



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

LVTS JOINT TECHNICAL & COORDINATING MEETING

Wednesday, July 15, 2026, at 9:00 am

Virtual Meeting Agenda

Roll Call

Courtesy of the Floor

Minutes

1. *ACTION ITEM:* Technical Committee approval of Minutes of June 17, 2026, Technical Committee Meeting (HM)
2. *ACTION ITEM:* Coordinating Committee approval of Minutes of June 17, 2026, Joint Technical and Coordinating Committee Meeting (HM)
3. *ACTION ITEM:* Technical Committee approval of Minutes of June 24, 2026, Technical Committee Workshop (HM)

Old Business

1. *ACTION ITEM:* Metropolitan Transportation Plan Project Selection Process (SK, EG)
2. *INFORMATION ITEM:* 2025-2028 Transportation Improvement Program Administrative Actions (JR)
3. *INFORMATION ITEM:* US 22 Safety, Mobility and Congestion Management Plan Development (SW)
4. *PROGRESS REPORTS:*
 - a. *FutureLV: The Regional Plan* (Metropolitan Transportation Plan) Update (BB)
 - i. Open Call for Projects
 - ii. Sub-Regional Meetings
 - iii. Policy Development

New Business

1. *INFORMATION ITEM:* PM3 Targets: PHED & Non-SOV (SW, SK)

Status Reports

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

Adjournment

Next LVTS Meetings

LVTS Technical Committee: Wednesday, September 16th at 9 AM

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

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

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



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Lehigh Valley Transportation Study Minutes from Wednesday, June 17, 2026 Joint Technical & Coordinating Committee Meeting

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on January 7, 2026. To start, Mr. Owen O'Neil chaired the Coordinating Committee portion of the agenda. Mr. Nick Raio chaired the Technical Committee portion of the agenda.

Mr. O'Neil welcomed the members and the public participants and called the meeting to order.

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

Nick Raio	PennDOT Central Office
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Cathy Fletcher (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5-0
Brendan Cotter	LANTA

Members Absent:

Technical Committee

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

Attendees:

Coordinating Committee

Owen O'Neil	LANTA
Becky Bradley, AICP	LVPC
Andrew Elliott (Alt.)	Lehigh County
Michael Emili (Alt.)	Northampton County
David Petrik (Alt.)	City of Allentown
Mike Alkhal (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Mark Tobin	PennDOT Central Office

Members Absent:

Coordinating Committee

Chris Kufro	PennDOT Central Office
Tara Zrinski	Northampton County
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton

Staff Present: Becky Bradley, Steven Weber, Evan Gardi, Subham Kharel, Hannah Milagio

Public Present: Toni Mitman, Brian Miller (Upper Milford Township), Evan Jones (The Morning Call), Lee Rackus (Whitehall Township), Mamadou Silimana, Brett Webber (All Aboard Lehigh Valley), Gene Porochniak (FHWA), Scott Slingerland (CAT), Kim Schaffer (Community Bike Works), Scott Harney

Courtesy of the Floor

Mr. O'Neil asked if there were comments for items not on the morning's agenda. There were no comments.

Minutes

Mr. Raio stated that the Technical Committee last met on May 20, 2026. Ms. Milagio noted the actions voted on:

- Minutes of the April 15, 2026 Technical Committee Meeting
- TIP Amendment #1: Hill to Hill Bridge Rehabilitation, Lehigh County
- TIP Amendment #2: Route 33 Bushkill Creek Bridges, Northampton County
- Adjournment

Mr. Raio asked for a motion to approve the May 20, 2026 minutes as presented. Mr. Cotter made the motion, which was seconded by Mr. Petrik. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Mr. O'Neil stated that the Coordinating Committee last met on May 20, 2026. Ms. Milagio noted the actions voted on:

- Minutes of the March 18th Joint Technical and Coordinating Committee Meeting
- Lehigh Valley Trail Connection Strategy Revisions & Recommendations
- TIP Amendment #1: Hill to Hill Bridge Rehabilitation, Lehigh County
- TIP Amendment #2: Route 33 Bushkill Creek Bridges, Northampton County
- Adjournment

Mr. O'Neil asked for a motion to approve the May 20, 2026 minutes as presented. Mr. Tobin made the motion, which was seconded by Ms. Bradley. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Old Business

ACTION ITEM: 2027-2030 Transportation Improvement Program Adoption

Mr. Gardi explained that the Air Quality Conformity Report, the Air Quality Resolution, a review of the TIP development and public comments, the TIP Revisions Memorandum of Understanding, 2027-2030 Lehigh Valley Transportation Improvement Program Adoption, and the Self-Certification resolution. Must be reviewed and voted on.

