



# Lehigh Valley Transportation Study

**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

## LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING

Wednesday, February 19, 2025, at 9:00 am

### Virtual Meeting Agenda

#### Roll Call

#### Courtesy of the Floor

1. Honoring Darlene Heller, Planning Director, City of Bethlehem, on over 22 years with the Lehigh Valley Transportation Study
2. Staff Introduction: Minsoo Park, Economist

#### Minutes

1. *ACTION ITEM:* Technical Committee approval of the Joint Technical and Coordinating Committee Meeting Minutes of January 15, 2025
2. *ACTION ITEM:* Coordinating Committee approval of the Joint Technical and Coordinating Committee Meeting Minutes of January 15, 2025

#### Old Business

1. *INFORMATION ITEM:* 2022-2025 Transportation Performance Management, PM-2 and PM-3 Mid Performance Period Update (BH)

#### New Business

1. *INFORMATION ITEM:* Statement of Financial Interests Form (BB)
2. *INFORMATION ITEM:* 2025-2028 Transportation Improvement Program (TIP)
  - a. Administrative Modifications (JR)
  - b. Public Meeting: Riverside Drive RAISE Grant TIP Amendment (BB)
3. *INFORMATION ITEM:* 2025 Work Program Updates
  - a. Eastern Pennsylvania Freight Alliance, Freight Infrastructure Plan
  - b. LVPC, PennDOT, and LANTA Memorandum of Understanding
  - c. LVPC Strategic Plan
  - d. LVPC Website Rebuild and Electronic System Development
  - e. Housing Supply and Attainability Strategy
  - f. Project Selection – Part I
    - i. Transportation Alternatives Set Aside
    - ii. Carbon Reduction
  - g. Roadway Functional Classification System Update
  - h. Regional Transportation Safety Plan Update
    - i. Walk Audit, Local Technical Assistance Program, Local Safety Plans, US 22 Safety Corridor Designation, Data Layer Updates
  - i. Enhanced Bus, Bus Rapid Transit Partnership Project
  - j. Riverside Drive Implementation Project
  - k. US Route 22 Improvements Plan
  - l. National Electric Vehicle Infrastructure Phase I - Project

#### Status Reports

1. Monthly Traffic Count Report
2. PennDOT District 5-0 Bridge Project Status Report

## Public Engagement, Education and Grants

1. *INFORMATION ITEM: Public Engagement*
  - WDIY, 88.1 FM, National Public Radio – Plan Lehigh Valley Radio Show
    - a. Aired February 3: “The Exciting Year Ahead”
    - b. March 3: Next show airs 6:30 PM
      - <https://www.wdiy.org/show/plan-lehigh-valley>
  - Morning Call Business Cycle Column
    - a. January 19: “Area transportation, housing, climate action plan in progress”
    - b. March 2: Next column publishes
      - [mcall.com](http://mcall.com), [lvpc.org/news/v](http://lvpc.org/news/v)
2. *INFORMATION ITEM: Lehigh Valley Government Academy (LVGA)*
  - PennDOT Connects Municipal Outreach Meeting
  - Local Technical Assistance Program (LTAP) (BH)
    - a. February 26: Pedestrian and Crosswalks – Virtual 8 am to Noon
    - b. March 19: Pavement Markings – Virtual 8 am to Noon
    - c. April 2: Temporary Traffic Control (Work Zones) – In Person 8 am to 3 pm at the LVPC Conference Center  
615 Waterfront Drive, Suite 201, Allentown PA 18102
      - Registration at <https://gis.penndot.gov/LTAP/default.aspx> or contact Hannah Milagio at [hmilagio@lvpc.org](mailto:hmilagio@lvpc.org) or 610-264-4544
3. *INFORMATION ITEM: Grants (BD)*
  - 2025-2026 Pennsylvania WalkWorks Active Transportation Planning Program Grant
    - <https://www.pa.gov/agencies/health/programs/healthy-living/walkworks/grant-opportunities.html>

## Adjournment

### Next LVTS Meeting

LVTS Special Joint Technical and Coordinating Committee Meeting  
March 19, 2025, at 9:00 am

Meetings will be held virtually.

Meeting participation information can be found here:  
<https://www.lvpc.org/transportation-committees.html>

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



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### Lehigh Valley Transportation Study Minutes from Wednesday, January 15, 2025 Joint Technical and Coordinating Committee Meeting

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

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

#### Roll Call

Ms. Milagio took Roll Call.

#### Attendees:

##### Technical Committee

Brendan Cotter	LANTA
Becky Bradley, AICP	LVPC
David Petrik (Alt)	City of Allentown
Darlene Heller (Alt)	City of Bethlehem
David Hopkins (Alt)	City of Easton
Nick Raio	PennDOT Central Office
Jennifer Ruth	PennDOT District 5

##### LVTS Coordinating Committee

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

#### Members Absent:

##### Technical Committee

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

##### LVTS Coordinating Committee

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

**Staff Present:** Becky Bradley, Evan Gardi, Brian Hite, Ben Dinkel, Hannah Milagio, Faria Urmey, Subham Kharel

**Public Present:** Brett Webber, Christine Frey, Gene Porochniak, Ralph Eberhardt, Megan Fallon, Larry Peterson, Scott Slingerland, Mick Dee, Deonna Shoemaker, Amy Unger, Kerri Cutright, Brian Miller, Lee Rackus, Scott Harney, Michael McGuire, Evan Jones, Jeffrey Warren, Brian Hare

### **Courtesy of the Floor**

Mr. Molchany asked if there were any comments or questions from the public about items not on the agenda. Ms. Bradley noted that the LVPC has received correspondence from Northampton County that Mr. Emili will once again serve as Mr. McClure's alternate on the Coordinating Committee. Mr. Molchany welcomed Mr. Emili back to the Coordinating Committee.

Mr. Molchany introduced Mr. Kharel and Ms. Urmey, both of whom recently joined the LVPC staff. Mr. Kharel and Ms. Urmey introduced themselves and gave brief descriptions of their backgrounds and qualifications. Mr. Molchany welcomed them to the Lehigh Valley and the LVTS.

### **Minutes**

Mr. Cotter stated that the last Technical Committee was held on December 18, 2024. Ms. Milagio noted the actions voted on:

- Technical Committee approval of the November 20th Joint Technical and Coordinating Committee Meeting minutes.
- 2024-2025 Unified Planning Work Programs Amendments for Route 22 Project Identification and Prioritization and Project Selection System
- 2025-2027 Unified Planning Work Programs Revisions and Adoption
- Eastern Pennsylvania Freight Alliance, Freight Infrastructure Plan
- Coordinated Public Transit - Human Services Transportation Plan
- 2025 LVTS Meeting Dates
- Adjournment

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

Mr. Molchany stated the Coordinating Committee meeting was held on December 18, 2024. Ms. Milagio noted the actions voted on.

- Coordinating Committee approval of the November 20th Joint Technical and Coordinating Committee Meeting minutes.
- 2024-2025 Unified Planning Work Programs Amendments for Route 22 Project Identification and Prioritization and Project Selection System
- 2025-2027 Unified Planning Work Programs Revisions and Adoption
- Eastern Pennsylvania Freight Alliance, Freight Infrastructure Plan
- Coordinated Public Transit - Human Services Transportation Plan
- 2025 LVTS Meeting Dates
- Adjournment

Mr. Molchany asked for a motion to approve the minutes. Mr. Mosca made the motion, seconded by Mr. Stoudt. Mr. Molchany asked for any questions or comments from the members and the public. Hearing none, Mr. Molchany asked Ms. Bradley to call for a vote and the motion was approved.

### **Old Business**

#### **ACTION ITEM: 2025 Performance Measures – 1 Safety Target Setting**

Mr. Hite explained that Transportation Performance Management (TPM) was established in accordance with federal rule 23 CFR 490, which implemented national performance management requirements.

PennDOT and LVTS must establish performance measures to select the most cost-effective investments for federal transportation funds, and the LVTS coordinates with PennDOT to establish the agreed-upon performance measures for project planning and programming to contribute to achieving the LVTS, PennDOT and national goals. These targets enable eligibility for transportation funding for eligible Transportation Improvement Program projects. The LVTS Technical Committee reviews and recommends these targets for adoption by the Coordinating Committee.

Mr. Hite reviewed the three performance measures (PM). PM-1 Safety aims to reduce the rate of fatalities and serious injuries, including non-motorized fatalities and injuries, for the use of Highway Safety Improvement Program (HSIP) funding. PM-2 Asset Management aims to improve the condition of pavements and bridges on the National Highway System (NHS) and Interstate System. PM-3 Reliability works to improve the mobility and operation of freight movement on the NHS and Interstate System. It also seeks to improve air quality and congestion through the Congestion Management and Air Quality (CMAQ) funding.

Mr. Hite stated that PM-1 requires the following elements to be considered by PennDOT and the LVTS when establishing targets: Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of Serious Injuries; Number of Non-motorized Fatalities and Non-motorized Serious Injuries. He shared a graphic that displayed the adopted targets for PM-1, the proposed target for 2025, and the baseline 5-year rolling averages for each of the five elements. The baseline averages are used to develop the proposed targets.

Mr. Hite reviewed the proposed targets for each of the five elements and compared those figures with targets that were adopted in 2024. The adopted fatalities target in 2024 was 51.5, and the proposed target for 2025 is 47.8. The adopted fatality rate target in 2024 was 1.015, and the proposed target for 2025 is 0.891. The adopted serious injuries target in 2024 was 254.8, and the proposed target for serious injuries in 2025 is 244.4. The adopted serious injury rate target in 2024 was 5.021, and the proposed target for serious injury rate for 2025 is 4.556. The adopted non-motorized fatalities and serious injuries target in 2024 was 43.1, and the proposed target for non-motorized fatalities and serious injuries for 2025 is 46.7.

Mr. Cotter asked for a motion to approve a recommendation to the Coordinating Committee for the adoption of PM-1 targets as presented by Mr. Hite. Mr. Raio made a motion to approve a recommendation to the Coordinating Committee for the adoption of PM-1 as presented, and the motion was seconded by Ms. Heller. Mr. Cotter asked if there were any comments from LVTS members or the public. Mr. Slingerland noted that there was a 40% increase in the target for non-motorized fatalities and serious injuries. He asked if there was an opportunity to be more aggressive with this target and its aim to work towards Vision Zero, and he acknowledged that these goals were likely developed in partnership with the Federal Highway Administration (FHWA). Ms. Bradley confirmed that the targets were developed in partnership with FHWA, PennDOT, and other Metropolitan Planning Organizations and Rural Planning Organizations across the state. She echoed Mr. Slingerland's concern with the increase in this target, and stated that after these targets are adopted by the deadline, the Transportation Safety Plan would address policies and actions to decrease this number and work towards Vision Zero. There were no additional comments. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany reiterated that the Transportation Performance Management metrics are critical for the LVTS to consider with all its plans and programs, and they build the foundation for the allocation of funding for projects. He asked for a motion to adopt the PM-1 targets as presented. Mr. Kufro made the motion to adopt the PM-1 targets, and the motion was seconded by Mr. Emili. There were no questions from members or the public. Ms. Bradley called for the vote, and the motion carried.

