United States Code 49 U.S.C. 5303(j) and authorized under the Infrastructure Investment and Jobs Act (IIJA).

The Transportation Improvement Program for the Lehigh Valley is funded with federal, state and local money, and the amount is based on financial guidance provided by the Pennsylvania Department of Transportation. For the 2025-2028 TIP, that guidance allocated \$557,666,586 to the region. In addition to that regional allocation, the Lehigh Valley MPO also receives state, federal and local money that includes grant funding. For this TIP, that amounts to another \$75,275,727, for a total TIP value of \$632,872,313.

**Regional Fiscally-
Constrained Budget**

\$557,666,586

**Additional
Transportation Funds**

\$75,275,727

Fiscal Constraint Chart

FFY = Federal Fiscal Year	FFY 2025		FFY 2026		FFY 2027		FFY 2028	
Fund Type	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
National Highway Performance Program (NHPP)	\$ 17,230,000	\$ 17,230,000	\$ 16,275,000	\$ 16,275,000	\$ 14,409,000	\$ 14,409,000	\$ 13,019,000	\$ 13,019,000
Surface Transportation Prog-Flexible (STP)	\$ 7,001,000	\$ 7,001,000	\$ 7,207,000	\$ 7,207,000	\$ 7,204,000	\$ 7,204,000	\$ 7,202,000	\$ 7,202,000
State Highway Construction (581)	\$ 12,422,000	\$ 12,422,000	\$ 13,952,000	\$ 13,952,000	\$ 15,768,000	\$ 15,768,000	\$ 17,297,000	\$ 17,297,000
State Bridge Construction (185/183)	\$ 8,570,000	\$ 8,570,000	\$ 8,567,000	\$ 8,567,000	\$ 8,418,000	\$ 8,418,000	\$ 8,415,000	\$ 8,415,000
Bridge Off System (BOF)	\$ 5,585,000	\$ 5,585,000	\$ 5,585,000	\$ 5,585,000	\$ 5,585,000	\$ 5,585,000	\$ 5,585,000	\$ 5,585,000
Highway Safety Improvement Program (HSIP)	\$ 5,054,000	\$ 5,054,000	\$ 5,236,000	\$ 5,236,000	\$ 5,236,000	\$ 5,236,000	\$ 5,236,000	\$ 5,236,000
Congestion Mitigation/Air Quality (CMAQ)	\$ 6,844,000	\$ 6,844,000	\$ 7,014,000	\$ 7,014,000	\$ 7,014,000	\$ 7,014,000	\$ 7,014,000	\$ 7,014,000
Transportation Alternatives Program Urban (TAU)	\$ 1,268,000	\$ 1,268,000	\$ 1,295,000	\$ 1,295,000	\$ 1,295,000	\$ 1,295,000	\$ 1,295,000	\$ 1,295,000
Surface Transportation Urban (STU)	\$ 13,596,000	\$ 13,596,000	\$ 13,868,000	\$ 13,868,000	\$ 13,868,000	\$ 13,868,000	\$ 13,868,000	\$ 13,868,000
Bridge Investment Program (BRIP)	\$ 8,494,000	\$ 8,494,000	\$ 8,494,000	\$ 8,494,000	\$ 8,494,000	\$ 8,494,000	\$ 8,494,000	\$ 8,494,000
Railroad Crossing (RRX)	\$ -	\$ -	\$ -	\$ 632,000	\$ -	\$ 784,109	\$ -	\$ 770,200
Carbon Reduction Program (CRP)	\$ 572,000	\$ 572,000	\$ 593,000	\$ 593,000	\$ 593,000	\$ 593,000	\$ 593,000	\$ 593,000
Carbon Reduction Program Urban (CRPU)	\$ 1,594,000	\$ 1,594,000	\$ 1,626,000	\$ 1,626,000	\$ 1,626,000	\$ 1,626,000	\$ 1,626,000	\$ 1,626,000
TOTAL	\$ 88,230,000	\$ 88,230,000	\$ 89,712,000	\$ 90,344,000	\$ 89,510,000	\$ 90,294,109	\$ 89,644,000	\$ 90,414,200

In addition to the budget provided by the 2025 Pennsylvania Financial Guidance for the Lehigh Valley, additional financial resources have been received within the 2025-2028 TIP. The source of these additional funds can be from reallocation of resources across the Commonwealth to adjust projects that are progressing faster, slower, paused or have come in under initial programmed budgets for the phases of work. Additional funding can also be achieved for projects through various competitive grants and

discretionary funding for projects that have been awarded or designated to a specific project. These additional funds require regulatory reporting which can be achieved through TIP monitoring and reporting. There are also certain projects and programs managed at the state level such as the Interstate Highway Program for projects that are funded from the state that are also monitored and reported on by the Lehigh Valley Transportation Study.



TRANSPORTATION IMPROVEMENT PROGRAM

2025-2028 PROJECTS



\$632,872,313

2025-2028 TOTAL TIP INVESTMENT



\$144,881,913

Bridges



\$188,384,485

Transit



\$132,725,475

Roadway Expansion



\$15,921,722

Planning +
Research



\$80,428,727

Multimodal



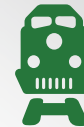
\$23,411,203

Road



\$45,002,479

Roadway Reconstruction,
Modernization
and Automation



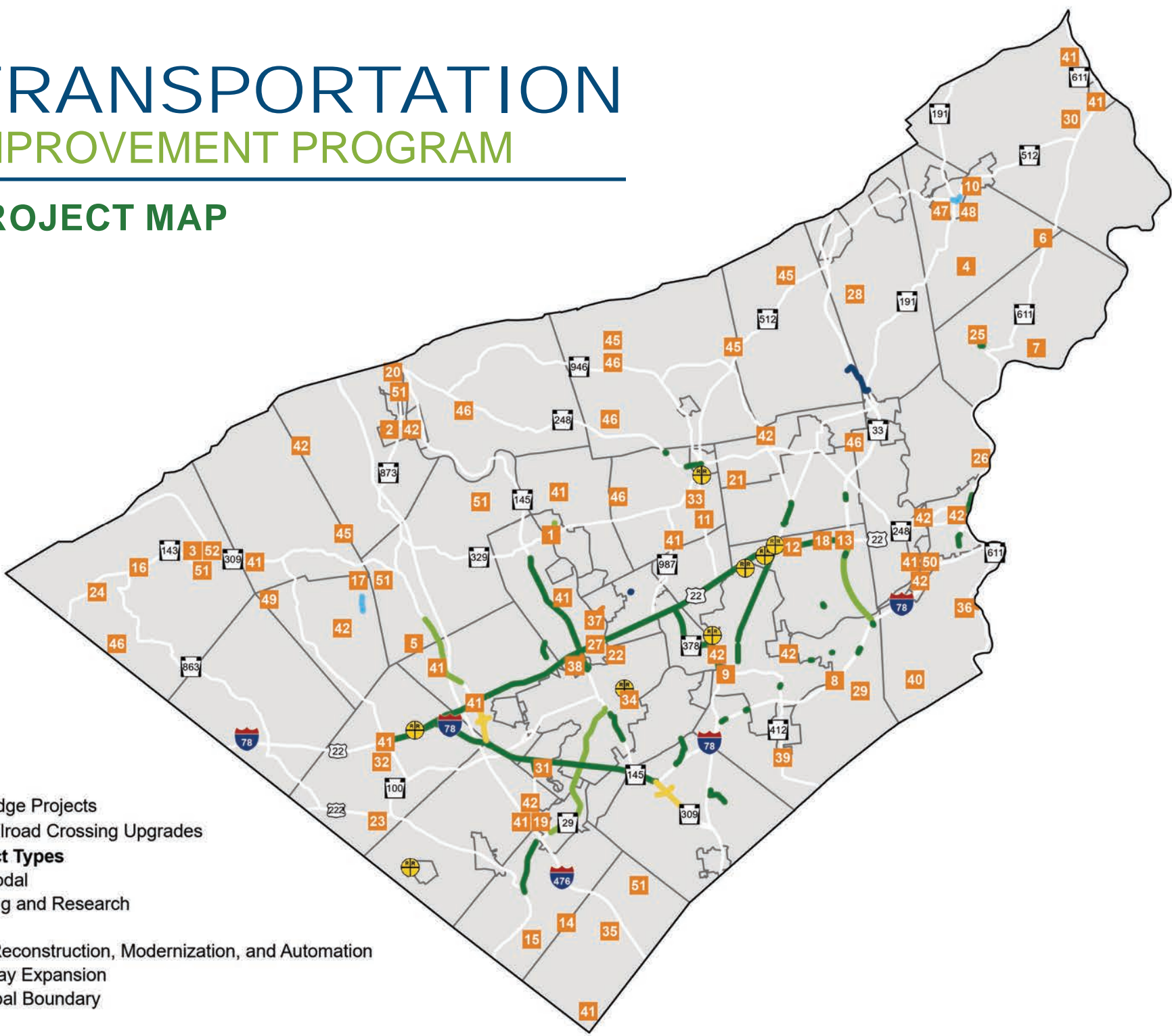
\$2,186,309

Railroad
Crossings

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT MAP

- TIP Bridge Projects
- 🚧 TIP Railroad Crossing Upgrades
- TIP Project Types**
- Multimodal
- Planning and Research
- Road
- Road Reconstruction, Modernization, and Automation
- Roadway Expansion
- Municipal Boundary