Air Quality Conformity Report

Mr. Gardi explained that every project on the TIP must also meet federal air quality conformity standards, once it has been selected for the TIP. Pollutant emissions are projected through travel demand modeling and the EPA's "Motor Vehicle Emission Simulator" or MOVES model. These tools were used to evaluate the draft TIP for conformity under the eight-hour ozone National Ambient Air Quality Standards (NAAQS) and the 24-hour National Ambient Air Quality Standards. That evaluation is designed to ensure that federal funding goes to projects that are consistent with air quality standards. Mr. Gardi then noted the report was conducted on projects from the draft TIP that were deemed air quality significant contained, to ensure that the implementation of those projects does not contribute to a worsening of air quality in the region. The complete project list was vetted through the Interagency Consultation Group (ICG) prior to model conformity runs to ensure that all projects deemed "air quality significant" were being considered. Emissions results for Ozone and Particulate Matter 2.5 are below allowed budgetary thresholds, which means the draft TIP meets conformity standards.

Mr. Raio asked for a motion for the Technical Committee to approve the Air Quality Conformity Report as presented. Mr. Cotter made the motion, which was seconded by Mr. Petrik. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Mr. O'Neil asked for a motion for the Coordinating Committee to approve the Air Quality Conformity Report as forwarded by the Technical Committee. Mr. Stoudt made the motion, which was seconded by Mr. Tobin. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Air Quality Resolution

Mr. Gardi explained that as part of the TIP Adoption, an air quality conformity resolution that certifies that the federal process for the AQ report was followed as part of the TIP development process.

Mr. Raio asked for a motion for the Technical Committee to approve the Air Quality Resolution as presented. Mr. Cotter made the motion, which was seconded by Ms. Bradley. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Mr. O'Neil asked for a motion for the Coordinating Committee to approve the Air Quality Resolution as forwarded by the Technical Committee. Mr. Stoudt made the motion, which was seconded by Mr. Tobin. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

TIP Public Comments

Mr. Gardi continued, summarizing 26 total comments during the public comment period for the TIP.

- Many comments call for widening major corridors (I-78, Route 22, Route 33), fixing bottlenecks, modernizing intersections, extending ramps, and addressing unsafe merge/weaving conditions—especially around the Hill-to-Hill Bridge and other high-volume segments.
- People question how projects are selected, how costs are estimated, why some corridors advance faster than others, and whether funding allocations (e.g., bridge preservation) are adequate. Several ask how to get projects added or updated.
- Comments emphasize the need for wider sidewalks, pedestrian safety features, multimodal elements in major projects, Complete Streets approaches, and concerns about reduced transit funding.
- Numerous comments highlight local needs: bridge repairs, resurfacing requests, slip ramps to I-476, signal modernization, and concerns about warehouse-related truck impacts.
- A subset of comments argues that roadway expansion alone is insufficient and calls for transformative solutions—especially an East-West light passenger rail corridor as a long-term strategy for regional mobility.

TIP Revisions MOU

Mr. Gardi explained the MOU outlines the necessary procedures for the periodic amendments of the TIP over the next four years

Mr. Raio asked for a motion from the Technical Committee to approve the TIP Revisions MOU as presented. Mr. Cotter made the motion, which was seconded by Ms. Fletcher. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Mr. O'Neil asked for a motion from the Coordinating Committee to approve the TIP Revisions MOU as forwarded by the Technical Committee. Mr. Stoudt made the motion, which was seconded by Mr. Tobin. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