#### **INFORMATION ITEM: Lehigh Valley Walk Audit**

Mr. Gardi stated that the Lehigh Valley Walk Audit effort was performed in 2023 and connected community members and organizations including AARP, the Lehigh Valley Planning Commission, United Way of the Lehigh Valley, and Age Friendly Lehigh Valley, with ground-truthing audits throughout the Lehigh Valley. 97 locations were chosen specifically for the safety, aesthetic and accessibility challenges

they presented in the community. Using AARP's Walk Audit Tool Kit, volunteers recorded the conditions of the sidewalk, the street and the pedestrian crossing signals (if applicable) at each location. Walk audits can provide essential insights into how the region functions for vulnerable road users, while identifying immediate concerns. Data collected during the walk audits was processed and added to an interactive map that was presented at the Age-Friendly Lehigh Valley Fall Conference. Data gathered will be utilized for the update to the transportation safety plan, the expansion of LANTA's Bus Rapid Transit system, and the LVTS project selection process.

Mr. Molchany emphasized the importance of the walk audits in supporting alternative transportation in the region, including the expansion of LANTA's Bus Rapid Transit/Enhanced Bus Service. He thanked the partners involved in the project, and asked if any LVTS members or public had any questions. Mr. O'Neil echoed Mr. Molchany's appreciation for the walk audits, as pedestrian infrastructure is crucial to the accessibility of the transit system. Ms. Bradley added that the walk audits are foundational to the update to the Transportation Safety Plan, which will support the next update to the Metropolitan Transportation Plan (MTP), which is the new term used by FHWA for the Long-Range Transportation Plan (LRTP). She stated that the walk audits would also support the one-on-one technical assistance program that Mr. Hite coordinates, which connects municipalities with engineering and planning support for a specific location that can help local governments acquire funding to address the issue. The walk audit locations will help this technical assistance program proactively address issues in the region and work with municipal partners. Mr. Molchany added that the walk audit program supports the LVPC's emphasis on walkability in its review letters for proposed development in the region. The walk audits also enable the LVTS to go beyond the Performance Measure targets and towards Vision Zero. He asked if there were any additional questions or comments from LVTS members or the public, and there were none.

## **New Business**

### ***INFORMATION ITEM: 2025-2028 Transportation Improvement Program (TIP) Administrative Modifications***

Ms. Ruth reviewed the administrative actions of the 2025-2028 TIP that occurred from December 7th, 2024, through January 3rd, 2025. There were two administrative actions and one statewide administrative action. Those actions were:

- Statewide Administrative Action #1: Bogert's Bridge Rehabilitation
- Administrative Action #1: State Route 248/Airport Road Intersection Improvements
- Administrative Action #2: LVTS Bridge Preservation #7

Mr. Molchany asked if there were any questions from LVTS or the public, and there were none.

### ***ACTION ITEM: 2025-2028 TIP Amendment: RAISE Grant-Funded Riverside Drive Complete Street/Trail Project***

Ms. Bradley thanked Ms. Frey for her work as the Riverside Drive project manager, PennDOT, Whitehall Township and the City of Allentown for their work on the project. The contract for the RAISE Grant for this project has taken some time for a variety of reasons, but it can now be added to the TIP, as required by the grant. She noted that the request for an amendment to the TIP for Riverside Drive is brought by PennDOT and the LVPC, as the lead partners in the project. The Riverside Drive project is bringing additional funding to the region, and it is in a Justice40 community. The project is extending Riverside Drive, a complete street, southward from Hamilton Street to Union Street in the City of Allentown, and northward from Furnace Street to East Wood Street in the City of Allentown and Township of Whitehall. This project was available for public comment from April 19, 2023, to May 19, 2023, before it was added to the 2023-2026 TIP, and it is included in the current Metropolitan Transportation Plan (MTP). According to the LVTS Public Participation Plan (PPP), the addition of a project to the TIP that was included in the MTP does not require an additional public comment period. Ms. Bradley further explained the fiscal constraint chart, which was included in the meeting packet.

Mr. Molchany stressed that the project supports a Justice40 community, which is very important to the LVTS. He reiterated that the project does not impact funding from the regional allocation for projects on the TIP. Mr. Cotter asked if there were any questions from LVTS members or the public. Mr. Porochniak

asked for clarification on the need for a 30-day public comment period. Based on previous conversations with LVTS and PennDOT, Mr. Porochniak was under the impression that a 30-day public comment period was necessary, based on the provisions of the LVTS' PPP. Ms. Bradley stated that a public comment period was not necessary per the PPP. She noted that the Air Quality Conformity Report was updated and sent to the Intergovernmental Coordination Group (ICG) for their comments, but there were none. Mr. Porochniak stated that the ICG was under the impression that the update to the Air Quality Conformity Report meant that the amendment would go out for a public comment period. He was unsure if the revised report would be accepted without a public comment period because it has been altered from the initial submission with the 2025-2028 TIP. Ms. Bradley stated that the LVTS and the staff were not made aware of this requirement until this conversation. Mr. Porochniak suggested that the LVPC, PennDOT and FHWA discuss the matter further after the meeting. Mr. Cotter asked if the vote should go forward, and Ms. Bradley suggested that it should, and that the LVTS could revote on the amendment if deemed necessary after the discussion with PennDOT and FHWA. Mr. Cotter asked if there were any additional questions, and there were none.

Mr. Cotter asked for a motion from the Technical Committee to recommend approval of the Riverside Drive RAISE Grant Amendment to the Coordinating Committee. Ms. Bradley made the motion to recommend approval of the Riverside Drive RAISE Grant Amendment to the Coordinating Committee, and the motion was seconded by Mr. Raio. Ms. Bradley called for the vote and the motion carried.

Mr. Molchany asked for a motion from the Coordinating Committee to approve the Riverside Drive RAISE Grant Amendment to the Transportation Improvement Program, as forwarded by the Technical Committee, with the condition that a future vote may be required. Mr. Mosca made the motion to approve the Riverside Drive RAISE Grant Amendment with the condition laid out by Mr. Molchany, and the motion was seconded by Mr. Kufro. Mr. Molchany asked if there were any questions from LVTS members or the public. Ms. Bradley called for the vote and the motion carried.

#### **INFORMATION ITEM: Route 309 Center Valley Parkway Project Update**

Ms. Fallon introduced herself as the project manager for the Route 309 Center Valley Parkway project. She noted that Route 309 is part of the National Highway System, providing an important link in the local and regional transportation network, including key transportation arteries such as I-78, Route 145, and Route 663. On average, the intersection sees 79,000 vehicles each day. It is also a major flooding concern and is within the top 5% of flood closures from PennDOT's risk assessment mapping. Ms. Fallon noted that 15 alternatives were first proposed, five of which were identified to be advanced: displaced left turn at-grade; diverging diamond interchange; traditional diamond interchange; large folded diamond interchange; small folded diamond interchange. The small folded diamond interchange was ultimately chosen.

Ms. Fallon reviewed the purpose of the project, which is to provide a safe and efficient transportation system by improving safety, reducing congestion, accommodating planned growth, improving facility deficiencies and maintaining regional mobility. The needs of the project have been identified as safety, congestion/anticipated growth, and facility deficiencies. Ms. Fallon noted that the intersection experiences a high number of crashes, including three crashes that resulted in four fatalities during the five-year period of data that was examined. The current signalized intersection operates with undesirable delays due to their proximity to each other. Traffic volumes are expected to significantly increase on these roadways with the continued build out of the Center Valley area adding to future traffic delays. The median on Route 309 does not meet current minimum design standards, as it is only 4 feet wide instead of the minimum 10 feet width.

Ms. Fallon reviewed the project goals: minimize impact to underdeveloped sites; minimize right of way impacts, especially to residential properties; minimize impacts to wetlands and streams; avoid impact to historic properties; accommodate Upper Saucon Township's future multiuse trail under the new bridge; raise the elevation of West Saucon Valley Road/Center Valley Parkway above the 100-year flood plain. These goals are secondary to the purpose and needs of the project.

Ms. Fallon noted that many stakeholders have been involved in meetings about the project including Upper Saucon Township, Delaware Nation, Delaware Tribe, Lehigh University, and Kay Builders. Overall, community feedback has been positive.

Ms. Fallon reiterated that a small folded diamond interchange was the chosen alternative for the project. The most significant feature of the project is that Route 309 will be raised above West Saucon Valley Road and Center Valley Parkway. The existing structure crossing Saucon Creek will be replaced and lengthened to go over West Saucon Valley Road and the creek. The signal on Route 309 will be removed, improving flow at the intersection, and the road will be raised 20-30 feet and will no longer flood. PennDOT wants to ensure that the upgrades will be able to accommodate future growth, and has worked with Upper Saucon Township to identify potential land development based on undeveloped or under-developed parcels to account for potential additional traffic flow. There will be two new signals installed, but these signals will not be placed on the bridge or Route 309 itself. Signage will be installed to assist motorists in lane choice well in advance of the intersection. PennDOT is also working with the Township to improve the aesthetics of the project through landscaping, lighting, and form liners on the bridge.

Ms. Fallon briefly reviewed the various studies and reports required to complete preliminary engineering for the project, which began in October 2021. The latest study, a design field view, was submitted in December 2024 and will be reviewed in January 2025, at which point the project design would be ready for final design. She noted that the current construction funding allocated to the project is \$69 million, with \$55.2 million in federal funding and \$13.8 million in state funding. The current estimate is \$71 million, and it is still in progress.

Ms. Fallon noted that the current let date is scheduled for April 2026, but the project team anticipates the let to happen later in 2026 because the environmental clearance process is taking longer than anticipated. A prehistoric site was discovered under the existing ramp and, because the site is unavoidable for the project, it will require mitigation. PennDOT is coordinating with the Delaware Tribe and the Delaware Nation to determine the appropriate mitigation for the site.

Ms. Fallon outlined the next steps in the process. She reiterated that the project is currently undergoing environmental clearance processes and the design field view. Once the project is in final design, permits and right of way plans will be initiated. Ms. Fallon shared a video which shows a rendering of the project.

Mr. Molchany commented that preliminary engineering includes a lot of different elements, and this phase takes a lot of time regardless of the size of the project. He noted that there are land development plans in place adjacent to this location, and he appreciates that the project team incorporated potential land development into consideration when designing the interchange.

Ms. Bradley asked where the bicycle and pedestrian facilities would be located in the project, as they are not optional. She noted that residents that live on the western side of Route 309 work in the shops and office buildings on the eastern side or attend Penn State Lehigh Valley. It is the adopted policy of the LVTS, through which the project is funded, that all projects include bicycle and pedestrian facilities to increase mode share within the transportation system. She stated that this requirement was specifically noted during the public engagement process for the project by the LVTS, the Lehigh Valley Greenways the Coalition for Appropriate Transportation, and the LINK Trail Partnership. Ms. Bradley restated the bicycle and pedestrian facilities are not optional, and she looks forward to follow up regarding how those facilities will be added to the project. Ms. Fallon noted that the project team is working with the Township and that they have been looking at multiple options. Ms. Bradley reminded Ms. Fallon that the team needs to work with the LVTS, as well, and that she should reach out to Mr. Hite and Mr. Gardi to work on the multimodal aspects of the plan. Mr. Kufro added that, whenever sidewalks or trails are added to a PennDOT project, there needs to be a maintenance agreement, and an owner identified. Those are not in place yet, but those discussions can take place moving forward in the process.