MULTIMODAL

\$80,428,727

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
6	Transportation Alternatives Set-Aside Program Reserve Line Item: For projects defined as transportation alternatives such as pedestrian and bicycle facilities, infrastructure projects that enhance mobility, community streetscape improvement activities, environmental mitigation, recreational trail projects, and safe routes to school projects	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	205
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 940,982	\$ 1,295,000	\$ 1,295,000	\$ 1,295,000	\$ 4,825,982	
				TOTAL	\$ 940,982	\$ 1,295,000	\$ 1,295,000	\$ 1,295,000	\$ 4,825,982	
7	Two Rivers Trail Gap 9A: Construction of a pedestrian trail along Route 33 from Sullivan Trail to Henry Road	N	Bushkill Township and Plainfield Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	205
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 327,018	\$ -	\$ -	\$ -	\$ 327,018	
				TOTAL	\$ 327,018	\$ -	\$ -	\$ -	\$ 327,018	
8	Lehigh-Northampton Airport Authority Infrastructure for Rebuilding America (INFRA) Grant: Construction of the Lehigh Valley International Airport Northside Logistics & Cargo Complex	N	Hanover Township (LC)	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	N/A
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 75,275,727	\$ -	\$ -	\$ -	\$ 75,275,727	
				TOTAL	\$ 75,275,727	\$ -	\$ -	\$ -	\$ 75,275,727	

Y means the project is air quality significant and required modeling to determine its impact.

PLANNING + RESEARCH

\$15,851,722

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
10	Traffic Review Assist: Consulting staffing technical review assistance for traffic unit	N	Regionwide	Preliminary Engineering	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	215
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	
11	In-House GeoTechnical Assistance: Geological Technical Assistance with retaining walls, noise wall, slopes, sink holes and geohazards, etc. related to construction projects	N	Regionwide	Preliminary Engineering	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	215
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	
12	In-House Bridge Design Assistance: Bridge review for planning and technical study	N	Regionwide	Preliminary Engineering	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	215
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	
13	Transportation Improvement Project Construction Assistance: Consultant assistance for the inspection and/or oversight of construction projects. These include highway, bridge and transportation alternative projects within the Lehigh Valley Transportation Study Region	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	215
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 300,000	
				TOTAL	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 300,000	
14	Construction Assistance: Consultant assistance for inspection and/or oversight of highway, bridge and transportation alternative projects	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	215
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	
				TOTAL	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	

Y means the project is air quality significant and required modeling to determine its impact.

PLANNING + RESEARCH

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
15	Delivery Consultant Assistance: Consultant assistance for design aspects of project delivery, including highway, bridge and transportation alternative projects	N	Regionwide	Preliminary Engineering	\$ 2,000,000	\$ 750,000	\$ 1,000,000	\$ 1,000,000	\$ 4,750,000	215
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 2,000,000	\$ 750,000	\$ 1,000,000	\$ 1,000,000	\$ 4,750,000	
16	Transportation Enhancement/Alternative Projects: Consultant contract to assist local sponsors in guiding approved transportation enhancement/alternative projects	N	Regionwide	Preliminary Engineering	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 300,000	215
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 300,000	
18	Route 512 Bangor Borough Study: Traffic management study for the corridor through Bangor Borough to improve safety and efficiency of transportation infrastructure	N	Bangor Borough	Study	\$ -	\$ 212,180	\$ -	\$ -	\$ 212,180	215
				Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL	\$ -	\$ 212,180	\$ -	\$ -	\$ 212,180					
19	LVTS Highway And Bridge Line Item: Contingency reserve funds for unexpected or unanticipated costs related to highway and bridge projects	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	N/A
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 970,244	\$ 865,216	\$ 1,646,983	\$ 3,749,825	\$ 7,232,268	
				TOTAL	\$ 970,244	\$ 865,216	\$ 1,646,983	\$ 3,749,825	\$ 7,232,268	

PLANNING + RESEARCH

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
20	LVTS Safety Line Item: Undedicated safety funds to address various safety improvements not anticipated or incurred from various safety projects	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	179
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 314,095	\$ 5,287	\$ 96,000	\$ 963,687	\$ 1,379,069	
				TOTAL	\$ 314,095	\$ 5,287	\$ 96,000	\$ 963,687	\$ 1,379,069	
21	LVTS Congestion Mitigation and Air Quality Reserve / Corridor Signal Improvement Line Item: Undedicated air quality funds to address various safety improvements not anticipated or incurred from various safety project	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	179
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 713,820	\$ 26,820	\$ 74,000	\$ 63,565	\$ 878,205	
				TOTAL	\$ 713,820	\$ 26,820	\$ 74,000	\$ 63,565	\$ 878,205	

ROAD

\$23,411,203

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
22	Environmental Impacts Resolution Line Item: For monitoring, maintenance and repairs of constructed wetlands and Municipal Separate Storm Sewer System (MS4) requirements of the Environmental Protection Agency on approved highway and bridge projects, as well as identifying sites for environmental mitigation	N	Regionwide	Preliminary Engineering	\$ 150,100	\$ 150,100	\$ 150,100	\$ 150,100	\$ 600,400	169
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 150,100	\$ 150,100	\$ 150,100	\$ 150,100	\$ 600,400	
23	Route 309 Resurface: From Walbert Avenue to Shankweiler Road, mill and overlay, concrete patching, guiderail upgrades and movement markings. Reconstruction of the Orefield Road (Route 2005) intersection to accommodate truck turning movements and signal replacement	N	North Whitehall Township and South Whitehall Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	169
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 4,000,000	\$ 5,785,000	\$ -	\$ -	\$ 9,785,000	
				TOTAL	\$ 4,000,000	\$ 5,785,000	\$ -	\$ -	\$ 9,785,000	
24	Lehigh Street Betterment: Resurface Lehigh Street (Route 2005) from Route 29 to Route 145	N	Emmaus Borough and City of Allentown	Preliminary Engineering	\$ 463,500	\$ -	\$ -	\$ -	\$ 463,500	168
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ 21,218	\$ -	\$ -	\$ 21,218	
				Utility Relocation	\$ -	\$ -	\$ 54,635	\$ -	\$ 54,635	
				Construction	\$ -	\$ -	\$ 1,250,000	\$ 2,500,000	\$ 3,750,000	
				TOTAL	\$ 463,500	\$ 21,218	\$ 1,304,635	\$ 2,500,000	\$ 4,289,353	
25	State Route 33 Resurfacing: Resurfacing of Route 33 from I-78 to Route 22	N	Bethlehem Township and Lower Saucon Township	Preliminary Engineering	\$ 25,750	\$ -	\$ -	\$ -	\$ 25,750	168
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ 8,000,000	\$ -	\$ 8,000,000	
				TOTAL	\$ 25,750	\$ -	\$ 8,000,000	\$ -	\$ 8,025,750	
26	Resurfacing Main Street (Route 4003): Resurface Main Street from 21 st Street to Cherryville Road	N	Northampton Borough	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	175
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 350,000	\$ 360,700	\$ -	\$ -	\$ 710,700	
				TOTAL	\$ 350,000	\$ 360,700	\$ -	\$ -	\$ 710,700	

Y means the project is air quality significant and required modeling to determine its impact.