TIP Adoption

Mr. Raio asked for a motion from the Technical Committee to approve the 2027-2030 TIP as presented. Mr. Cotter made the motion, which was seconded by Ms. Bradley. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Mr. O'Neil asked for a motion from the Coordinating Committee to approve the 2027-2030 TIP as forwarded by the Technical Committee. Mr. Stoudt made the motion, which was seconded by Mr. Tobin. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Self-Certification Resolution

Mr. Gardi explained that the resolution certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, has been followed in developing the TIP

Mr. Raio asked for a motion from the Technical Committee to approve the Self Certification Resolution as presented. Ms. Fletcher made the motion, which was seconded by Ms. Ruth. There were no questions or comments from members of the public. Ms. Bradley called for a vote and the motion was approved.

Mr. O'Neil asked for a motion from the Coordinating Committee to approve the Self Certification Resolution as forwarded by the Technical Committee. Mr. Stoudt made the motion, which was seconded by Mr. Tobin. Ms. Bradley commented a thank you to the staff project team and LVTS for putting \$544 million in motion to help continue to improve the safety of our roadways, reduce congestion, improve transit and bike and ped. Mr. Slingerland, Mr. Tobin, and Mr. Schaffer agreed. Mr. Weber thanked Ms. Bradley for her leadership.

Ms. Bradley called for a vote and the motion was approved.

TIP Adoption & Next Steps

Mr. Gardi stated that now that the TIP has been adopted, staff will submit the LVTS TIP to PennDOT's Center for Program Development and Management by the end of June. PennDOT will incorporate the Lehigh Valley TIP into the Statewide TIP and send it for review by the Federal Highway and Federal Transit Administrations. The TIP is anticipated to be approved by federal partners in September, with the 2027-2030 TIP officially starting on October first of 2026.

INFORMATION ITEM: 2025-2028 Transportation Improvement Program Administrative Actions

Ms. Ruth stated that there were **3** administrative actions and **1** statewide administrative action from May 9, 2026 to June 5, 2026:

- Administrative Action #1: Route 248 + Airport Road Intersection Improvements, Northampton County
- Administrative Action #2: Shimersville Hill Safety Improvements, Lehigh County
- Administrative Action #3: Freemansburg Avenue Safety Improvements, Northampton County
- Statewide Administrative Action #1: I-78 Reconstruction, Berks County Line to Route 100, Lehigh County

There were no comments from the LVTS members or the public on the administrative actions.

ACTION ITEM: 2025-2028 Transportation Improvement Program Amendments

Ms. Ruth stated that there was **1** amendment from May 9, 2026 to June 5, 2026:

- TIP Amendment #1: Route 309 Center Valley Interchange, Lehigh County

Mr. Raio asked for a motion from the Technical Committee to approve TIP Amendment #1 as presented. Ms. Fletcher made the motion, which was seconded by Mr. Cotter.

Ms. Mitman asked; of the \$544 million approved in the TIP, what percentage of it goes to PennDOT? Ms. Bradley stated that LVTS can get that answer.

Ms. Bradley called for a vote and the motion was approved and forwarded to Coordinating Committee.

Mr. O'Neil asked for a motion from the Coordinating Committee to approve TIP Amendment #1 as forwarded by the Technical Committee. Mr. Stoudt made the motion, which was seconded by Mr. Tobin. There were no additional comments. Ms. Bradley called for a vote and the motion was approved.

INFORMATION ITEM: 2025-2028 LANTA Transportation Improvement Program Administrative Actions

Mr. Cotter stated that there were 7 administrative actions from May 9, 2026 to June 5, 2026:

- Administrative Action #1: Associated Capital Maintenance
- Administrative Action #2: ADA Service Capitalization
- Administrative Action #3: Preventative Maintenance
- Administrative Action #4: Service Vehicle Replacement
- Administrative Action #5: Sign, Shelters and Enhancements
- Administrative Action #6: Enhanced BRT Project
- Administrative Action #7: Engine VOH Program

Mr. Raio asked in regard to Admin Action #6, if the CMAQ Flex funds covered the project instead of 5307 funds? Mr. Cotter explained that BRT is divided into two line items, one line shows CMAQ and CRP funds. Money is still there for the project, this is removal of directly awarded funding from FTA based on the needs of the authority for more pressing expenses.