Mr. Molchany asked if there were any questions from the public. Ms. Milagio read aloud two comments from the meeting chat. Ms. Rackus said "It is nice to see that stormwater issues are being considered and



incorporated into the project. Hopefully this trend that will continue with all improvements on state routes.” Mr. Slingerland said “Thank You LVTS and PennDOT for supporting pedestrians and bicyclists on this 309 interchange!” Mr. Slingerland also verbally participated in the discussion, noting that the Coalition for Appropriate Transportation and its constituency of bicyclists and pedestrians value support for bicycle and pedestrian infrastructure in this intersection, as it provides a vital connection between Coopersburg and the destinations east of the intersection.

### **Status Reports**

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

### **INFORMATION ITEM: Regional Climate Action Plan**

Ms. Bradley stated that the Regional Climate Action Plan is a continuation of the US Environmental Protection Agency (EPA) Carbon Pollution Reduction Grant (CPRG) program. This program provided funding for the development of the Priority Climate Action Plan (PCAP) that focused on Transportation Decarbonization, and the update to the regional Greenhouse Gas Inventory, both of which will contribute to the final plan in the program, the Regional Climate Action Plan (RCAP). The first climate action plan published by the LVPC was released in 2013/2014, and this RCAP will take a new look at climate action initiatives around the region and the policies associated with those initiatives. The RCAP will bring together all the different elements of climate action policy into one plan, taking into account a variety of factors including population growth and economic implications.

Ms. Bradley shared that the first public workshop for the RCAP will be held on Wednesday, January 22 at 8:30 AM at the LVPC office. The LVPC does not have steering committees, but uses a workshop format to promote inclusiveness. She asked meeting participants to join the workshop and share the information with anyone who may be interested in the workshop. Mr. Molchany asked if there were any questions from LVTS members or the public, and there were none.

### **Public Engagement, Education + Grants**

Ms. Milagio noted that the most recent National Public Radio show on WDIY 88.1 FM took a thankful look back at the impactful planning work that was done in 2024, and many were transportation projects by the LVTS. Projects mentioned in the show included the TIP, and particularly the Route 22 Study, the Coordinated Transit Plan, the Freight Plan and all the projects that were completed during the year. That show is now streaming at [lvpc.org](http://lvpc.org) and [wdiy.org](http://wdiy.org). The next show is set to air at 6:30 pm, Monday February 3. Mr. Molchany asked if there were any questions, and there were none.

Mr. Molchany noted how important LTAP is for our local communities, and that Lehigh Valley LTAP classes have among the highest attendance. He also shared that PennDOT has a program called PennDOT Connects, which connects PennDOT staff with local stakeholders to work through potential issues of a project before it starts. Mr. Molchany noted a recent example with the Cementon Bridge, where PennDOT Connects helped to identify a trail improvement and stormwater improvement plan. Mr. Hite noted that the next Local Technical Assistance Program (LTAP) class would be a one-hour class on a streamlined approach to stormwater management on February 6. Mr. Molchany thanked Mr. Hite for his shepherding of the LTAP program, and for working closely with PennDOT and municipal partners.

Mr. Dinkel presented on the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program is a competitive grant program to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure. Mr. Molchany noted that the information on grants is essential for the region to bring in additional funding to support the regional transportation grid. He asked if there were any questions from the LVTS or the public, and there were none.

**Adjournment**

Mr. Molchany stated that the next LVTS Joint Technical and Coordinating Committee meeting is on February 19, 2025, at 9 AM. Mr. Stoudt made a motion to adjourn, and the meeting was adjourned.

## Enclosure

### PennDOT Mid Performance Period Report for the 2022-2025 Period

PennDOT submitted a final version of the *Mid Performance Period Progress Report* to the Federal Highway Administration (FHWA) on October 31, 2024. The report includes:

- The actual performance derived from the latest data collected through the midpoint of the performance period;
- A discussion of PennDOT's progress toward achieving each established 2-year target;
- A discussion on the progress of PennDOT's efforts in addressing congestion at truck freight bottlenecks within the state;
- Adjustments to the 4-year targets for select performance measures with a discussion of the basis for the adjustment and how the revised targets support expectations in the long-range statewide transportation plan and the Transportation Asset Management Plan (TAMP);
- MPO CMAQ performance plans for the Southwestern Pennsylvania Commission (SPC), Delaware Valley Regional Planning Commission (DVRPC) and Lancaster Metropolitan Planning Organizations (MPOs).

**Figure 1** provides a summary of the 2-year progress for each measure as compared to the targets that were set in February 2023 in coordination between PennDOT and the MPOs/RPOs. The FHWA makes a formal determination of significant progress in the achievement of 2- and 4-year targets. If significant progress is not made, states will be required to document actions to achieve targets in future performance periods.

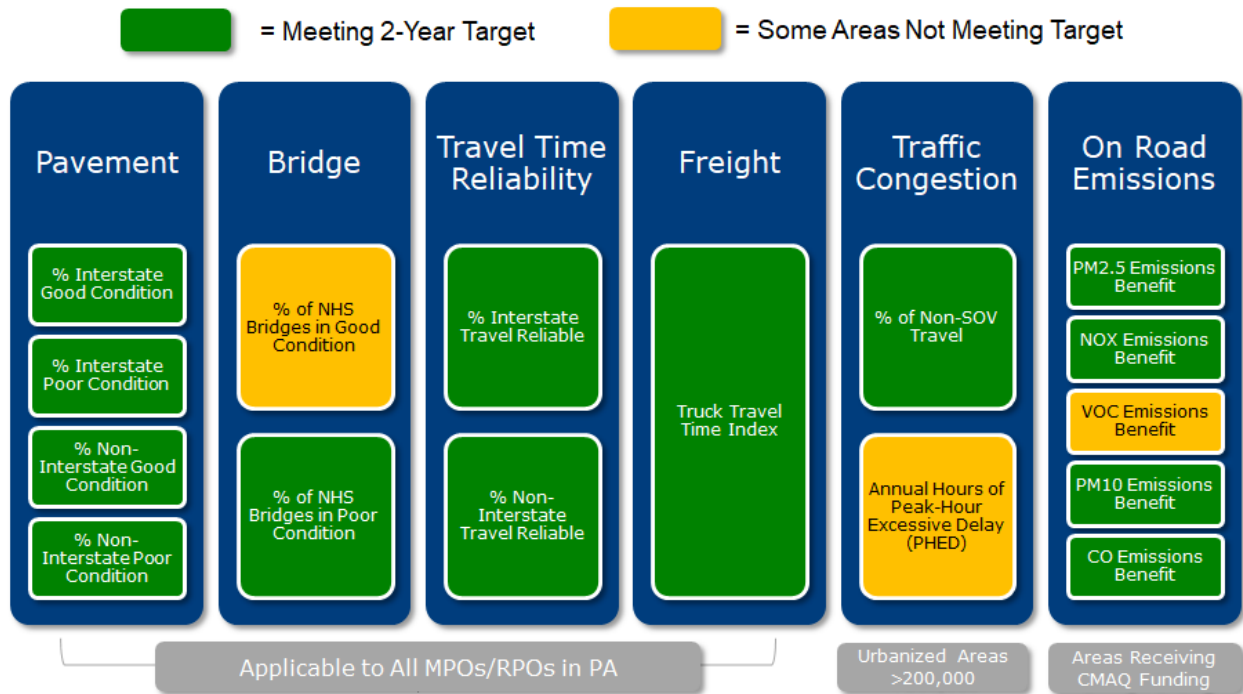
**Attachments 1-4** (addressing both the PM-2 and PM-3 measures) provides a summary of the actual 2-year performance and progress toward achieving the established statewide targets. Additional information is provided on individual MPO/RPO performance for select measures.

### Adjustments to 4-Year Performance Targets and Coordination

The *Mid Performance Period Progress Report* offers an opportunity for PennDOT and its Planning Partners to review and adjust the 4-year targets for each of the PM-2 and PM-3 performance measures. All bridge, pavement, reliability, freight and CMAQ emission targets were assessed in coordination between PennDOT and Pennsylvania's MPO/RPOs. The CMAQ congestion and Non-SOV measure targets were reviewed by all relevant state DOT and MPO partners for each relevant urbanized area.

PennDOT has not adjusted any of the PM-2 and PM-3 reliability targets. PennDOT has coordinated with several of the urbanized area MPOs to adjust CMAQ measure targets as summarized in **Table 1**.

**Figure 1: PM-2 and PM-3 2-Year Progress Summary  
(2022-2025 Performance Period)**



**Table 1: Adjustments to Statewide PM-3 Targets**  
(All Other PM-2 and PM-3 Targets Remain Same as Baseline Report)

Measure	Original Target	Adjusted Target	Basis for Adjustment
<b>PHED for Pittsburgh Urbanized Area</b>	10.5	<b>11.8</b>	PennDOT and SPC have coordinated on a target revision that is consistent with that used for the previous 4-year performance period. Regional travel activity is starting to reach levels closer to the conditions experienced in the 2018-2019 timeframe. In addition, there are multitude of regional construction projects underway.
<b>Non-SOV % for Philadelphia Urbanized Area</b>	30.0%	<b>33.0%</b>	Although the 2-year target was met, DVRPC and its regional stakeholders decided to develop a more enhanced 4-year target based on trends for increasing Non-SOV travel. The revised target was based on trend information related to continued increases in teleworking, ridesharing and other travel modes; changes in land use and housing; projects planned in the PA and NJ TIPs; and other post COVID travel behavior changes.