ROAD RECONSTRUCTION, MODERNIZATION & AUTOMATION

\$45,002,479

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
27	Lehigh Valley Transportation Study Congestion Mitigation and Air Quality (CMAQ) Lehigh and Northampton Transportation Authority (LANTA) Flex Funding: Air Quality funding provided to the transit agency (LANTA) for projects to reduce congestion and improve air quality to improve transit operations and efficiency	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	179
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 1,960,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 3,400,000	
				TOTAL	\$ 1,960,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 3,400,000	
28	BPN - 4 Guide Rail Upgrades: Upgrade guiderail and end treatment at various locations, as appropriate	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	181
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	
				TOTAL	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	
29	Urban Reserve Line Item: Undedicated Urbanized Funding reserved for various projects with unanticipated costs in an urbanized area	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	179
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 1,678,920	\$ 1,777,900	\$ 1,878,064	\$ 2,213,825	\$ 7,548,709	
				TOTAL	\$ 1,678,920	\$ 1,777,900	\$ 1,878,064	\$ 2,213,825	\$ 7,548,709	
30	All Weather Pavement Markers: Installation of all weather pavement markings at various locations throughout the region	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	181
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ 800,000	
				TOTAL	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ 800,000	

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ROAD RECONSTRUCTION, MODERNIZATION & AUTOMATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
31	High Friction Surfaces: Installation of High-Friction Surface treatments at various locations	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	181
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ 353,750	\$ -	\$ 440,000	\$ -	\$ 793,750	
				TOTAL	\$ 353,750	\$ -	\$ 440,000	\$ -	\$ 793,750	
32	Freeway Service Patrol: Two roaming tow trucks to respond to incidents on Interstate 78 from Route 100 to the Route 309 split and Interstate 78/Route 22, from Route 100 to Route 33	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	179
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ 377,250	\$ 384,752	\$ 400,000	\$ 400,000	\$ 1,562,002	
				TOTAL	\$ 377,250	\$ 384,752	\$ 400,000	\$ 400,000	\$ 1,562,002	
33	Traffic Operation Center Operator: Funding for an operator in the Traffic Operations Center (TOC) in PennDOT District 5-0 for management coverage of Closed Circuit Television (CCTV) cameras, Dynamic Message Signs message boards and Highway Advisory Radio radio system	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	181
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	
				TOTAL	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	
34	Lehigh Valley Urban Intelligent Transportation System (ITS): Construction of upgrades and new installations of technology for traffic management	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	180
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
				TOTAL	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
35	Cedar Crest Signal Upgrade: Traffic Signal upgrades along the Cedar Crest Boulevard (Route 2005) corridor, between Fish Hatchery Road to Lincoln Avenue	Y	Salisbury Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	180
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
				TOTAL	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	

ROAD RECONSTRUCTION, MODERNIZATION & AUTOMATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
36	Shimersville Hill Safety Improvements: Add left turn lanes at the Route 100/ Route 29 intersection. Upgrade signals at Route 100/Route 29, St. Peters/Shimersville Road, Route 29/Buckeye Road, and Route 29/Colebrook Avenue/Ramer Road	Y	Upper Milford Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	180
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ 2,677,925	\$ 1,857,074	\$ 1,700,000	\$ 2,520,001		
				TOTAL	\$ 2,677,925	\$ 1,857,074	\$ 1,700,000	\$ 2,520,001	\$ 8,755,000	
37	Route 145 Safety Improvements: Safety improvements include milling, overlay, accessibility features, left turning lanes and access management on Fourth Street/Susquehanna Street (Route 145) from Emmaus Avenue to West Wyoming Street	Y	City of Allentown	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	180
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ 50,000	\$ -	\$ -	\$ -		
				TOTAL	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
38	MacArthur Road Signal Upgrade: Traffic signal upgrades along the MacArthur Road (Route 145) corridor, between 6 th Street and Chestnut Street	Y	City of Allentown and Whitehall Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	180
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ 20,000	\$ -	\$ -	\$ -		
				TOTAL	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000	
39	7th Street Multimodal Corridor: Improvements along 6 th Street including minor widening, the addition of a northbound right turn lane onto Route 145 and the addition of sidewalk. The traffic signal at 6 th Street/Route 145/Mickley Road will be updated to accommodate the proposed turning lanes	Y	Whitehall Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	180
				Final Design	\$ -	\$ 312,500	\$ 483,175	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ 109,270	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ -	\$ -	\$ -	\$ -		
				TOTAL	\$ -	\$ 312,500	\$ 592,445	\$ -	\$ 904,945	
40	Route 378 Lighting: Installation of lighting of Route 378 from the Hill-to-Hill Bridge to Route 22	N	City of Bethlehem	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	180
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ 21,218	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ 81,953	\$ -		
				Construction	\$ -	\$ -	\$ 1,000,000	\$ 912,225		
				TOTAL	\$ -	\$ 21,218	\$ 1,081,953	\$ 912,225	\$ 2,015,396	

ROAD RECONSTRUCTION, MODERNIZATION & AUTOMATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
41	Mauch Chunk Road Signal Upgrades: Improvements of the existing traffic signal operation at two intersections along Mauch Chunk Road (Route 1017) at Girard Avenue and Scherersville Road	Y	South Whitehall Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	180
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ 51,500	\$ -	\$ -	\$ -	\$ 51,500	
				Construction	\$ 1,200,000	\$ 345,000	\$ -	\$ -	\$ 1,545,000	
				TOTAL	\$ 1,251,500	\$ 345,000	\$ -	\$ -	\$ 1,596,500	
42	Route 191/Newburg Road Intersection: Intersection safety and efficiency improvements at Route 191 and Newburg Road (Route 3020)	Y	Lower Nazareth Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	181
				Final Design	\$ 277,900	\$ 185,600	\$ -	\$ -	\$ 463,500	
				Right-of-Way Acquisition	\$ 361,800	\$ 307,700	\$ -	\$ -	\$ 669,500	
				Utility Relocation	\$ -	\$ 212,180	\$ -	\$ -	\$ 212,180	
				Construction	\$ -	\$ 1,150,000	\$ 1,000,000	\$ 1,032,700	\$ 3,182,700	
				TOTAL	\$ 639,700	\$ 1,855,480	\$ 1,000,000	\$ 1,032,700	\$ 4,527,880	
43	Route 248 Realignment: Realign the Northampton Street intersection with Main Street along Route 248, reducing the number of turning movements through the Borough	N	Bath Borough	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	179
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 1,000,000	\$ 509,770	\$ -	\$ -	\$ 1,509,770	
				TOTAL	\$ 1,000,000	\$ 509,770	\$ -	\$ -	\$ 1,509,770	
44	Route 611 Retaining Wall Rehabilitation: Rehabilitation of the retaining wall along North Delaware Drive (Route 611)	N	City of Easton	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	180
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 591,350	\$ -	\$ -	\$ -	\$ 591,350	
				TOTAL	\$ 591,350	\$ -	\$ -	\$ -	\$ 591,350	
45	Freemansburg Avenue Safety Improvements: Reconstruction and realignment of the intersection at Freemansburg Avenue (Route 2018) and Farmersville Road	Y	Bethlehem Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	181
				Final Design	\$ 772,500	\$ -	\$ -	\$ -	\$ 772,500	
				Right-of-Way Acquisition	\$ 515,000	\$ -	\$ -	\$ -	\$ 515,000	
				Utility Relocation	\$ -	\$ 265,230	\$ -	\$ -	\$ 265,230	
				Construction	\$ -	\$ 1,350,000	\$ 2,000,000	\$ 719,612	\$ 4,069,612	
				TOTAL	\$ 1,287,500	\$ 1,615,230	\$ 2,000,000	\$ 719,612	\$ 5,622,342	

ROAD RECONSTRUCTION, MODERNIZATION & AUTOMATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
46	Linden Street Resurfacing: Roadway reconstruction on Linden Street(Route 3015) from Elizabeth Avenue to Washington Avenue	Y	City of Bethlehem	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	179
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ 100,000	\$ -	\$ -	\$ -		
				TOTAL	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	
47	Nazareth Pike (Route 191), Hecktown Road, Hanoverville Road: Study of possible improvements to the Route 191/ Hecktown Road/Hanover Road intersection	N	Lower Nazareth Township	Study	\$ -	\$ 265,225	\$ -	\$ -	\$ 265,225	194
				Preliminary Engineering	\$ -	\$ -	\$ -	\$ -		
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ -	\$ -	\$ -	\$ -		
TOTAL	\$ -	\$ 265,225	\$ -	\$ -	\$ 265,225					
48	Route 248/Airport Road Intersection Improvements: Intersection improvements at Route 248 and Airport Road to improve safety and efficiency	Y	East Allen Township	Preliminary Engineering	\$ 618,000	\$ -	\$ -	\$ -	\$ 618,000	197
				Final Design	\$ -	\$ -	\$ 75,000	\$ 88,905	\$ 163,905	
				Right-of-Way Acquisition	\$ -	\$ -	\$ 300,000	\$ 246,350	\$ 546,350	
				Utility Relocation	\$ -	\$ -	\$ -	\$ 56,275	\$ 56,275	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 618,000	\$ -	\$ 375,000	\$ 391,530	\$ 1,384,530	
49	Carbon Reduction Monitoring and Evaluation Program: Study of carbon reduction monitoring in various locations in Lehigh and Northampton Counties	Y	Regionwide	Study	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000	182
				Preliminary Engineering	\$ -	\$ -	\$ -	\$ -		
				Final Design	\$ -	\$ -	\$ -	\$ -		
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -		
				Utility Relocation	\$ -	\$ -	\$ -	\$ -		
				Construction	\$ -	\$ -	\$ -	\$ -		
TOTAL	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000					