There were no comments from the LVTS members or the public

ACTION ITEM: 2025-2028 LANTA Transportation Improvement Program Amendment

Mr. Cotter stated that there was 1 amendment from May 9, 2026 to June 5, 2026:

- Amendment #1: Operating Assistance

Mr. Raio asked for a motion from the Technical Committee to approve LANTA TIP Amendment #1 as presented. Ms. Ruth made the motion, which was seconded by Ms. Fletcher. There were no additional comments. Ms. Bradley called for a vote and the motion was approved and forwarded to Coordinating Committee.

Mr. O'Neil asked for a motion from the Coordinating Committee to approve LANTA TIP Amendment #1 as forwarded by the Technical Committee. Mr. Stoudt made the motion, which was seconded by Mr. Tobin. There were no additional comments. Ms. Bradley called for a vote and the motion was approved.

ACTION ITEM: Congestion Management Plan

Dr. Kharel explained that The Lehigh Valley is a vibrant, fast-growing region that continues to attract new residents, businesses, and investments. While this growth is a great sign of a healthy economy, more people on the move naturally means more traffic. A certain amount of congestion is expected in any thriving area. However, when traffic gets out of hand, it slows everyone down, wastes fuel, increases air pollution, and hurts overall quality of life. Because the Lehigh Valley's population is greater than 200,000, it is federally classified as a Transportation Management Area (TMA). This designation means requirement by law to maintain a Congestion Management Plan (CMP). First established by Congress in 1991 and updated through the Infrastructure Investment and Jobs Act (IIJA), the CMP is a core tool for regional planning. It connects directly with long-range plans, funding programs, and daily operations.

Dr. Kharel then explained LVPC staff developed the draft CMP using a dataset called INRIX, developed by the University of Maryland's Center for Advanced Transportation Technology (CATT) lab. CATT lab collects vehicle-based GPS systems to provide a comprehensive picture of travel speeds and delay, across the Valley's street and highway network. This data pinpoints regional congestion hotspots, analyze what's causing the delays, and prioritize the best strategies to improve safety and efficiency. Staff also

looked closely at major corridors and bottlenecks to come up with specific, targeted solutions for those locations. On March 2nd, LVTS hosted WorkshopLV: Transportation to get direct feedback from the public on these congested areas. A targeted effort was made to reach out to local employers, transit providers, and various other organizations.

Dr. Kharel continued that the plan is designed to be highly actionable. It outlines clear implementation steps, names the responsible agencies, identifies funding sources, and sets up ongoing performance monitoring to make sure identified strategies work overtime. Moving forward, all proposed transportation projects must align with this framework.

Mr. Raio asked for a motion from the Technical Committee to approve the Congestion Management Plan as presented. Ms. Bradley made the motion, which was seconded by Ms. Fletcher. There were no additional comments. Ms. Bradley called for a vote and the motion was approved and forwarded to Coordinating Committee.

Mr. O'Neil asked for a motion from the Coordinating Committee to approve Congestion Management Plan as forwarded by the Technical Committee. Mr. Tobin made the motion, which was seconded by Mr. Petrik.

Mr. Slingerland noted that he appreciate the intentionality behind the CMP to find better ways to manage traffic, a very important plan especially as it relates to transit and pedestrian and bicycle infrastructure.

Ms. Bradley called for a vote and the motion was approved.

PROGRESS REPORT: FutureLV: The Regional Plan - Metropolitan Transportation Plan (MTP) Update

Ms. Bradley explained the Transportation Needs Assessment (TNA) surveys were part of a broader engagement effort for the Long-Range Transportation Plan. The following were the results:

- Survey participation:
 - o 2023: Open 8 weeks, 1,007 responses, 60 of 62 municipalities.
 - 79% residents, 14% officials/staff, 7% businesses/commuters.
 - o 2026: Open 6 weeks, 601 responses, 58 of 62 municipalities.
 - 83% residents, 17% municipal staff, 15% businesses/commuters.
 - o Noted increased attention from business and commuter stakeholders.
- Key findings on transportation concerns:
 - o Concerns were largely consistent between 2023 and 2026.
 - o Top issues in both years: congestion/traffic flow, pavement conditions, walking, bridge conditions, interstate highways.
 - o New 2026 issues: trails and intercity bus service gained importance.
 - o Truck and rail freight importance increased.
 - o Interest in transit decreased; bicycling and local bus rated lower but still important to many.
 - o General priorities remain congestion, roadway conditions, active transportation, and growing concern about freight movement.
- Roadway and bridge priorities:
 - o 2026 survey added congestion management, emergency response/incident management, and transit access/reliability.
 - o Congestion management was the top priority in 2026.
 - o Roadway operations, safety, and road/bridge conditions remained highly rated.
- Trails as part of the transportation network:
 - o 2026: 35% consider trails part of their transportation network (down from 48% in 2023).
 - o Those saying trails are *not* part rose from 31% to 44%.
 - o Shows trail network is still maturing; upcoming gap closures may improve perception.
- Transportation mode use:
 - o Driving alone still dominant, but frequent solo driving declined from 91% to 88%.

- More people are walking, rolling, and using trails for non-work trips.
 - Transit use mixed: frequent use slightly down, occasional use slightly up.
- Walking, cycling, and accessibility infrastructure:
 - 2026 added traffic-calming, expanded trail-road connections, and improvements to pedestrian/bus stop access.
 - All items ranked moderately to strongly important.
 - Traffic-calming scored highest, reflecting strong support for bike/ped safety.
- Transit objectives:
 - New 2026 options: bus stop amenities, expanded service hours, faster bus speeds.
 - Removed: region-wide span-of-service expansion.
 - Priorities: connections between jobs and neighborhoods, better bus stop amenities, more frequency, expanded on-demand transit, improved LANTA info, reduced travel times.
- Freight-related issues (new 2026 question):
 - Top concerns: congestion caused by trucks, damage to local roads, trucks in neighborhoods, pollution (air/noise), and safety for all road users.
 - Lower concerns: truck parking and rail crossing safety.
- Public investment priority exercise (\$100 budget):
 - Roads and bridges were top choice in both 2023 and 2026.
 - 2026: infrastructure resilience and passenger rail/inter-regional bus tied for second.
 - 2023: resilience tied with walking/biking/accessibility.
 - These results will guide project selection and policy development for FutureLV.
- Next Steps
 - LVTS Technical Committee special meeting on June 24 to review project selection process and criteria.
 - Joint adoption meeting on July 15.
 - Subregional meetings on goals and policies planned for late summer.

Mr. O'Neil commented that he appreciates that the LVPC team makes sure the focus is multimodal, all modes are equal. Mr. Harney then asked, for categories added to the survey for the TNA, was it mostly the same questions? Ms. Bradley explained that yes, and individuals can read more details in the report that's in the packet.

PROGRESS REPORT: US 22 Safety, Mobility and Congestion Management Plan Development

Mr. Weber explained the consultant is continuing to develop alternatives for the corridor and for interventions at specific interchanges along Rte 22. We have scheduled meetings to discuss these interventions with the affected municipalities for later this month.

There were no comments from the LVTS members or the public

PROGRESS REPORT: Lehigh Valley Passenger Rail Phase II

Ms. Bradley explained that LVPC is Very close to being able to name a consultant for the study, working with the Commonwealth on the contract. Hoping to have more information in July.

There were no comments from the LVTS members or the public

Status Reports

Mr. O'Neil said the status reports on the Monthly Traffic Report, District 5-0 Bridge Project Status Report, Public Engagement, Education and Grants Reports were included in the meeting packet.

Adjournment

Mr. O'Neil stated that the next LVTS meeting will be a Joint Technical & Coordinating Committee Meeting on Wednesday, July 15 at 9am. Mr. Petrik made a motion to adjourn, and the meeting was adjourned.



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Lehigh Valley Transportation Study Minutes from Wednesday, June 24, 2026 Technical Committee Workshop Meeting

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. The meeting was advertised in the Lehigh Valley Press on June 10, 2026. Mr. Ryan Meyer chaired the Technical Committee portion of the agenda.