## Attachment 1: Summary of Targets and 2-Year Performance

		Performance Measures	2021 Baseline	2-Year (2023) Actual	2-Year (2023) Target	4-Year (2025) Target (Original)	4-Year (2025_ Adjusted Target	
PM-2	Pavement (Statewide)	Percentage of Pavements of the Interstate System in Good Condition	68.8%	69.4%	69.0%	65.0%		
		Percentage of Pavements of the Interstate System in Poor Condition	0.4%	0.2%	2.0%	2.0%		
		Percentage of Pavements of the Non-Interstate NHS in Good Condition	37.2%	34.1%	31.0%	29.0%		
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.2%	6.0%	6.5%		
	Bridge (Statewide)	Percentage of NHS Bridges Classified as in Good Condition	27.5%	27.5%	28.0%	28.0%		
		Percentage of NHS Bridges Classified as in Poor Condition	4.4%	4.2%	7.5%	7.5%		
PM-3	Reliability (Statewide)	Percent of the Person-Miles Traveled on the Interstate That Are Reliable		92.8%	92.0%	89.5%	89.5%	
		Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		92.6%	92.4%	88.0%	88.0%	
		Truck Travel Time Reliability (TTTR) Index		1.30	1.30	1.40	1.40	
	CMAQ – Delay (Urbanized Area)	Annual Hours of Peak Hour Excessive Delay Per Capita	Allentown	7.1	8.2	8.4	8.4	
			Harrisburg	7.2	7.2	9.1	9.1	
			Lancaster	3.3	4.1	3.7	3.7	
			Philadelphia	13.1	13.9	15.2	15.1	
			Pittsburgh	9.3	11.6	10.5	10.5	11.8
			Reading	6.3	5.8	6.5	6.5	
			York	5.0	5.2	6.4	6.4	
	CMAQ – Non-SOV (Urbanized Area)	Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	Allentown	20.4%	22.3%*	18.6%	18.6%	
			Harrisburg	21.3%	23.0%*	20.2%	20.2%	
			Lancaster	20.5%	22.1%*	21.9%	21.9%	
			Philadelphia	30.6%	32.8%*	30.0%	30.0%	33.0%
			Pittsburgh	27.6%	29.8%*	27.0%	27.0%	
			Reading	22.8%	24.2%*	20.2%	20.2%	
			York	18.4%	20.0%*	15.8%	15.8%	
	CMAQ – Emissions (Statewide)	Total Emission Reductions: PM2.5		269.080	28.174	18.000	36.000	
		Total Emission Reductions: NOx		1644.620	782.278	392.000	785.000	
		Total Emission Reductions: VOC		360.220	40.044	46.000	93.000	
		Total Emission Reductions: PM10		0.000	0.000	0.000	0.000	
		Total Emission Reductions: CO		3791.360	----	0.000	0.000	

\* FHWA officially bases the 2023 actual performance for the Non-SOV measure on the 2017-2021 American Community Survey (ACS) data since the CENSUS urbanized boundaries have changed in the ACS 2022 version

(MPO/RPO Performance on PM-2 Measures Provided on PennDOT SharePoint Site)

[https://sportal.penndot.pa.gov/Planning/ProgramCenter/Performance Reports/Forms/AllItems.aspx](https://sportal.penndot.pa.gov/Planning/ProgramCenter/Performance%20Reports/Forms/AllItems.aspx)

## Attachment 2: Summary of MPO/RPO PM-3 Reliability Performance

Area (MPO/RPO)	Interstate Reliability			Non-Interstate Reliability			Truck Travel Time Reliability Index		
	2021 Baseline	2022	2023	2021 Baseline	2022	2023	2021 Baseline	2022	2023
<b>Statewide Total</b>	<b>92.8%</b>	<b>92.6%</b>	<b>92.0%</b>	<b>92.6%</b>	<b>92.9%</b>	<b>92.4%</b>	<b>1.30</b>	<b>1.33</b>	<b>1.30</b>
<b>Statewide Target</b>	<b>89.5%</b> <i>2 &amp; 4-Year Target</i>			<b>88.0%</b> <i>2 &amp; 4-Year Target</i>			<b>1.40</b> <i>2 &amp; 4-Year Target</i>		

*Targets only Apply to Statewide Total - MPO Numbers Provided for Information Purposes Only –  
Highlighted coloring Indicates if values are above or below statewide targets*

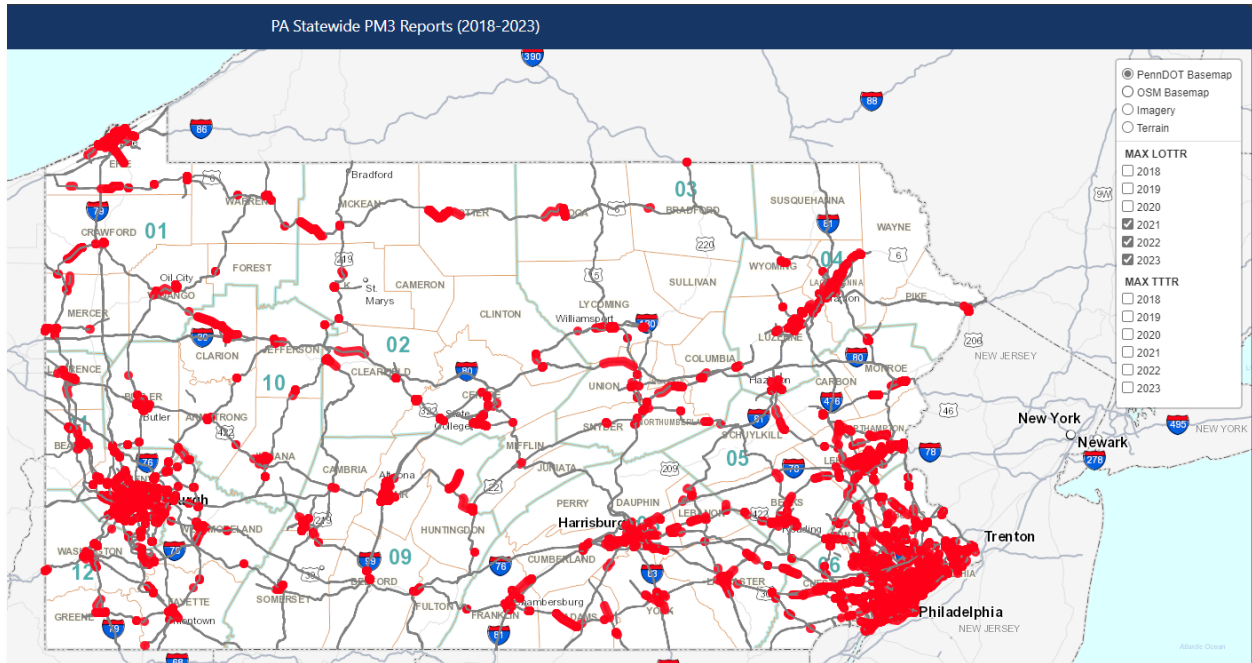
Adams	Not Applicable			91.4%	89.6%	94.4%	Not Applicable		
Altoona	100.0%	100.0%	100.0%	90.0%	90.0%	94.1%	1.15	1.14	1.13
Centre	100.0%	100.0%	100.0%	96.3%	97.4%	98.2%	1.22	1.26	1.14
DVRPC (PA) *	77.1%	74.4%	73.3%	90.1%	90.9%	88.8%	1.81	1.84	1.83
Erie	100.0%	100.0%	100.0%	84.5%	89.8%	91.7%	1.15	1.34	1.21
Franklin	100.0%	100.0%	100.0%	92.7%	87.7%	92.4%	1.11	1.14	1.12
Harrisburg	96.0%	97.1%	96.5%	94.9%	95.8%	94.4%	1.29	1.24	1.25
Johnstown	Not Applicable			96.6%	98.4%	97.2%	Not Applicable		
Lancaster	100.0%	100.0%	100.0%	95.2%	95.4%	96.8%	1.14	1.15	1.15
Lebanon	100.0%	100.0%	100.0%	93.8%	93.9%	93.4%	1.13	1.12	1.13
Lehigh Valley	100.0%	100.0%	99.6%	88.7%	90.0%	88.8%	1.30	1.33	1.35
NEPA	100.0%	100.0%	100.0%	93.2%	97.2%	93.7%	1.23	1.27	1.23
North Central*	100.0%	91.1%	100.0%	93.9%	94.4%	93.9%	1.17	1.92	1.11
Northern Tier*	100.0%	100.0%	100.0%	95.2%	94.6%	95.0%	1.16	1.15	1.29
Northwest*	93.3%	100.0%	100.0%	82.0%	89.5%	94.7%	1.46	1.20	1.13
Reading	100.0%	100.0%	100.0%	94.3%	96.8%	95.4%	1.19	1.15	1.17
S.Alleghenies*	100.0%	100.0%	100.0%	93.1%	96.9%	98.2%	1.15	1.17	1.18
Scranton	100.0%	100.0%	100.0%	92.1%	93.8%	93.2%	1.24	1.26	1.40
SEDA-COG	96.0%	100.0%	100.0%	94.3%	95.8%	97.6%	1.24	1.26	1.14
SPC	95.9%	95.6%	94.7%	93.8%	92.7%	92.7%	1.32	1.34	1.34
SVTS	100.0%	100.0%	100.0%	95.8%	96.4%	96.8%	1.23	1.21	1.16
Wayne*	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.16	1.15	1.11
Williamsport	100.0%	100.0%	100.0%	97.5%	98.4%	98.2%	1.16	1.15	1.16
York	100.0%	100.0%	100.0%	93.4%	94.2%	94.3%	1.17	1.17	1.21

\* Regional data is not available in the NPRMDS online platform. Used the Pennsylvania "PM3 Report" & GIS to calculate the values.

### Attachment 3: Segment Mapping of PM-3 Reliability Performance

Historic segment mapping is currently providing in the following map link:

<https://tmp-map.s3.amazonaws.com/dot/pm3-compare/pa-pm3-reliability.html>



#### Map Notes:

- FHWA calculates the state reliability measures based on segment Level of Travel Time Reliability (LOTTR) values (calculation methodology link: [hif18040.pdf \(dot.gov\)](#))
- LOTTR values for any time period greater than 1.50 is interpreted as being not reliable.
- This map also uses the 1.50 threshold for mapping unreliable segments for the Truck Travel Time Ratio (TTTR) measure.
- The map provides segments that have a time period LOTTR value > 1.50 for each year.
- PennDOT is evaluating the integration of this map information into ONEMAP.

## Attachment 4: MPO/RPO Emission Benefits from CMAQ-Funded Projects

(Listed MPO Targets are Only Included in Relevant MPO CMAQ Performance Plans –  
PennDOT does not report these targets as part of the Baseline and Mid-Performance Period Reports)

Measure	MPO	# of CMAQ-Funded Projects				Emissions (kg/day)			
		2022		2023		Actual 2-Year Performance		Targets	
		# of New Projects	# of Continuing Projects	# of New Projects	# of Continuing Projects	Option 1*	Option 2*	2-year Target (Total Benefits for All Projects Over 2-Year Period)	4-year Target (Total Benefits for All Projects Over 4-Year Period)
VOC Emissions	Statewide	29	68	20	61	34.46	40.44	46.00	93.00
	DVRPC (PA only)	9	23	7	20	6.86	6.86	9.66	19.32
	SPC	9	19	6	20	24.74	24.74	35.58	71.16
	Lehigh Valley	1	8	0	9	2.05	2.05	No MPO Target Set*	
	Lancaster	1	2	1	1	0.06	0.06	0.26	0.53
	Reading	1	3	2	0	0.71	0.71	No MPO Target Set*	
	NEPA	0	1	1	1	0.05	0.05	No MPO Target Set*	
NOx Emissions	Statewide	29	68	20	61	754.498	782.278	392.00	785.00
	DVRPC (PA only)	11	23	7	20	101.197	101.197	51.28	102.56
	SPC	9	19	6	20	625.44	625.44	92.64	185.27
	Lehigh Valley	1	8	0	9	20.67	20.67	No MPO Target Set*	
	Lancaster	1	2	1	1	0.301	0.301	0.68	1.36
	Reading	1	3	2	0	6.65	6.65	No MPO Target Set*	
	NEPA	0	1	1	1	0.24	0.24	No MPO Target Set*	
PM <sub>2.5</sub> Emissions	Statewide	29	68	20	61	28.174	28.174	18.00	36.00
	DVRPC (PA only)	11	23	7	20	7.853	7.853	4.07	8.14
	SPC	9	19	6	20	15.94	15.94	4.88	9.76
	Lehigh Valley	1	8	0	9	1.26	1.26	No MPO Target Set*	
	York	3	3	0	0	2.03	2.03	No MPO Target Set*	
	Harrisburg	3	4	1	3	1.03	1.03	No MPO Target Set*	
	Lancaster	1	2	1	1	0.031	0.031	0.19	0.37
	Lebanon	0	2	0	2	0	0	No MPO Target Set*	
	Johnstown	0	3	2	2	0.03	0.03	No MPO Target Set*	
PM <sub>10</sub> Emissions	Statewide	0	0	0	0	0.00	0.00	0.00	0.00
	SPC	9	19	6	20	0.00	0.00	0.00	0.00