ROAD RECONSTRUCTION, MODERNIZATION & AUTOMATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
50	St. John Street (Route 2005): Roadway and pedestrian improvements along St. John Street to improve safety and functionality	N	City of Easton	Preliminary Engineering	\$ 200,000	\$ 212,000	\$ -	\$ -	\$ 412,000	188
				Final Design	\$ -	\$ -	\$ 150,000	\$ 123,175	\$ 273,175	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 200,000	\$ 212,000	\$ 150,000	\$ 123,175	\$ 685,175	
51	Linden Street Two-Way Conversion: The conversion of Linden Street from one-way to two-way to improve traffic circulation	Y	City of Bethlehem	Preliminary Engineering	\$ 206,000	\$ -	\$ -	\$ -	\$ 206,000	185
				Final Design	\$ -	\$ -	\$ 85,000	\$ 78,905	\$ 163,905	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 206,000	\$ -	\$ 85,000	\$ 78,905	\$ 369,905	

ROADWAY EXPANSION

\$132,725,475

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
52	Route 22 & Fullerton Interchange: Ramp improvements and connectivity to the interchange with Route 22 including street connectivity with East Wood Street	N	Whitehall Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	205
				Final Design	\$ 1,250,000	\$ 2,870,000	\$ -	\$ -	\$ 4,120,000	
				Right-of-Way Acquisition	\$ 375,000	\$ 655,000	\$ 2,575,000	\$ -	\$ 3,605,000	
				Utility Relocation	\$ -	\$ -	\$ 273,175	\$ -	\$ 273,175	
				Construction	\$ -	\$ -	\$ 3,125,000	\$ 5,937,500	\$ 9,062,500	
				TOTAL	\$ 1,625,000	\$ 3,525,000	\$ 5,973,175	\$ 5,937,500	\$ 17,060,675	
53	Route 309 & Tilghman Street: Reconstruction and upgrade of Route 309/Tilghman Street (Route 3002) Interchange with roadway drainage improvements, base repair and overlay and installation of traffic lights on Tilghman Street at ramps	Y	South Whitehall Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	199
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 23,750,000	\$ 26,875,000	\$ 3,543,725	\$ -	\$ 54,168,725	
				TOTAL	\$ 23,750,000	\$ 26,875,000	\$ 3,543,725	\$ -	\$ 54,168,725	
54	Route 309 & Center Valley Interchange: The current at-grade intersection of Route 309 and Center Valley Parkway will be converted to an interchange with a bridge crossing. A southbound on-ramp from Center Valley Parkway to Route 309 will be added	Y	Upper Saucon Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	199
				Final Design	\$ 1,377,000	\$ -	\$ -	\$ -	\$ 1,377,000	
				Right-of-Way Acquisition	\$ 1,091,350	\$ -	\$ -	\$ -	\$ 1,091,350	
				Utility Relocation	\$ -	\$ 265,225	\$ -	\$ -	\$ 265,225	
				Construction	\$ -	\$ 7,437,500	\$ 24,687,500	\$ 22,187,500	\$ 54,312,500	
				TOTAL	\$ 2,468,350	\$ 7,702,725	\$ 24,687,500	\$ 22,187,500	\$ 57,046,075	
55	Route 22 & Route 191 Interchange: Ramp improvements at the interchange of Route 22 and Route 191	Y	Bethlehem Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	199
				Final Design	\$ -	\$ -	\$ 1,250,000	\$ 1,250,000	\$ 2,500,000	
				Right-of-Way Acquisition	\$ -	\$ -	\$ 950,000	\$ 1,000,000	\$ 1,950,000	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ -	\$ 2,200,000	\$ 2,250,000	\$ 4,450,000	

Y means the project is air quality significant and required modeling to determine its impact.