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

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

Ryan Meyer	LNAA
Nick Raio	PennDOT Central Office
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Cathy Fletcher (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5-0
Brendan Cotter	LANTA

Members Absent:

Technical Committee

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

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

Workshop

FORMAL PRESENTATION ITEM: Metropolitan Transportation Plan – Funding Buckets and Project Selection Overview

Mr. Gardi explained that *FutureLV* is a single plan for the region that combines two separate types of planning documents into one. It includes the Lehigh and Northampton Counties' joint comprehensive plan, enabled by the Pennsylvania Municipalities Planning Code and prepared by the LVPC as the planning agency for both counties. This is merged with the Metropolitan Transportation Plan and coordinated with the US Department of Transportation and the Pennsylvania Department of Transportation. The Metropolitan Transportation Plan is prepared by LVTS, the metropolitan planning organization or MPO arm of LVPC and looks specifically at transportation planning and investment strategies of the region.

Mr. Gardi continued explaining that the MTP component of *FutureLV: The Regional Plan*, updated every four years, is key in guiding transportation strategies and decision-making. The Lehigh Valley's MTP is planned out for 22 years, instead of the minimum requirement of 20 years. Involving the public is a crucial aspect of the MTP process and ensures that the plans we devise are not only efficient and practical but

also cater to the needs and expectations of those we serve. The MTP adopts a financial plan, emphasizing fiscal constraint and only programming projects that can reasonably be expected to cover. Hard work culminates with the official approval of the FutureLV by PennDOT and then the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Mr. Gardi explained that to secure transportation funding, projects must meet state and federal criteria. They must also align with FutureLV's 22-year vision. Potential projects are identified for inclusion on the State's Twelve-Year Plan, the first four years of which constitute the Transportation Improvement Program (TIP). The distribution of federal funds is provided through formulas and policy decisions that are determined during Financial Guidance Work Group meetings, and the Transportation Program Financial Guidance that is published by PennDOT, which includes all Federal and State Capital funding expected to be available over the next twelve years.

Mr. Gardi explained the most recent Financial Guidance, published on May 29th 2025, outlines 15 buckets of funds, out of which the region has received funds from 12 different buckets. These buckets include the National Highway Performance Program, Surface Transportation Block Grant program and its urban carve off, Highway Safety Improvement Program, Off-system bridges program, Bridge Improvement Program, Carbon Reduction Program and its urban carve off, Transportation Alternatives Set-Aside, Congestion Mitigation and Air Quality Improvement Program, and Highway and Bridge Capital Reserve funding buckets.

- National Highway Performance Program
 - o The National Highway Performance Program (NHPP) supports National Highway System (NHS) projects, and bridge inspection activities for both state and local bridges.
- Surface Transportation Block Grant Program
 - o The Surface Transportation Block Grant Program (STBG) functions similarly to NHPP but serves as a broader and more flexible funding program that can support a wide range of highway, bridge, transit, and other eligible transportation projects. Eligibility requires the roadway to be classified as at least a major collector or be a minor collector that supports improvements to the National Highway System.
- Surface Transportation Block Grant Program – Urban
 - o STBG's urban carve out, called STBG-U can only be used to support projects within the urbanized area boundary. Within both NHPP and STBG, 60% of the funds can be programmed for highway projects, while the remaining 40% can be used for bridge projects.
- Highway Safety Improvement Program
 - o The Highway Safety Improvement Program (HSIP), primarily allocated for safety improvements, is applicable to projects located on sites identified through the Highway Safety Network Screening Tool.
- Off System Bridges Program
 - o Off-System Bridges funds (BOF) can support locally maintained bridges, also called off-system bridges, that are greater than 20 feet in length.
- Bridge Formula Investment Program
 - o Bridge Formula Investment Program or BIP can be applied to both on- and off-system bridges, and its funds can be split 60% for NHS bridges, and 40% for STBG bridges.
- Carbon Reduction Program
 - o Carbon Reduction Program (CRP) funds can be used to support projects that reduce transportation emissions through carbon reduction strategies, operational efficiency improvements, and Transportation Systems Management and Operations (TSMO) initiatives.
- Carbon Reduction Program – Urban
 - o As with the STBG, CRP-U, is the urban carve-out of the CRP and can only be used to support projects within the urbanized area boundary.