### Table Notes:

- Pollutant Definitions include VOC = Volatile Organic Compounds; NOx = Nitrogen Oxides; PM = Particulate Matter for specified size particles; and CO = Carbon Monoxide
- “New” projects are projects which are CMAQ funded and occur uniquely in the 2022 or 2023 fiscal years within the MPMS system. “Continuing” projects are projects in that fiscal year that are funded with CMAQ and have an MPMS number funded by CMAQ in previous fiscal years. Emission benefits are not counted for continuing projects. PennDOT will continue to evaluate if new MPMS numbers should be assigned for certain projects that have distinctly different scope items from previous years.
- Emission benefits are estimated based on the total CMAQ-funded project emission benefits as reported in FHWA's CMAQ annual database. Project benefits are calculated by PennDOT and Planning Partners using available tools.
- DVRPC is now in attainment for CO and a CO target is no longer required for that region.
- Option 1 and 2 under the Actual 2-year Performance represent different approaches for calculating the actual performance. Option 1 totals only the pollutants for which the region is nonattainment or maintenance. Option 2 adds up all the areas for which a value has been entered into MPMS for that pollutant. FHWA is currently reporting statewide totals that match Option 2. PennDOT is working to ensure that CMAQ emission benefits for pollutants that a region is in attainment for is given a zero value.





COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

December 18, 2024

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 90) regarding National Performance Management Measures, Pennsylvania is providing information regarding the following measures:

- Condition of pavements and bridges on the National Highway System (NHS) and Interstates (PM-2)
  - Percentage of pavements on the Interstate System in good condition
  - Percentage of pavements on the Interstate System in poor condition
  - Percentage of pavements on the NHS (excluding Interstates) in good condition
  - Percentage of pavements on the NHS (excluding Interstates) in poor condition
  - Percentage of NHS bridge deck area classified as in good condition
  - Percentage of NHS bridge deck area classified as in poor condition
- Performance of the NHS, freight movement on the Interstates and the Congestion Management and Air Quality (CMAQ) Program (PM-3)
  - Percent of person-miles traveled on the Interstate System that are reliable
  - Percent of person-miles traveled on the Non-Interstate NHS that are reliable
  - Interstate System truck travel time reliability index
  - Annual hours of peak-hour excessive delay (PHED) per capita
  - Percent non-Single Occupant Vehicle (SOV) Travel
  - On-Road mobile source emissions reduction for CMAQ-funded projects

In February 2023, the Pennsylvania Department of Transportation (PennDOT) established 2-year and 4-year targets for the PM-2 and PM-3 measures for the 2022-2025 performance period. The targets were developed in coordination with Pennsylvania's Metropolitan and Regional Planning Organizations (MPO/RPO). Each MPO/RPO agreed to support the PennDOT statewide and regional PM-2 and PM-3 targets established at that time.

PennDOT submitted a final version of the Mid Performance Period Progress Report to the Federal Highway Administration (FHWA) on October 31, 2024. This memo includes an Enclosure that summarizes the actual performance through the mid-point of the performance period and the adjustments made to several of the urbanized area targets.

Since PennDOT has not changed any of the state PM-2 and PM-3 measure targets and changes to the urbanized area targets have already been agreed upon by all responsible agencies, no further action is needed by the MPOs/RPOs.

Office of the Deputy Secretary for Planning  
400 North Street | Harrisburg, PA 17120 | 717.787.3154 | [www.penndot.pa.gov](http://www.penndot.pa.gov)

MPOs/RPOs can use enclosed information for future TIP and LRTP documentation and assessments regarding the national performance measures. If there are any comments regarding any of the metrics, targets, or tabulations, please contact Matthew Crea, Transportation Planning Manager, at 717.787.2862 or [mcrea@pa.gov](mailto:mcrea@pa.gov).

Sincerely,



Kristin Mulkerin  
Deputy Secretary for Planning

Sincerely,



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

Enclosure

CC: PennDOT District Executives

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

**FFY 2025-2028 TIP Highway and Bridge Element**

Technical and Coordinating Committees

TIP Modifications from January 4, 2025 through February 7, 2025

MPO Tech Meeting: February 19, 2025

MPO Coord Meeting: February 19, 2025

Statewide Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Main St (SR 873) & Walnut St I/S Improvements	113099	CON	Before	411			0	0													0.00	Add CON phase as per MTF agreement.
873 - MWI		Adjust	411			440,000		132,000													572,000.00	
Lehigh County		After	411			440,000		132,000													572,000.00	
Multimodal Reserve	102893	CON	Before	411		71,468,939			84,462,886			87,948,000			89,867,000						333,746,825.00	Source.
Central Office		Adjust	411			(440,000)															(440,000.00)	
		After	411			71,028,939			84,462,886			87,948,000			89,867,000						333,306,825.00	
Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
PA 309 Resurface	102312	PE	Before	581				0													0.00	Increase to cover Railroad agreement.
309 - 14M		Adjust	581					50,739													50,739.00	
Lehigh County		After	581					50,739													50,739.00	
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185	26,992	170,088		6,146	105,369		93,640	136,392		755,016	1,537,254		27,377,555	39,699,010		69,907,462.00	Source.
		Before	BRIP			192,960			106,800			75,460			84,960			57,985,100			58,445,280.00	
		Before	NHPP			172,750			327,432			690,460			319,000			69,872,480			71,382,122.00	
		Before	STP	581		294,200	288,820		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,988,605.00	
		Adjust	STP	581			(50,739)														(50,739.00)	
		After	BOF	185		26,992	170,088		6,146	105,369		93,640	136,392		755,016	1,537,254		27,377,555	39,699,010		69,907,462.00	
		After	BRIP			192,960			106,800			75,460			84,960			57,985,100			58,445,280.00	
		After	NHPP			172,750			327,432			690,460			319,000			69,872,480			71,382,122.00	
		After	STP	581		294,200	238,081		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,937,866.00	
Administrative Action #2				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Indian Creek Road over Leibert Creek	79127	CON	Before	185			800,000					745,000									1,545,000.00	Increase to cover PS&E estimate.
2018 - 01B		Adjust	185									66,395									66,395.00	
Lehigh County		After	185				800,000					811,395									1,611,395.00	
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185	26,992	170,088		6,146	105,369		93,640	136,392		755,016	1,537,254		27,377,555	39,699,010		69,907,462.00	Source.
		Before	BRIP			192,960			106,800			75,460			84,960			57,985,100			58,445,280.00	
		Before	NHPP			172,750			327,432			690,460			319,000			69,872,480			71,382,122.00	
		Before	STP	581		294,200	238,081		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,937,866.00	
		Adjust	BOF	185						(66,395)											(66,395.00)	
		After	BOF	185		26,992	170,088		6,146	38,974		93,640	136,392		755,016	1,537,254		27,377,555	39,699,010		69,841,067.00	
		After	BRIP			192,960			106,800			75,460			84,960			57,985,100			58,445,280.00	
		After	NHPP			172,750			327,432			690,460			319,000			69,872,480			71,382,122.00	
		After	STP	581		294,200	238,081		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,937,866.00	
Administrative Action #3				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Donats Peak Road Bridge over Kistler Creek	11588	ROW	Before	185				0			0										0.00	Add phase to TIP to move along as a stand-alone project.
4037 - 02B		Adjust	185				15,450				25,150										40,600.00	
Lehigh County		After	185				15,450				25,150										40,600.00	
N. Dauphin St over Trib to Lehigh	110067	ROW	Before	185							50,000										50,000.00	Release due to phase not being needed.
1007 - PM7		Adjust	185								(25,150)										(25,150.00)	
Lehigh County		After	185								24,850										24,850.00	
Indian Creek Road over Leibert Creek	79127	UTL	Before	185			15,450														15,450.00	Release due to phase not being needed.
2018 - 01B		Adjust	185				(15,450)														(15,450.00)	
Lehigh County		After	185				0														0.00	
Administrative Action #4				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
St. John Street Improvements	120975	PE	Before	STU	Toll	200,000			212,000												412,000.00	Increase to cover negotiated agreement amount plus internal costs.
2005 - LSI		Adjust	STU	Toll		15,412															15,412.00	
Northampton County		After	STU	Toll		215,412			212,000												427,412.00	
US 22 Resurface 15th Street to SR 309	96385	CON	Before																		0.00	Decobligation returned to region for reassignment.
22 - 08M		Adjust	STU				(15,412)														(15,412.00)	
Lehigh County		After																			0.00	