BRIDGE REPLACEMENT / REHABILITATION

\$144,881,913

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
41	LVTS Bridge Preservation & Repair 7: Bridge preservation contract for consultant design and construction of various bridge repairs and preservation	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	N/A
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 2,500,000	\$ 2,650,000	\$ -	\$ -	\$ 5,150,000	
				TOTAL	\$ 2,500,000	\$ 2,650,000	\$ -	\$ -	\$ 5,150,000	
42	Lehigh Valley Transportation Study Bridge Preservation & Repair 8: Preservation and rehabilitation contract for various bridges	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	157
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				N/A	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ 2,500,000	\$ 2,963,500	\$ 5,463,500	
				TOTAL	\$ -	\$ -	\$ 2,500,000	\$ 2,963,500	\$ 5,463,500	
22	North Dauphin Street over Tributary to Lehigh River: Replacement/Rehabilitation of the North Dauphin Street (Route 1007) Bridge over Tributary to Lehigh River	N	City of Allentown	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	156
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000	
				Utility Relocation	\$ -	\$ -	\$ 15,000	\$ -	\$ 15,000	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 50,000	\$ 15,000	\$ -	\$ 65,000	
43	County Bridge Line Item: Reserve line item to fund future county-owned bridge projects	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	157
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	
				TOTAL	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	
44	Municipal Bridge Line Item: Reserve Line Item to fund future municipality-owned bridge projects	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	157
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 1,250,000	
				TOTAL	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 1,250,000	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
46	Culvert Box Bundle Round 2: Box culvert replacements at various locations	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	156
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ 2,200,000	\$ 2,786,230	\$ -	\$ 4,986,230	
				TOTAL	\$ -	\$ 2,200,000	\$ 2,786,230	\$ -	\$ 4,986,230	
16	Route 143 over Tributary to Ontelaunee Creek: Rehabilitation of Route 143 Bridge over a Tributary of Ontelaunee Creek	N	Lynn Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	161
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
14	Vera Cruz Road Bridge over Branch of Hosensack Creek: Replacement/Rehabilitation of Route 2027 over Branch of Hosensack Creek	N	Upper Milford Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	161
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
23	Breinigsville Road over Breinig Run: Replacement of Brookdales Road (Route 3007) Bridge over Breinig Run	N	Upper Macungie Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
24	Donats Peak Road over Kistler Creek: Replacement of Donats Peak Road (Router 4037) Bridge over Kistler Creek	N	Lynn Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
7	Belvidere Road over Tributary to Delaware River: Replacement/Rehabilitation of Belvidere Highway Bridge over a tributary to the Delaware River	N	Lower Mt. Bethel Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
25	Main Street over Tributary to Martins Creek: Box Culvert Replacement of Main Street (Route 1015) Culvert over Martins Creek	N	Lower Mt. Bethel Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	157
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
30	Million Dollar Highway over Jacoby Creek: Replacement/Rehabilitation of Million Dollar Highway (Route 1040) Bridge over Jacoby Creek	N	Upper Mt. Bethel Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	N/A
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
26	Frost Hollow Road over Tributary to Delaware River: Replacement of Frost Hollow Road (Route 2038) Bridge with a Box Culvert and improve 500 feet of road in each direction of travel	N	Forks Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 5,305	\$ -	\$ -	\$ 5,305	
38	Route 145 over Jordan Creek: Replacement/Rehabilitation and widening of the MacArthur Road Route 145) Bridge over Jordan Creek and the widening of Route 145 to three lanes in each direction, from Fairmont Avenue to Jordan Parkway	Y	Whitehall Township and City of Allentown	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	156
				Final Design	\$ 300,000	\$ 421,000	\$ -	\$ -	\$ 721,000	
				Right-of-Way Acquisition	\$ 375,000	\$ 397,500	\$ -	\$ -	\$ 772,500	
				Utility Relocation	\$ -	\$ -	\$ 273,175	\$ -	\$ 273,175	
				Construction	\$ -	\$ -	\$ 6,250,000	\$ 4,677,000	\$ 10,927,000	
				TOTAL	\$ 675,000	\$ 818,500	\$ 6,523,175	\$ 4,677,000	\$ 12,693,675	
1	Cementon Bridge: Replacement/Rehabilitation of the Cementon Bridge carrying Main Street (Route 329) over the Lehigh River	N	Whitehall Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	
				TOTAL	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	
9	Hill-to-Hill Bridge: Rehabilitation of Route 378 Bridge over the Lehigh River, Norfolk Southern railroad and various city streets	N	City of Bethlehem	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	155
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ 750,000	\$ 1,250,000	\$ 1,000,000	\$ 1,635,000	\$ 4,635,000	
				Construction	\$ 12,500,000	\$ 8,750,000	\$ 11,562,500	\$ 19,000,000	\$ 51,812,500	
				TOTAL	\$ 13,250,000	\$ 10,000,000	\$ 12,562,500	\$ 20,635,000	\$ 56,447,500	
20	Gap Bridge Repairs: Repairs of Route 873 Bridge over the Lehigh River and Norfolk Southern Railroad	N	Washington Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	155
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 3,676,300	\$ -	\$ -	\$ -	\$ 3,676,300	
				TOTAL	\$ 3,676,300	\$ -	\$ -	\$ -	\$ 3,676,300	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
37	Lehigh Race Street Intersection: Add turning lanes at the intersection at Lehigh Street. Signalize the intersections of Race Street/Front Street and Race Street/Second Street. Front Street and Second Street will become two-way streets	Y	Catasauqua Borough	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	156
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000	
				TOTAL	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000	
27	Fifth Street Bridge: Replacement of the Fifth Street Bridge over Route 22	N	Whitehall Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	155
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ 546,350	\$ -	\$ 546,350	
				Construction	\$ -	\$ -	\$ 2,500,000	\$ 4,056,200	\$ 6,556,200	
				TOTAL	\$ -	\$ -	\$ 3,046,350	\$ 4,056,200	\$ 7,102,550	
31	Fish Hatchery Road over Little Lehigh Creek: Replacement/ Rehabilitation of Fish Hatchery Road (Route 2010) over Little Lehigh Creek	N	City of Allentown	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	157
				Final Design	\$ -	\$ 312,500	\$ 217,950	\$ -	\$ 530,450	
				Right-of-Way Acquisition	\$ -	\$ 53,045	\$ -	\$ -	\$ 53,045	
				Utility Relocation	\$ -	\$ -	\$ -	\$ 56,275	\$ 56,275	
				Construction	\$ -	\$ -	\$ -	\$ 1,562,500	\$ 1,562,500	
				TOTAL	\$ -	\$ 365,545	\$ 217,950	\$ 1,618,775	\$ 2,202,270	
32	Schantz Road over a Tributary to the Cedar Creek: Replacement/Rehabilitation of Schantz Road (Route 2015) bridge over a tributary of Cedar Creek	N	Upper Macungie Township	Preliminary Engineering	\$ -	\$ -	\$ 200,000	\$ 237,080	\$ 437,080	160
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ -	\$ 200,000	\$ 237,080	\$ 437,080	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
19	Indian Creek Road Bridge: Replacement/Rehabilitation of Indian Creek Road (Route 2018) Bridge over Leibert Creek	N	Upper Milford Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ 15,450	\$ -	\$ -	\$ -	\$ 15,450	
				Construction	\$ 800,000	\$ 745,000	\$ -	\$ -	\$ 1,545,000	
				TOTAL	\$ 815,450	\$ 745,000	\$ -	\$ -	\$ 1,560,450	
15	Powder Valley Road Bridge: Replacement/Rehabilitation of the Powder Valley Road Bridge over Indian Creek	N	Upper Milford Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	156
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ 15,450	\$ -	\$ -	\$ -	\$ 15,450	
				Construction	\$ 437,500	\$ 541,000	\$ -	\$ -	\$ 978,500	
				TOTAL	\$ 452,950	\$ 541,000	\$ -	\$ -	\$ 993,950	
35	Limeport Pike over Hosensack Creek: Replacement/ Rehabilitation of the Limeport Pike (Route 2029) Bridge over the Hosensack Creek	N	Lower Milford Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	157
				Final Design	\$ 125,000	\$ 287,000	\$ -	\$ -	\$ 412,000	
				Right-of-Way Acquisition	\$ -	\$ 53,045	\$ -	\$ -	\$ 53,045	
				Utility Relocation	\$ -	\$ -	\$ 54,635	\$ -	\$ 54,635	
				Construction	\$ -	\$ -	\$ 1,311,240	\$ -	\$ 1,311,240	
				TOTAL	\$ 125,000	\$ 340,045	\$ 1,365,875	\$ -	\$ 1,830,920	
5	Kernsville Road Bridge: Replacement/Rehabilitation of the bridge carrying Kernsville Road (Route 4003) over Jordan Creek	N	North Whitehall Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	157
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	
				TOTAL	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
17	Hollenbachs Bridge: Replacement/Rehabilitation of Hollenbachs Bridge (Route 4009) over Mill Creek and Newside Road	N	Lowhill Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ 27,810	\$ -	\$ -	\$ -	\$ 27,810	
				Construction	\$ -	\$ 937,500	\$ 899,980	\$ -	\$ 1,837,480	
				TOTAL	\$ 27,810	\$ 937,500	\$ 899,980	\$ -	\$ 1,865,290	
3	Mosserville Road Bridge: Replacement/Rehabilitation of the Mossersville Road (Route 4024) Bridge over Ontelaunee Creek	N	Lynn Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000	
				TOTAL	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000	
2	Walnut Street Bridge: Replacement/Rehabilitation of the bridge that carries South Walnut Street over Trout Creek	N	Slatington Borough	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	155
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ 206,000	\$ -	\$ -	\$ -	\$ 206,000	
				Construction	\$ 1,812,500	\$ 3,375,000	\$ 1,507,500	\$ -	\$ 6,695,000	
				TOTAL	\$ 2,018,500	\$ 3,375,000	\$ 1,507,500	\$ -	\$ 6,901,000	
10	Route 512 over Brush Meadow Creek: Box Culvert Replacement	N	Bangor Borough	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	155
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 600,000	\$ 533,000	\$ -	\$ -	\$ 1,133,000	
				TOTAL	\$ 600,000	\$ 533,000	\$ -	\$ -	\$ 1,133,000	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
11	Beth Bath Pike Bridge: Replacement/Rehabilitation of the Beth-Bath Pike (Route 512) Bridge over tributary of Monocacy Creek	N	East Allen Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	155
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ 257,500	\$ -	\$ -	\$ -	\$ 257,500	
				Construction	\$ -	\$ 3,090,000	\$ -	\$ -	\$ 3,090,000	
				TOTAL	\$ 257,500	\$ 3,090,000	\$ -	\$ -	\$ 3,347,500	
6	Richmond Bridge: Replacement/Rehabilitation of South Delaware Drive (Route 611) Bridge over Oughoughton Creek	N	Washington Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
				TOTAL	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
36	Route 611 Retaining Wall Replacements: Replacement of a retaining wall along South Delaware Drive (Route 611)	N	Williams Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	
				TOTAL	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	
4	Lower South Main Street Bridge: Replacement/Rehabilitation of Lower South Main Street (Route 1015) Bridge over Martins Creek	N	Washington Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	
				TOTAL	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
28	Church Road over a Tributary to the Little Bushkill Creek: Replacement/Rehabilitation of the Church Road (Route 1016) Bridge over a tributary to the Little Bushkill Creek	N	Plainfield Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	N/A
				Final Design	\$ -	\$ 250,000	\$ 174,360	\$ -	\$ 424,360	
				Right-of-Way Acquisition	\$ -	\$ 53,045	\$ -	\$ -	\$ 53,045	
				Utility Relocation	\$ -	\$ -	\$ 54,635	\$ -	\$ 54,635	
				Construction	\$ -	\$ -	\$ 1,125,000	\$ 186,240	\$ 1,311,240	
				TOTAL	\$ -	\$ 303,045	\$ 1,353,995	\$ 186,240	\$ 1,843,280	
29	Lower Saucon Road over East Branch of Saucon Creek: Bridge Replacement/Rehabilitation of the Lower Saucon Road (Route 2001) bridge over the East Branch Saucon Creek	N	Lower Saucon Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	157
				Final Design	\$ -	\$ 250,000	\$ 174,360	\$ -	\$ 424,360	
				Right-of-Way Acquisition	\$ -	\$ 53,045	\$ -	\$ -	\$ 53,045	
				Utility Relocation	\$ -	\$ -	\$ 54,635	\$ -	\$ 54,635	
				Construction	\$ -	\$ -	\$ 625,000	\$ 467,700	\$ 1,092,700	
				TOTAL	\$ -	\$ 303,045	\$ 853,995	\$ 467,700	\$ 1,624,740	
40	Raubsville Road Bridge: Replacement of Raubsville Road (Route 2006) Bridge over Frey's Run	N	Williams Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	156
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 965,870	\$ -	\$ -	\$ -	\$ 965,870	
				TOTAL	\$ 965,870	\$ -	\$ -	\$ -	\$ 965,870	
8	Easton Road Bridge: Replacement/Rehabilitation of the Easton Road (Route 2006) Bridge over the East Branch of the Saucon Creek	N	Lower Saucon Township	Preliminary Engineering	\$ 144,793	\$ -	\$ -	\$ -	\$ 144,793	155
				Final Design	\$ 187,500	\$ 121,500	\$ -	\$ -	\$ 309,000	
				Right-of-Way Acquisition	\$ -	\$ 26,525	\$ -	\$ -	\$ 26,525	
				Utility Relocation	\$ -	\$ -	\$ 16,390	\$ -	\$ 16,390	
				Construction	\$ -	\$ -	\$ 875,000	\$ 764,050	\$ 1,639,050	
				TOTAL	\$ 332,293	\$ 148,025	\$ 891,390	\$ 764,050	\$ 2,135,758	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
12	Hecktown Road Bridge: Replacement/Rehabilitation of the Hecktown Road (Route 2027) Bridge over Route 22	N	Bethlehem Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 2,125,000	\$ 450,000	\$ -	\$ -	\$ 2,575,000	
				TOTAL	\$ 2,125,000	\$ 450,000	\$ -	\$ -	\$ 2,575,000	
13	Farmersville Road Bridge: Replacement/Rehabilitation of Farmersville Road (Route 2029) Bridge over Route 22	N	Bethlehem Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 2,500,000	\$ 1,826,000	\$ -	\$ -	\$ 4,326,000	
				TOTAL	\$ 2,500,000	\$ 1,826,000	\$ -	\$ -	\$ 4,326,000	
13	Country Club Road Bridge: Replacement/Rehabilitation of Country Club Road (Route 2031) Bridge over Route 22	N	Bethlehem Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	155
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	
				TOTAL	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	
21	Newburg Road Bridge: Rehabilitation of Newburg Road (Route 3020) Bridge over tributary of Monocacy Creek	N	Lower Nazareth Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	155
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
				TOTAL	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
45	Culvert Box Bundle Round 1: Box culvert replacements at various locations	N	Regionwide	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	155
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 1,310,864	\$ -	\$ -	\$ -	\$ 1,310,864	
				TOTAL	\$ 1,310,864	\$ -	\$ -	\$ -	\$ 1,310,864	
39	Meadows Road Bridge: Bridge Replacement of Northampton County Meadowa Road Bridge (#15; T-376) over Saucon Creek	N	Lower Saucon Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	154
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 1,832,380	\$ -	\$ -	\$ -	\$ 1,832,380	
				TOTAL	\$ 1,832,380	\$ -	\$ -	\$ -	\$ 1,832,380	
50	Hugh Moore Park Bridge: Paint and repairs to the Hugh Moore Park Bridge over the Lehigh River	N	Easton City & West Easton Borough	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	159
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ 1,750,000	\$ 1,296,710	\$ -	\$ -	\$ 3,046,710	
				TOTAL	\$ 1,750,000	\$ 1,296,710	\$ -	\$ -	\$ 3,046,710	
52	Box Culvert Bundle 3 Box Culvert Replacements: Various box culvert locations in Lehigh and Northampton Counties	N	Regionwide	Preliminary Engineering	\$ 1,350,000	\$ 555,500	\$ -	\$ -	\$ 1,905,500	N/A
				Final Design	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ 1,350,000	\$ 555,500	\$ -	\$ 1,000,000	\$ 2,905,500	
47	Route 512 over Martins Creek: Replacement/Rehabilitation Market Street (Route 512) Bridge over Martins Creek in Bangor Borough	N	Bangor Borough	Preliminary Engineering	\$ -	\$ 218,750	\$ 156,250	\$ 261,540	\$ 636,540	N/A
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 218,750	\$ 156,250	\$ 261,540	\$ 636,540	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
48	South Main Street over Martins Creek: Replacement/ Rehabilitation of South Main Street (Route 1015) Bridge over Martins Creek in Bangor Borough	N	Bangor Borough	Preliminary Engineering	\$ -	\$ 218,750	\$ 156,250	\$ 261,540	\$ 636,540	160
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 218,750	\$ 156,250	\$ 261,540	\$ 636,540	
49	Werleys Corner Road over Sweitzer Creek: Replacement/ Rehabilitation of Werleys Corner Road (Road 4019) bridge over Switzer Creek	N	Lowhill Township	Preliminary Engineering	\$ -	\$ 62,500	\$ 414,905	\$ -	\$ 477,405	N/A
				Final Design	\$ -	\$ -	\$ -	\$ 393,925	\$ 393,925	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ 28,140	\$ 28,140	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 62,500	\$ 414,905	\$ 422,065	\$ 899,470	
51	Bridge Overlay Bundle #3: This project involves box culvert replacements of various structures in various locations	N	Regionwide	Preliminary Engineering	\$ -	\$ 400,000	\$ 130,450	\$ -	\$ 530,450	N/A
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ 400,000	\$ 130,450	\$ -	\$ 530,450	
34	South Albert Street over Lehigh Canal: Replacement of the South Albert Street Bridge over the Lehigh Canal in Canal Park in Allentown	N	City of Allentown	Preliminary Engineering	\$ -	\$ -	\$ 100,000	\$ 227,810	\$ 327,810	N/A
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ -	\$ 100,000	\$ 227,810	\$ 327,810	