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

**FFY 2025-2028 TIP Highway and Bridge Element**

Technical and Coordinating Committees

TIP Modifications from January 4, 2025 through February 7, 2025

MPO Tech Meeting: February 19, 2025

MPO Coord Meeting: February 19, 2025

Administrative Action #5				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Jordan Creek Brg Replacement 145 - 09B Lehigh County	110076	FD	Before		185		300,000			421,000		0	0								721,000.00	Increase to match current estimate and align funds with need due to CE now estimated to be received in June 2027. YOE is included.
			Adjust	BRIP	185		(300,000)			(421,000)		763,848	190,962								233,810.00	
			After	BRIP	185		0			0		763,848	190,962								954,810.00	
Jordan Creek Brg Replacement 145 - 09B Lehigh County	110076	ROW	Before	BRIP	185	300,000	75,000		318,000	79,500		0	0								772,500.00	Align funds with anticipated need due to CE now estimated to be received in June 2027. YOE is included.
			Adjust	BRIP	185	(300,000)	(75,000)		(318,000)	(79,500)		636,540	159,135								23,175.00	
			After	BRIP	185	0	0		0	0		636,540	159,135								795,675.00	
Jordan Creek Brg Replacement 145 - 09B Lehigh County	110076	CON	Before	BRIP	185							5,000,000	1,250,000		3,741,600	935,400		0	0		10,927,000.00	Align funds with anticipated need.
			Adjust	BRIP	185							(1,400,388)	(350,097)					1,400,388	350,097		0.00	
			After	BRIP	185							3,599,612	899,903		3,741,600	935,400		1,400,388	350,097		10,927,000.00	
LVTS Highway & Bridge LI			Before	BOF	185	26,992	170,088		6,146	38,974		93,640	136,392		755,016	1,537,254		27,377,555	39,699,010		69,841,067.00	Balancing source to maintain fiscal constraint.
			Before	BRIP		192,960			106,800			75,460			84,960			57,985,100			58,445,280.00	
			Before	NHPP		172,750			327,432			690,460			319,000			69,872,480			71,382,122.00	
			Before	STP	581	294,200	238,081		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,937,866.00	
			Adjust	BOF	185		375,000			500,500									(350,097)		525,403.00	
			Adjust	BRIP		300,000			318,000									(1,400,388)			(782,388.00)	
			After	BOF	185	26,992	545,088		6,146	539,474		93,640	136,392		755,016	1,537,254		27,377,555	39,348,913		70,366,470.00	
			After	BRIP		492,960			424,800			75,460			84,960			56,584,712			57,662,892.00	
			After	NHPP		172,750			327,432			690,460			319,000			69,872,480			71,382,122.00	
			After	STP	581	294,200	238,081		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,937,866.00	
Administrative Action #6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
SR 143 over Trib to Ontelaunee Creek 143 - BC2 Lehigh County	85677	ROW	Before		185		0			0											0.00	Add phase to TIP to match 971 Claim Damage Estimate.
			Adjust		185		17,800			17,800											35,600.00	
			After		185		17,800			17,800											35,600.00	
Vera Cruz Road over Branch of Hosensack Creek 2027 - BC2 Lehigh County	11587	ROW	Before		185		0			0											0.00	Add phase to TIP to match 971 Claim Damage Estimate.
			Adjust		185		41,950			41,950											83,900.00	
			After		185		41,950			41,950											83,900.00	
Breingsville Road over Breinig Run 3007 - BC2 Lehigh County	79131	ROW	Before		185		0			0											0.00	Add phase to TIP to match 971 Claim Damage Estimate.
			Adjust		185		38,700			38,700											77,400.00	
			After		185		38,700			38,700											77,400.00	
Belvidere Rd o/Trib Deliw Riv 1004 - BC2 Northampton County	85929	ROW	Before		185		0			0											0.00	Add phase to TIP to match 971 Claim Damage Estimate.
			Adjust		185		19,000			19,000											38,000.00	
			After		185		19,000			19,000											38,000.00	
Main Street over trib to Martins Creek 1015 - BC2 Northampton County	117240	ROW	Before		185		0			0											0.00	Add phase to TIP to match 971 Claim Damage Estimate.
			Adjust		185		27,450			27,450											54,900.00	
			After		185		27,450			27,450											54,900.00	
Frost Hollow Road over trib to Delaware River 2038 - BC2 Northampton County	11974	ROW	Before		185		0			0											0.00	Add phase to TIP to match 971 Claim Damage Estimate.
			Adjust		185		23,000			23,000											46,000.00	
			After		185		23,000			23,000											46,000.00	
LVTS Highway & Bridge LI			Before	BOF	185	26,992	545,088		6,146	539,474		93,640	136,392		755,016	1,537,254		27,377,555	39,348,913		70,366,470.00	Source
			Before	BRIP		492,960			424,800			75,460			84,960			56,584,712			57,662,892.00	
			Before	NHPP		172,750			327,432			690,460			319,000			69,872,480			71,382,122.00	
			Before	STP	581	294,200	238,081		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,937,866.00	
			Adjust	BOF	185		(167,900)			(167,900)											(335,800.00)	
			After	BOF	185	26,992	377,188		6,146	371,574		93,640	136,392		755,016	1,537,254		27,377,555	39,348,913		70,030,670.00	
			After	BRIP		492,960			424,800			75,460			84,960			56,584,712			57,662,892.00	
			After	NHPP		172,750			327,432			690,460			319,000			69,872,480			71,382,122.00	
			After	STP	581	294,200	238,081		24,980	294,489		410,100	240,931		633,536	420,059		31,204,252	90,177,238		123,937,866.00	
Administrative Action #7				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Trans Alternative Project Mngmt - TEM Lehigh County	89055	PE	Before	STP	Toll	75,000			75,000			75,000			75,000			600,000			900,000.00	Increase to cover ongoing management of selected projects.
			Adjust	STP	Toll	87,000															87,000.00	
			After	STP	Toll	162,000			75,000			75,000			75,000			600,000			987,000.00	
PA 100 Reconstruction 100 - 13M Lehigh County	102311	CON	Before																		0.00	Deobligation returned to region for reassigment.
			Adjust	STP		(87,000)															(87,000.00)	
			After																		0.00	
Before FFY Totals						3,622,608	74,717,804	0	2,784,432	87,725,528	0	10,153,640	90,707,292	0	10,986,648	98,631,652	0	744,957,160	519,154,895		1,643,441,659	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	132,000	0	0	0	0	0	0	0	0	0	0	0	0	132,000	
After FFY Totals						3,725,020	74,717,804	132,000	2,784,432	87,725,528	0	10,153,640	90,707,292	0	10,986,648	98,631,652	0	744,957,160	519,154,895		1,643,676,071	

**NOTES:** Non zero Adjustment due to Local Funds.

BETHLEHEM, Pa. — Route 22 in the Lehigh Valley is set to be designated as a safety corridor by the state Transportation Department, state Sen. Jarrett Coleman announced Wednesday.

That will include the part of Route 22 "from the Interstate 78 split in Lehigh County to the PA 33 interchange in Northampton County," a release from Coleman said.

PennDOT regulations define a safety corridor as a section that is "targeted for the application of signs, increased levels of enforcement and increased penalties specifically for the purpose of eliminating or reducing unsafe driver behaviors that are known to result in crashes and fatalities."

The release says that, after Coleman was elected in 2022, he talked to PennDOT officials about the frequency of "accidents involving heavy trucks on this stretch of highway."

Last year, he sent a letter requesting the road to be designated a safety corridor.

"It seems like every day there's another accident on Route 22," Coleman said. "My constituents are always mentioning this concern to me.

"As a lifelong resident of Lehigh County, I have personally witnessed accidents on Route 22 causing injuries and creating traffic delays.

"I know Route 22 is horrific during rush hour and any time there's been a crash, and I wanted to do something about it."

State Rep. Peter Schweyer also has been vocal about traffic safety in the Lehigh Valley. He previously told LehighValleyNews.com "[our single biggest source of danger is vehicular issues](#)."

Schweyer also mentioned Route 22 specifically, talking about speeding and aggressive drivers.

According to Coleman's release, PennDOT analyzed crash data and made the decision to designate the local route a safety corridor.

PennDOT District 5 Executive Christopher Kufro called Route 22 "one of the most important arterial roadways in the Lehigh Valley."

Kufro said the safety corridor designation is "another tool" to reach the goal of reducing crashes and congestion.

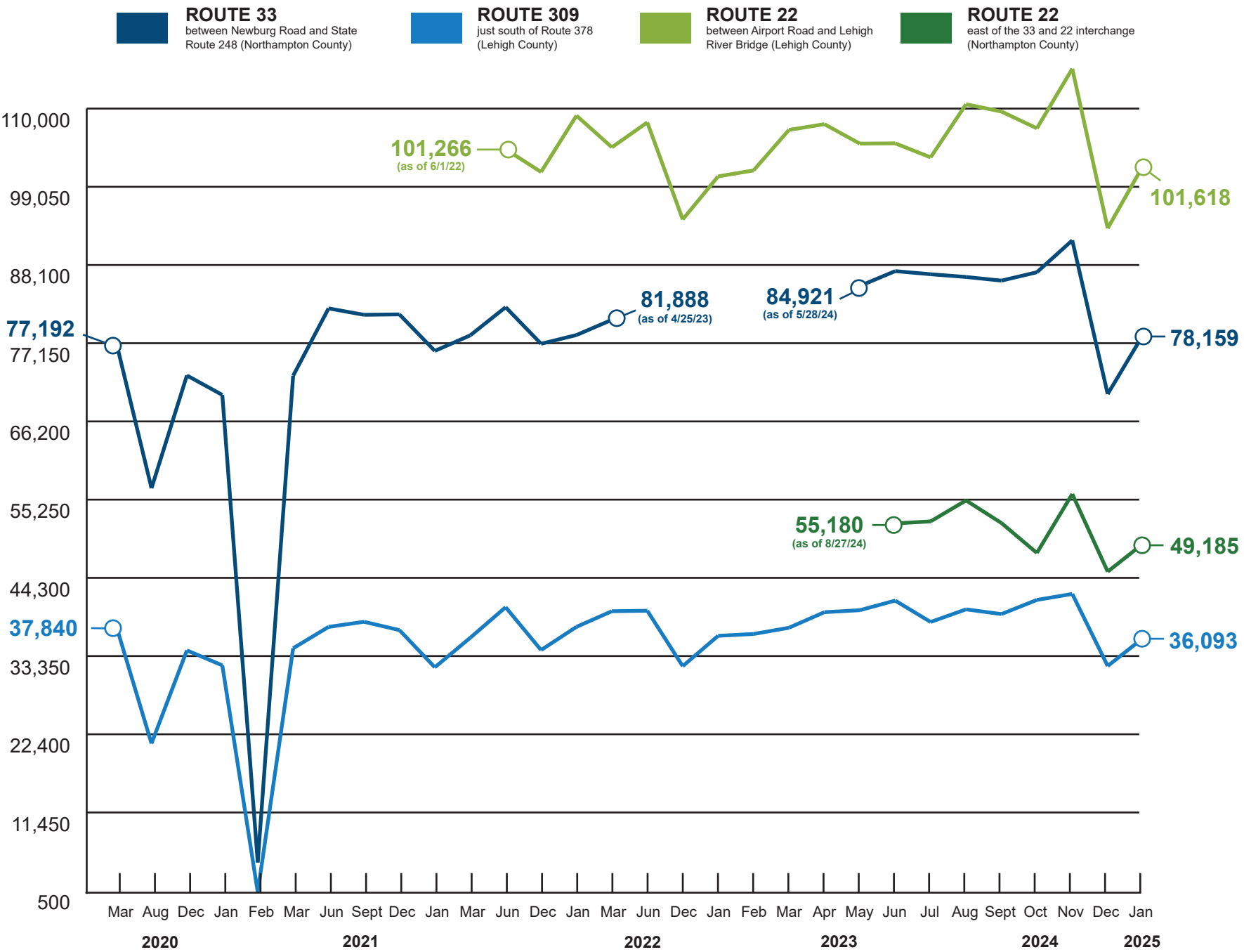
"While long-term infrastructure improvements are absolutely needed, this safety corridor designation will immediately bring new signage and increased traffic enforcement to Route 22," Coleman said.

"Motorists may see signs going up already."

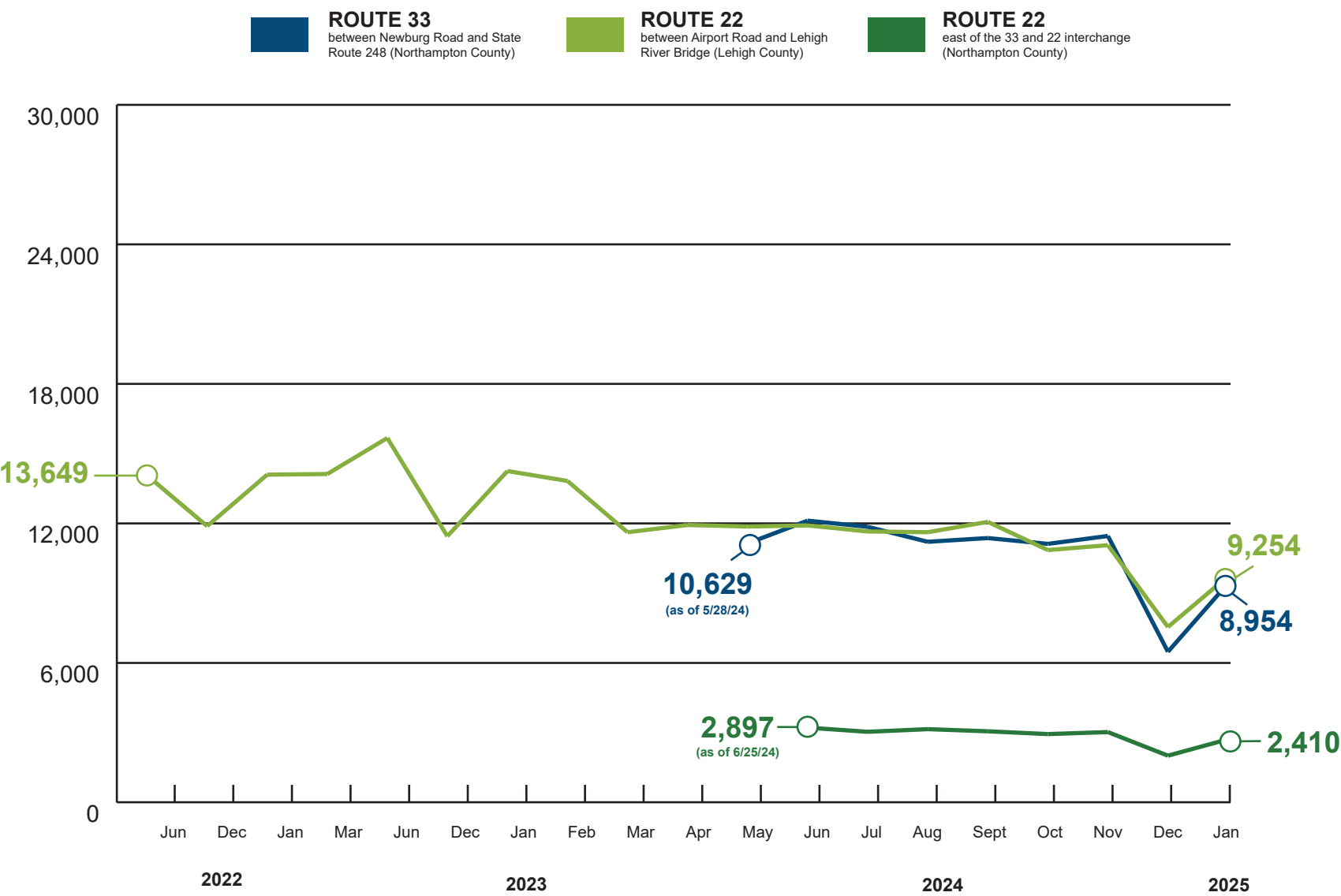
**LehighValleyNews.com | By [Makenzie Christman](#)**

Published January 29, 2025 at 6:09 PM EST

TOTAL VEHICLE TRAFFIC



TOTAL TRUCK TRAFFIC



# **LEHIGH VALLEY TRANSPORTATION STUDY**

## **BRIDGE STATUS REPORT**

### **MEETING FEBRUARY 19, 2025**

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

- Coordination continuing with LANta regarding their bus stops and Enhanced Bus Service (EBS) project
- Coordination with the municipalities regarding the Jordan Creek Greenway Trail anticipated later this Fall
- Design team continuing to work on Preliminary TCP submission, including operational analysis of adjacent intersections during each stage
- PADEP and PAFBC have concurred with conceptual stream rehabilitation measures to be installed in conjunction with the bridge replacement and their limits, design team conducting H&H analysis to confirm no adverse impacts to the surrounding properties, designer submitted preliminary stream rehabilitation measures for review January 15, 2025
- Final TS&L and proposed geotechnical investigations will be finalized upon review of H&H

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

- ROW plan was completed, appraisals have been initiated
- Highway, Traffic Control, bridge and lighting progressing
- Fencing requirements received January 2025, coordination with Norfolk Southern continues
- Utility coordination continues
- Boring field work is complete, Foundation Report submitted January 2025
- Permit related activities continue, COE Section 408 permit submitted to PennDOT for review December 2024
- Stormwater Management activities progressing, NPDES permit under PennDOT review
- Coordination with USCG and FHWA continues
- Pavement Design and pavement marking plan submitted January 2025 for review
- Draft Pre-Bid Construction Schedule prepared, refinement continues

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

- Project to be let with the SR 22 Fullerton Interchange project due to overlapping project limits and traffic control measures.
- Design team and DUA have determined the Northampton Borough Municipal Authority (NBMA) waterline will need to be relocated due to proximity to the proposed Fifth Street Bridge abutment foundations. Meeting to be scheduled with NBMA to discuss options once utility mapping is updated for recent UGI gas line construction
- Final Design supplement covering Final Structure Plans, Foundation Report, and Phase II/III ESAs executed October 24, 2025
- Final Design supplement for a Gap ROW Plan in process to advance the acquisitions involving relocation
- Several Whitehall Township officials provided positive feedback on the project and have verbally committed to maintaining the sidewalk on the bridge; a maintenance agreement being prepared for official signature

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

- Project cleared for archaeological resources and historic resources January 27, 2025
- TS&L and H&H and Safety Review resubmitted for final approval January 23, 2025
- Designer working to finalize Design Field View and CE Level 1b Documents

**LEHIGH VALLEY TRANSPORTATION STUDY  
BRIDGE STATUS REPORT  
MEETING FEBRUARY 19, 2025**

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

- Phase 1 Bog Turtle Habit Study completed, report under review.
- Historic Resource Survey forms completed and submitted to District CRP on June 28, 2024
- Line, Grade & Typical Submission approved
- Safety Review Submission conditionally approved
- Preliminary H&H Report submitted
- Preliminary TS&L submitted

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

- ROW clearance has been received
- Contract has been advertised

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

- Preliminary Traffic Control including pedestrians in progress
- Section 106 Coordination in progress
- Preliminary Type, Size and Location Plan approved

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

- Project moving forward as superstructure replacement to avoid water surface elevation changes on adjacent properties
- Designer preparing to do soil/foundation borings this spring to verify existing substructure conditions for superstructure replacement

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

- Right of Way acquisition ongoing
- Final MPT Plans ongoing
- Final Structure Foundation Report ongoing
- Ongoing utility coordination for relocations

**Farmersville Road (SR 2029) Bridge over Route 22 (C-M. McGuire)**  
**Bethlehem Township, Northampton County**  
**MPMS 71707 – actual let August 22, 2024**

- Contract was awarded to H&K Group, Inc. on September 19, 2024
- NTP was issued on October 28, 2024
- Anticipated completion date is October 21, 2026



**LEHIGH VALLEY TRANSPORTATION STUDY  
BRIDGE STATUS REPORT  
MEETING FEBRUARY 19, 2025**

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

- Phase I Bog Turtle Study submitted May 10, 2024
- Safety submission submitted January 21, 2025
- TS&L conditional approval received November 21, 2024
- SEPS approved December 18, 2024

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

- ROW acquisition continues
- Utility coordination is complete; prior utility relocation work, by utility companies, ongoing
- The Phase III ESA was accepted on January 7, 2025
- The Final MPT was revised, resubmitted, and returned as “Revise and Resubmit” on January 14, 2025; revisions are ongoing
- The Final Traffic Signal Plans were signed and approved on October 22, 2024
- The Final Traffic Signing and Striping Plans were submitted and approved on September 18, 2024
- The Final Structure Plans were “Accepted as Noted”, and revised and returned for signatures on January 27, 2025
- The Erosion and Sediment Control Plan and the Joint Permit Application were approved, and the permits issued on December 10, 2024
- The DM-3 Plan Check was conducted and returned as “Accepted as Noted” on December 23, 2024
- The 90% Constructability Review was conducted and returned as “Accepted as Noted” on December 19, 2024
- Section 106 Consulting Party coordination for development of mitigation measures was completed and documents posted on PA Project Path on January 22, 2025
- Preparation of the Pre-PS&E Submission is ongoing

**LEHIGH VALLEY TRANSPORTATION STUDY  
BRIDGE STATUS REPORT  
MEETING FEBRUARY 19, 2025**

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



## Lehigh Valley Transportation Study

**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

### MEMORANDUM

**DATE:** February 18, 2025  
**TO:** Lehigh Valley Planning Commission  
**FROM:** Matt Assad, Managing Editor  
Brian Hite, AICP, Transportation Planner  
Ben Dinkel, Transportation Planner

**REGARDING:** Public Engagement, Education and Grants

#### Public Engagement

The most recent National Public Radio show, which aired at 6:30 pm, February 3, on WDIY radio 88.1 FM looked ahead to a very busy 2025 year, with at least a dozen major projects on the schedule. Several are transportation-related, including the Route 22 Mobility, Safety and Congestion Plan, Bus Rapid Transit, the Transportation Safety Plan and the Lehigh Valley Trail Gap analysis. The show is available at [www.wdiy.org/show/plan-lehigh-valley](http://www.wdiy.org/show/plan-lehigh-valley) and [www.lvpc.org/newsly](http://www.lvpc.org/newsly). The next Plan Lehigh Valley Radio Show will air March 3, at 6:30 pm.

The latest Business Cycle Column ran Sunday, January 19, and it took a very similar look ahead toward the big projects of 2025, but with a focus on the decades-long impact these projects will have on Lehigh Valley life and collaboration that will be needed by agency and municipal partners to be able to tackle them all in the 12-24-month period. That column can be found in your packet, and online at [lvpc.org](http://lvpc.org) and [mcall.com](http://mcall.com). The next column in the Morning Call will be published March 2.

#### Educational Opportunities

The Lehigh Valley Government Academy (LVGA) will be providing educational opportunities in partnership with the Pennsylvania State Association of Boroughs

The following class will be held in person at the LVPC Conference Center, 615 Waterfront Drive, Suite 201, Allentown PA 18102

#### **Wednesday March 11**

#### **Zoning Officer 101 – 9 am to 3:30 pm**

Everything you need to know as a Zoning Officer! This class is a great start for new Zoning Officers and staff, and an excellent refresher for seasoned Zoning Officers. We will explain the duties of a Zoning Officer, statutory authority, Municipalities Planning Code requirements, as well as a review of the specific job functions of a Zoning Officer, including permits, inspections, Zoning Hearing Board administration, enforcement, building codes, records retention, and Right-to-Know. We will also discuss various lessons learned during COVID, such as electronic submissions and working remotely.

**Registration Fee: \$125**

**CLE: \$60 (in addition to the price of the class)**

**Register at**

[https://myaccount.boroughs.org/PSAB\\_MBR/Events/Event\\_Display.aspx?WebsiteKey=d1d9839f-5fb9-4baf-a0d9-60f06aca5c03&Eventkey=CLSZO10125](https://myaccount.boroughs.org/PSAB_MBR/Events/Event_Display.aspx?WebsiteKey=d1d9839f-5fb9-4baf-a0d9-60f06aca5c03&Eventkey=CLSZO10125)

The Lehigh Valley Government Academy (LVGA) will be providing free educational opportunities in partnership with the Local Technical Assistance Program (LTAP).