BRIDGE REPLACEMENT / REHABILITATION

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
33	Jacksonville Road Bridge: Replacement/Rehabilitation of the Jacksonville Road Bridge over Monocacy Creek	N	East Allen Township	Preliminary Engineering	\$ -	\$ -	\$ 100,000	\$ 446,350	\$ 546,350	161
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
				TOTAL	\$ -	\$ -	\$ 100,000	\$ 446,350	\$ 546,350	

RAILROAD CROSSINGS

\$2,186,309

MAP #	PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	PROJECT PHASE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
1	Ruppsville Road Railroad Crossing: Upgrade to the railroad safety equipment including the replacement of one mast arm and one cantilever to cover ongoing traffic where Ruppsville Road crosses the track of Norfolk Southern railway.	N	Upper Macungie Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	221
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ 270,200	\$ 270,200	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 270,200	\$ 270,200				
2	Penn Ave Alburts Railroad Crossing: Upgrade to railroad safety equipment where Penn Avenue crosses Norfolk Southern railway. Specifically, replacement of antiquated equipment with one mast arm and one cantilever to cover ongoing traffic.	N	Alburts Borough	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	221
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ 282,000	\$ -	\$ -	\$ 282,000	
TOTAL	\$ -	\$ 282,000	\$ -	\$ -	\$ 282,000					
3	Canal Road Allentown Railroad Crossing: Upgrade the railroad safety equipment where Canal Road crosses the track of Norfolk Southern railway	N	City of Allentown	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	221
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ 350,000	\$ -	\$ -	\$ 350,000	
TOTAL	\$ -	\$ 350,000	\$ -	\$ -	\$ 350,000					
4	Route 512 (Beth Bath Pike) Railroad Crossing: Upgrade the Rail Road control safety equipment where Beth Bath Pike (Route 512) crosses the track of Norfolk Southern railway	N	East Allen Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	221
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ 284,109	\$ 284,109	
TOTAL	\$ -	\$ -	\$ -	\$ 284,109	\$ 284,109					
5	Bethlehem Corridor Safety (Route 3015) Railroad Crossing: Upgrade the railroad safety equipment where Route 3015, Township Line Road, Christian Springs Road, and Schoenersville Road cross the track of Norfolk Southern railway	N	Bethlehem Township	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	221
				Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	
				Utility Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
				Construction	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	
TOTAL	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 1,000,000				

Y means the project is air quality significant and required modeling to determine its impact.