The following LTAP class will be held virtually

**Wednesday March 19**  
**Pavement Markings – 8 am to Noon**

The consistent application and maintenance of pavement markings are paramount to motorists' safety. This course covers all aspects of pavement markings from their purpose and intent to their installation and maintenance on roadways. Content is based on the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) and the most current Pennsylvania Department of Transportation (PennDOT) practices, regulations, and resources. Participants will discuss and learn more about materials, applications, installation, and maintenance of pavement markings. Intended Audience: Roadmasters, public works directors, engineers, maintenance personnel, street supervisors, and any other individuals involved with the design, installation, and maintenance of pavement markings within their jurisdiction. Others who would benefit from this course include elected officials, public works employees, and municipal managers. Engineers are welcome to attend, but the focus is on the non-engineer.

The Following LTAP Classes will be held in person at the LVPC Conference Center, 615 Waterfront Drive, Suite 201, Allentown PA 18102

**Wednesday March 5**  
**Public Works Safety – 8 am to Noon**

This course provides a basic understanding of common safety factors and practices associated with public works road maintenance operations. Specific operations discussed include trench excavation, crack sealing with hot asphalt, mowing and chain saw use, as well as winter maintenance. It provides an overview of why accidents happen and how to protect personnel through the use of personal protective equipment. Workplace awareness is stressed with emphasis on chemical safety, environmental hazards, and vehicle and equipment safety issues. The importance of having a formal safety program in place and how to establish an effective program is discussed.

**Wednesday April 2**  
**Temporary Traffic Control (Work Zones) – 8 am to 3 pm**

This course will enhance your awareness of the importance of safety for all workers and road users in work zones. It covers basic work zone principles and reviews the different control devices applied in work zones. The course also emphasizes worker safety, including appropriate safety apparel, safe work zone practices, and appropriate work zone set-ups. The participants will be able to:

- Recognize the importance of temporary traffic control for the safety of the work crew and of the traveling public.
- Develop a working knowledge of State and Federal temporary traffic control laws, regulations, and guidelines.
- Demonstrate the ability to develop temporary traffic control plan/set-ups in accordance with PennDOT Publication 213 for various local road situations.

Intended Audience: Individuals who are performing maintenance, construction, or traffic control on municipal roadways including: public works employees, road crews, roadmasters and street superintendents. Others who would benefit from this course include law enforcement personnel (for enforcement purposes), municipal managers and elected officials (to understand the importance and for budgeting purposes). Engineers are welcome to attend, but the focus is on the non-engineer. Note: This is not a flagger certification workshop.

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

Anyone can register at [www.gis.penndot.gov/LTAP](http://www.gis.penndot.gov/LTAP) or by contacting Hannah Milagio at [hmilagio@lvpc.org](mailto:hmilagio@lvpc.org) or 610-264-4544

**PennDOT Connects Municipal Outreach Hybrid Meeting**

March 27, 2025 from 1:00 pm to 3:00 pm

PennDOT District 5 Office

1002 Hamilton Street, Allentown PA 18101

<https://register.gotowebinar.com/register/9087370590033476183>

**Grant Opportunities****2025-2026 Pennsylvania WalkWorks Active Transportation Planning Program Grant**

Grants and technical assistance will be offered to a limited number of municipalities and planning organizations to assist with the development of Active Transportation Plans during the period of July 2025 through June 2026. These plans are essential to efforts to establish activity-friendly routes that connect people to everyday destinations, thereby expanding opportunities for physical activity and improving public health.

<https://www.pa.gov/agencies/health/programs/healthy-living/walkworks/grant-opportunities.html>

# THE MORNING CALL

## Talking Business with Becky Bradley: Area transportation, housing, climate action plans in progress



By [Becky Bradley](#) | Special to The Morning Call

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With 2024 in the rearview, 2025 looks exciting — and daunting

Every new year brings new ideas, new opportunities and new challenges, and as I look at what the Lehigh Valley Planning Commission has scheduled for 2025, I'm filled with excitement. I'm also anxious because our region's needs are great and growing and this underscores the need to work efficiently together.

We'll be tackling, along with our many partners, including you, more than a dozen major projects including creating a new transportation safety plan, analyzing where the gaps are in our trail network, installing a new electronic plan-filing system, upgrading the LVPC website, devising a new regional population and employment forecast and helping 19 municipalities work together in multi-municipal plans that will enable them to better manage development.

All exciting. All important. But I'm especially excited about these five projects that will have majors impacts on the transportation network, environment and housing market in our communities:

- **Route 22 Mobility, Safety and Congestion Plan** – Thanks to a \$1 million grant secured through state Sen. Nick Miller, D-Lehigh, and Pennsylvania Department of Transportation Secretary Michael Carroll, this plan will provide a phased and prioritized strategy for the 23-mile stretch of Route 22 from the Interstate 78 split in Upper Macungie Township to the New Jersey/Easton border. The recommendations will address safety, capacity and congestion issues, while providing alternatives for line-painting designed to handle autonomous vehicles, where to place alternative fuels stations and truck parking, high occupancy vehicle lanes and other techniques to make the road more efficient. It will also include significant green infrastructure priorities to help improve air quality and reduce stormwater runoff. The plan should be underway this summer and completed by the summer of 2026.
- **Bus Rapid Transit** – We will soon commit more resources than ever into advancing the enhanced bus service offered by the Lehigh and Northampton Transportation Authority. It already has an express bus service that comes as frequently as every 30 minutes on routes through Whitehall, Allentown, Bethlehem and Easton. These new investments will help increase frequency, as well as bring physical changes along the routes to improve pedestrian safety and amenities, while getting the buses through the region more quickly. Giving people a more efficient way to work, school, shops and recreation is key to providing a truly accessible transportation network. Though these will be gradual changes, they are important steps in a future that could evolve into a light rail system with buses or maybe even train cars.
- **Regional Watershed Management Plan** – Stormwater management is one of those things most people don't think about, until it fails, and you end up with flooding, property damage and polluted waterways. The Lehigh Valley has 15 watersheds, each with separate watershed management plans. The problem is some of them date to the 1980s, and as a rapidly growing region, there has been a lot of development and weather changes in the last three-plus decades. Updating each watershed plan separately could take two decades, so the Pennsylvania Department of Environmental Protection is allowing us to take the never-before-done approach of updating them all at once, as a single watershed plan. The two-year process is already underway and will continue in earnest through 2025 and 2026.
- **Climate Action** – The LVPC's been at the forefront of climate action since it produced its ground-breaking Climate + Energy Element in 2014, but a \$1 million federal grant from the Inflation Reduction Act is helping us lean hard into a much more sustainable future. The Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization

and the Greater Lehigh Valley Greenhouse Gas Inventory Plan, produced into 2024, will serve as a basis for a first-ever Greater Lehigh Valley Regional Climate Action Plan that will set goals and give practical recommendations of how the region can cut its carbon emissions in the coming decades. The RCAP will be delivered this summer.

- **Housing Supply and Attainability Strategy** – The Lehigh Valley is in the throes of a nearly 9,000-unit housing shortage that is making it difficult to find housing and pricing families out of their own neighborhoods. Developing a strategy to increase supply, determine what type of homes should be built, where they can be built and at what price points may be the single-most important thing we do this year. We're partnering with Lehigh County and the Urban Land Institute to develop a plan based not only on the data we collect, but the feedback we get from homeowners, developers, bankers, community leaders, school districts and municipal officials.

Every one of these plans has a chance to have a tremendous impact on our community and any one of them alone would make for a frenetic coming year. But put them all into the next 12 to 24 months and it can feel rather daunting. But nothing truly impactful comes easy. Remember if it was easy, it would be done already. Our specialty is building and maintaining collaborations and partnerships to build consensus and progress avoiding and resolving complex issues. That's why we are focusing on the practical, difficult needs of today and what we can predict we will need to do for tomorrow. We'll approach all of these the way we do everything – with fact-based optimism – and we'll find opportunity in every obstacle, purpose for every action and diligence in the pursuit of all solutions. Cheers for a brilliant 2025, when we'll address some of the most pressing issues the region faces, along with you. Together, there is nothing we can't do.

*Becky Bradley is executive director of the Lehigh Valley Planning Commission. She can be reached at [planning@lvpc.org](mailto:planning@lvpc.org).*





## 2025 Municipal Outreach Sessions

Through PennDOT Connects, the Pennsylvania Department of Transportation and its regional planning partners are strengthening their partnerships with communities by involving local government at the very beginning of the planning process so that land use, development, and transportation are better integrated and more effective.

### Enhance Your Transportation Planning: Free Resources & Municipal Support!

***Empower your municipality and its voice in local transportation: Join us for an interactive workshop where you can engage with PennDOT, collaborate with peers, and discover valuable resources to enhance your community.***

#### Learn about:

- **PennDOT One Map GIS Platform:** The demo will provide an overview of PennDOT's GIS platform to gather data to assist with local planning efforts.
- **PennDOT Local Bridge Inventory:** The demo will introduce PennDOT's new inventory tool with information on local bridges.
- **Free Transportation Planning Resources:** The municipal outreach program has free one-on-one support, resources, newsletters, and tech sheets to support municipal transportation planning and land use development.

#### This workshop is intended for:

- Municipal officials, planners, and engineers.
- Community leaders and advocates.
- Anyone interested in improving their local transportation systems.

#### Don't miss out on this chance to:

- Network with other municipalities, learn from their successes, and find areas for collaboration.
- Network with PennDOT and county planning staff.
- Ask questions about PennDOT projects in your area.
- Access free resources and expert support to achieve your goals.

The municipal outreach/peer exchange sessions will consist of an interactive workshop that engages participants in peer exchange and idea-sharing. Municipalities will have the opportunity to interact with PennDOT, their local metropolitan planning organization or rural planning organization (MPO or RPO) staff, and one another. These sessions include:

- Welcome and Introductions
- Transportation Planning Municipal Resources

- One-on-One Assistance
- Newsletters and Tech Sheets
- Drop-ins and Trainings
- One Map Demonstration
  - The demo will provide an overview of PennDOT's GIS platform to gather data to assist with local planning efforts.
- Local Bridge Inventory Demonstration
  - The demo will introduce PennDOT's new inventory tool with information on local bridges.
- Municipal Ideas on Program Resources
  - Municipalities will have the opportunity to share where they feel resources should be invested to support municipalities.
- Q&A from Registration Questions
- Program Conclusion

Attending a PennDOT Connects Municipal Outreach session is an **opportunity for communities to make connections, learn about resources, and improve transportation projects.**

*Note: The sessions will focus on the resources available to municipalities through the PennDOT Connects Municipal Outreach program and other sources and are **not** specific to projects on the Transportation Improvement Program (TIP) in PennDOT Districts.*

District	Date	Time	Facility, Format, and Registration Link	Address
District 5	March 27	1-3 p.m.	<a href="#">PennDOT District 5 &amp; Virtual</a>	1002 Hamilton Street Allentown, PA 18101

- **In Person at District Office and Virtual (Go-To-Webinar)**

**Registration:** To register, click on the **Facility, Format, and Registration Link** above for the session you want to attend. The registration links will also be on the PennDOT Connects webpage soon.

<https://www.pa.gov/agencies/penndot/research-planning-and-innovation/penndot-connects.html>

*All sessions held at a district office will have a virtual attendance option through Go-To-Webinar. The sessions noted as all virtual will only be available through a virtual connection.*



**Pennsylvania Department of Transportation**  
**PennDOT Connects Municipal Resources**  
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