TRANSIT - LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY (LANTA)

\$188,384,485

PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	FUNDING SOURCE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
LANTA Operating Assistance: Funding for annual operating assistance to help cover the costs of the state's urban and rural transit system to provide local public transportation service	N/A	Regionwide	Federal	\$ 84,000	\$ 107,625	\$ 99,284	\$ 146,996	\$ 437,905	222
			State	\$ 24,484,000	\$ 24,484,000	\$ 24,484,000	\$ 24,484,000	\$ 97,936,000	
			Local	\$ 1,399,473	\$ 1,469,446	\$ 1,542,918	\$ 1,620,064	\$ 6,031,901	
			TOTAL	\$ 25,967,473	\$ 26,061,071	\$ 26,126,202	\$ 26,251,060	\$ 104,405,806	
LANTA Shared-Ride Operating Assistance: Funding for annual operating assistance to help cover the costs of the state's urban and rural transit system to provide local public transportation service	N/A	Regionwide	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	222
			State	\$ 4,134,000	\$ 4,134,000	\$ 4,134,000	\$ 4,134,000	\$ 16,536,000	
			Local	\$ -	\$ -	\$ -	\$ -	\$ -	
			TOTAL	\$ 4,134,000	\$ 4,134,000	\$ 4,134,000	\$ 4,134,000	\$ 16,536,000	
Associated Capital Maintenance Items: Replacement and refurbishment of associated capital maintenance items which include tire lease agreement and capital maintenance items	N/A	Regionwide	Federal	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 480,000	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 120,000	
			TOTAL	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000	
LANTA Facility Improvements and Equipment: Funding for engineering, design, renovation and construction activities at LANTA owned or leased facilities with improvements and equipment	N/A	Regionwide	Federal	\$ 400,000	\$ 400,000	\$ 200,000	\$ 120,000	\$ 1,120,000	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 100,000	\$ 100,000	\$ 50,000	\$ 30,000	\$ 280,000	
			TOTAL	\$ 500,000	\$ 500,000	\$ 250,000	\$ 150,000	\$ 1,400,000	
Purchase Van/Minibuses: Replacement of 54 vans/Minibuses over a four-year period based on age, condition and maintenance history	N/A	Regionwide	Federal	\$ 927,000	\$ 927,000	\$ 927,000	\$ 927,000	\$ 3,708,000	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 875,370	\$ 929,445	\$ 966,570	\$ 1,004,445	\$ 3,775,830	
			TOTAL	\$ 1,802,370	\$ 1,856,445	\$ 1,893,570	\$ 1,931,445	\$ 7,483,830	
Preventative Maintenance (Federal): Funding to provide preventative maintenance on the LANTA's fixed-route fleet and its administrative/operating/maintenance facilities	N/A	Regionwide	Federal	\$ 6,160,000	\$ 6,160,000	\$ 6,160,000	\$ 6,160,000	\$ 24,640,000	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 1,540,000	\$ 1,540,000	\$ 1,540,000	\$ 1,540,000	\$ 6,160,000	
			TOTAL	\$ 7,700,000	\$ 7,700,000	\$ 7,700,000	\$ 7,700,000	\$ 30,800,000	
ADA Paratransit Service Capitalization: Funding to cover a portion of operating expenses associated with the provision of American with Disabilities Act (ADA) paratransit service	N/A	Regionwide	Federal	\$ 1,028,400	\$ 1,028,400	\$ 1,028,400	\$ 1,028,400	\$ 4,113,600	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 257,100	\$ 257,100	\$ 257,100	\$ 257,100	\$ 1,028,400	
			TOTAL	\$ 1,285,500	\$ 1,285,500	\$ 1,285,500	\$ 1,285,500	\$ 5,142,000	

TRANSIT - LEHIGH AND NORTHAMPTON TRANSPORTATION AUTHORITY (LANTA)

PROJECT NAME/DESCRIPTION	AIR QUALITY SIGNIFICANT	LOCATION	FUNDING SOURCE	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027	Federal Fiscal Year 2028	TOTAL	FutureLV Page #
Service Vehicles Replacement: Funding for the replacement of eight non-revenue service vehicles to assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the Federal Transit Administration mandate	N/A	Regionwide	Federal	\$ 32,000	\$ 32,000	\$ 32,000	\$ 32,000	\$ 128,000	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 32,000	
			TOTAL	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000	
Heavy-Duty Bus Purchase: Replacement of 19 Buses over a four- year period based on age, condition and maintenance history to assist in meeting LANTA's Transit Asset Management (TAM) Plan Goals and Targets under the Federal Transit Administration mandate	N/A	Regionwide	Federal	\$ 2,452,617	\$ 1,972,616	\$ 2,066,338	\$ 2,066,338	\$ 8,557,909	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 613,154	\$ 493,154	\$ 516,584	\$ 516,584	\$ 2,139,477	
			TOTAL	\$ 3,065,771	\$ 2,465,770	\$ 2,582,922	\$ 2,582,923	\$ 10,697,386	
Intelligent Transportation System and Security Project: Purchase/Replacement /Upgrade of communication or monitoring technology, computer hardware and software and servers, computers, printers and other technology for the administration and operation of LANTaBus or LANTaVan systems	N/A	Regionwide	Federal	\$ 567,303	\$ 584,837	\$ 602,382	\$ 620,453	\$ 2,374,974	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 567,303	\$ 584,837	\$ 602,382	\$ 620,453	\$ 2,374,974	
			TOTAL	\$ 1,134,605	\$ 1,169,673	\$ 1,204,763	\$ 1,240,906	\$ 4,749,947	
Sign, Shelter and Enhancements: Improve passenger amenities at heavily used bus stops and transit centers through the purchase, installation and maintenance of accurate and informative bus stop signs at passenger passenger shelters, waiting areas and benches	N/A	Regionwide	Federal	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 40,000	
			TOTAL	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	
LANTA Enhanced Bus Service/ Bus Rapid Transit: Enhanced Bus Service (EBS) is LANTA's longstanding name for Bus Rapid Transit (BRT). BRT is a mode of transit that provides fast, frequent, and comfortable transit service along a dedicated transit line or corridor	N/A	Regionwide	Federal	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 1,600,000	222
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000	
			TOTAL	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000	
LANTA Capital Reserve	N/A	Regionwide	Federal	\$ 340,681	\$ 164,522	\$ 309,259	\$ 50,838	\$ 865,301	N/A
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 85,170	\$ 41,131	\$ 77,315	\$ 12,710	\$ 216,325	
			TOTAL	\$ 425,851	\$ 205,653	\$ 386,574	\$ 63,548	\$ 1,081,626	
LANTA Engine Vehicle Overhaul Program	N/A	Regionwide	Federal	\$ 480,000	\$ 615,000	\$ 567,338	\$ 839,975	\$ 2,502,312	223
			State	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ 120,000	\$ 153,750	\$ 141,834	\$ 209,994	\$ 625,578	
			TOTAL	\$ 600,000	\$ 768,750	\$ 709,172	\$ 1,049,968	\$ 3,127,890	



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MORE DATA, MORE RESOURCES, MORE POSSIBILITIES

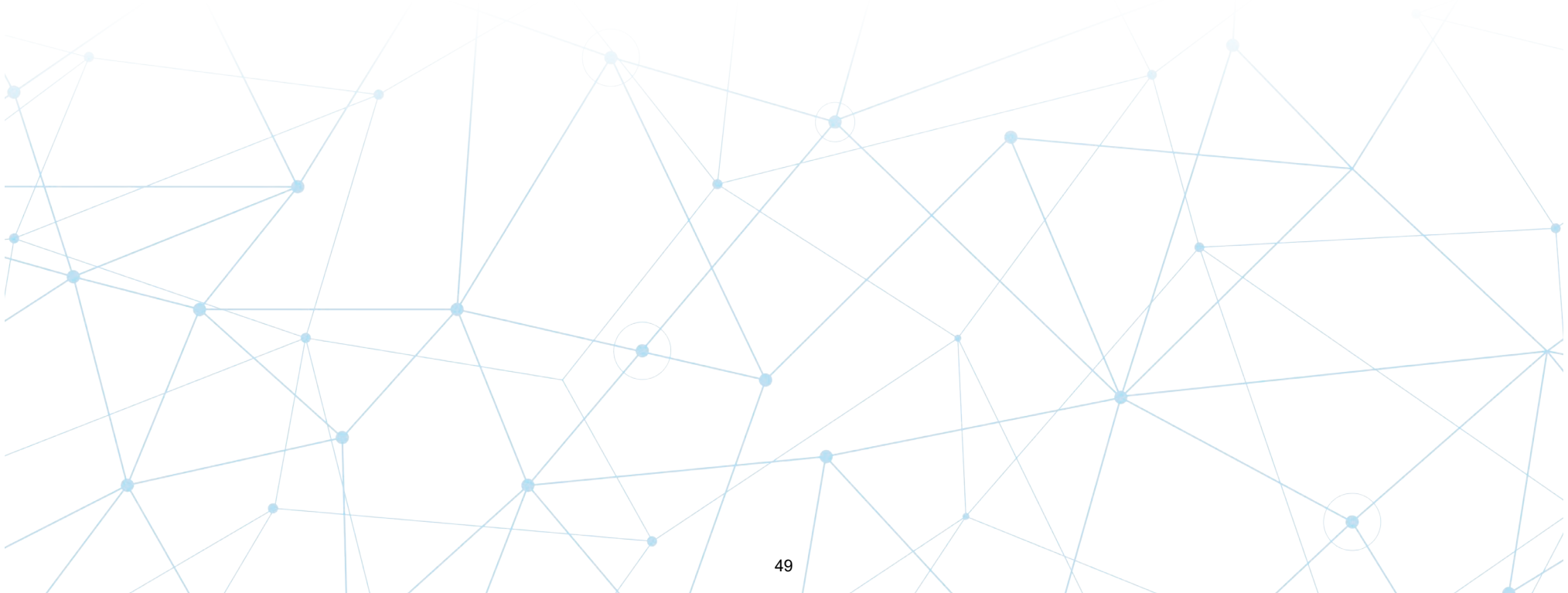
This program is the product of a collective effort by the LVTS, PennDOT, FHWA, FTA, community leaders, the public and community partners from all 62 municipalities to create a connected transportation network that gives access to opportunities for everyone. More elements of that effort can be found in *FutureLV: The Regional Plan*, *Walk/RollLV: Active Transportation Plan* and Bus Rapid Transit policies, among others. All of them can be found at www.lvpc.org

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Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting May 15, 2024

Transportation Alternatives Set-Aside Projects

Two Rivers Trail Gap 9A South Section, Northampton County (C-C. Barry)

MPMS 119824 – est. let January 30, 2025

- Project scope extension was approved to include south section
- Designer to begin plan development and activities to obtain required clearances

Bogert’s Bridge Rehabilitation, City of Allentown (C-C. Barry)

MPMS 118404 – est. let July 25, 2024

- Activities to obtain required clearances and plan development ongoing
- Proprietary approval for bollards received March 20, 2024
- Sponsor working on construction inspection agreement

100 Steps Restoration Project, Borough of Slatington (C-C. Barry)

MPMS 118439 – est. let August 8, 2024

- Plan development ongoing along with activities to obtain required clearances
- Sponsor working on construction inspection agreement

Ironton Rail Trail Trailhead Improvement Project, Whitehall Township (C-C. Barry)

MPMS 118436 – est. let August 22, 2024

- Plan development ongoing along with activities to obtain required ROW clearance
- Environmental clearance received February 8, 2024
- Sponsor working on construction inspection agreement

Ironton Rail-Trail Crosswalk Improvements, North Whitehall Township (C-C. Barry)

MPMS 118437 – est. let May 9, 2024 (materials purchase)

- Activities to obtain required ROW clearance in progress

Easton Pedestrian Safety Project Phase 3, City of Easton (C-C. Barry)

MPMS 118435 – est. let September 12, 2024

- Plan development ongoing along with activities to obtain required clearances
- Sponsor working on construction inspection agreement

Multimodal Transportation Fund Projects

Main Street/SR 873 & Walnut Street Improvements, Slatington Borough (C-L. Montgomery)

MPMS 113099 – est. let December 12, 2024

- Project combined with the District’s Walnut Street Bridge project (MPMS 94680)
- Final Design phase ongoing
- ROW acquisition underway

Iron Works Catasauqua Streetscape, Catasauqua Borough (C-C. Barry)

MPMS 115798 – est. let TBD (paper let)

- Sponsor has partnered with county redevelopment authority and continues looking for new development partner before beginning design

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting May 15, 2024

Wilson Borough Improvements, Wilson Borough (C-C. Barry)
MPMS 115769 – est. let August 8, 2024 (paper let)

- Designer working on structural adequacy submission
- Sponsor continues working on ROW acquisition

Allentown 15th Street Traffic Signal Improvements, City of Allentown (C-C. Barry)
MPMS 116846 – est. let TBD (paper let)

- Environmental clearance received April 5, 2024
- Plan development ongoing along with activities to obtain required utility and ROW clearances

S. Church and Hickory Street Connections, Borough of Macungie (C-C. Barry)
MPMS 119779 – est. let TBD (paper let)

- Plan development ongoing along with activities to obtain required clearances

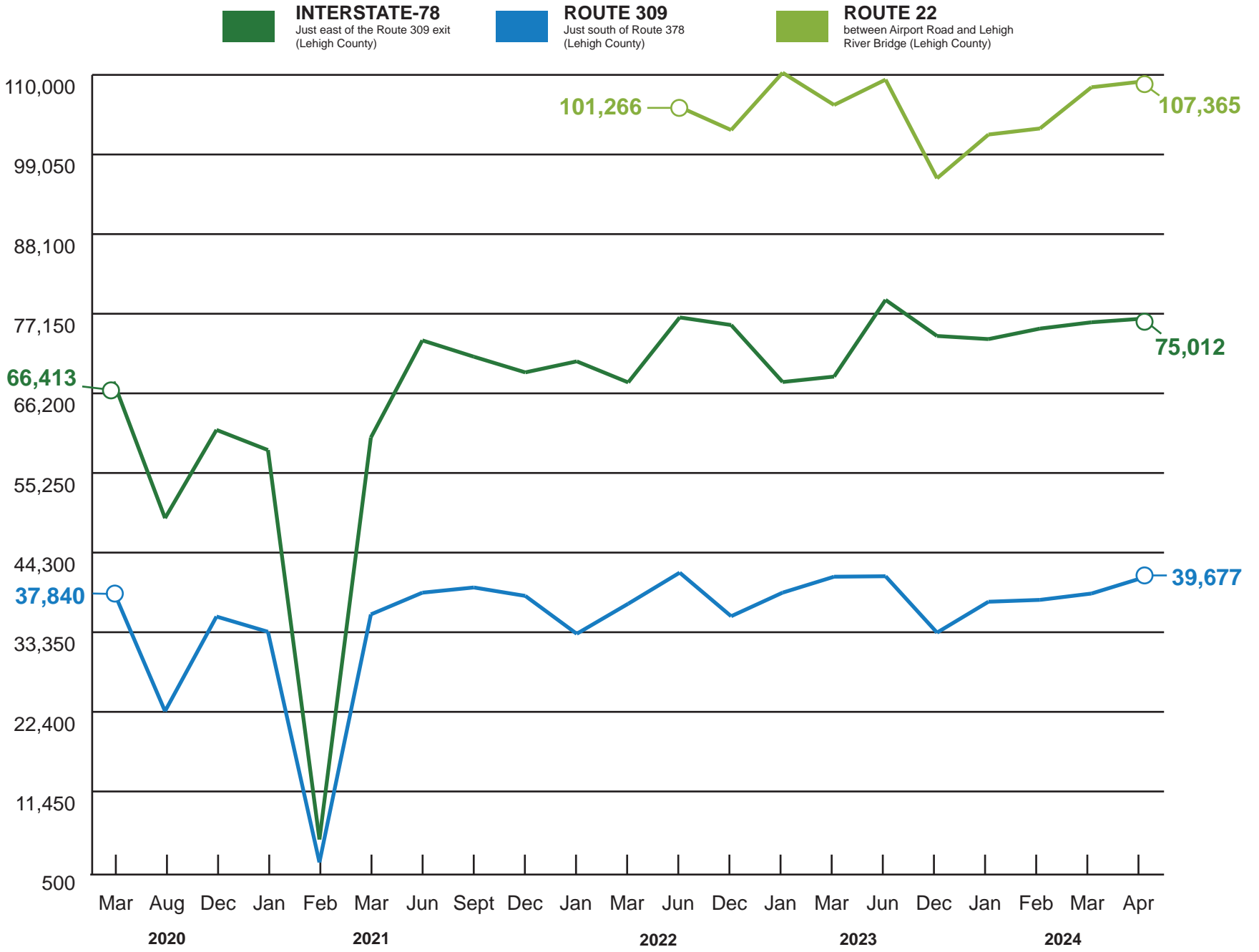
Bethlehem Township Emergency Traffic Signal (C-C. Barry)
MPMS TBD – est. let TBD (paper let)

- Awaiting reimbursement agreement template from MTF Office

Lehigh Valley Transportation Study
 Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
 Meeting May 15, 2024

<u>ACRONYM REFERENCE</u>	
ADA	AMERICAN WITH DISABILITIES ACT
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
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
MPMS	MULTIMODAL PROJECT MANAGEMENT SYSTEM
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
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RRFB	RECTANGULAR RAPID FLASHING BEACON
SHPO	STATE HISTORIC PRESERVATION OFFICE
SOI	STATEMENT OF INTEREST
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TBD	TO BE DETERMINED
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE

TOTAL VEHICLE TRAFFIC



TOTAL TRUCK TRAFFIC