- Transportation Alternatives Set-Aside Program
 - o Transportation Alternatives Set-Aside Program (TASA) can be used to support projects related to active transportation, trails, Safe Routes to School initiatives, and broader community enhancement projects.
- Congestion Mitigation and Air Quality Improvement Program
 - o Congestion Mitigation and Air Quality Improvement Program (CMAQ) can be used to support projects that improve air quality and relieve congestion in air quality non-attainment or maintenance areas.
- Highway Capital Funding (581) Reserve Program - Bridge Capital Funding (185/183) Reserve Program
 - o The Highway and Bridge Capital Funding Reserve Programs are funds from the NHPP and STBG that are kept as set-aside funds used under the discretion of PennDOT's Secretary of Transportation

Project Selection Methodology

Dr. Kharel explained that the first step in developing a comprehensive project selection process is reviewing the *General and Procedural Guidance* and *Transportation Program Financial Guidance* and examining how Highway and Bridge funding is distributed across the various funding buckets. Federal guidance provides detailed rules and regulations that determine which projects qualify for each funding bucket.

Dr. Kharel noted that by incorporating LVTS, State, and Federal priorities into the funding criteria, federally required performance measures are directly addressed, including PM1, which is Safety; PM2, which is Pavement and Bridge; and PM3, which is System Performance.

He explained that the Technical Committee would review each funding bucket and its proposed criteria during the meeting. At the July 2026 Joint LVTS Technical and Coordinating Committee meeting, the LVTS Technical Committee will be asked to vote on the recommendations developed through this process and then forward them to the LVTS Coordinating Committee for consideration and adoption as the project selection methodology.

Dr. Kharel explained that LVPC staff have also started compiling the list of carryover projects from the TIP, FutureLV, and the Twelve-Year Plan, and are working on coordinating the open call for projects with this project selection methodology. Once the project selection methodology and criteria are voted upon and established, the open call for projects will be open for a few weeks for agencies to submit projects. Once the projects come back, LVPC staff will use the adopted project selection methodology and vet each project against the identified criteria to develop a draft list of projects. After that process, the LVTS Technical Committee will again meet to review and discuss the draft list. Then, LVPC, LANTA, and PennDOT will make edits to the revised draft list, after which this revised draft list will be presented to the LVTS Joint Technical and Coordinating Committees. LVPC, LANTA, and PennDOT will conduct additional edits to the revised project list and forward it back to the LVTS Joint Technical and Coordinating Committees for a vote.

Dr. Kharel explained that the adopted list of projects will be forwarded to PennDOT, after which PennDOT would forward the list to the Federal Highway Administration. Conformity would then be determined by reviewing the project list with the Inter-Governmental Consultation Group and evaluating the air quality-significant projects using Vehicle Miles Traveled (VMT), travel time, and other inputs through LVPC's travel demand model, with the results subsequently processed through the most recent version of the EPA's Motor Vehicle Emission Simulator (MOVES). Once the projects are deemed to meet air quality conformity requirements, they will be incorporated into *FutureLV: The Regional Plan*.

Ms. Bradley added that project selection will begin in September, maybe early October, which means LVTS is still on track. Ms. Bradley added that as soon as the project list is voted on, it will be sent to ICG. Mr. Raio added that an Agency Coordination Meeting should be added to the plan timeline graphic.

Project Selection Criteria

Dr. Kharel explained that the first step in developing a comprehensive project selection process is reviewing the General and Procedural Guidance and Transportation Program Financial Guidance and examining how Highway and Bridge funding is distributed across the various funding buckets. He reiterated that federal guidance provides detailed rules and regulations that determine which projects qualify for each funding bucket. Then he explained the selection criteria developed for all projects, as well as the criteria specific to each bucket.

Discussion

Participants discussed the proposed criteria and made the following recommendations:

- It's important to determine whether proposed projects have already been recommended in adopted plans promulgated by LVPC, Commonwealth agencies, regional agencies like LANTA, LNAA, Lehigh and Northampton Counties, and municipal and multi-municipal plans. Suggestions were made to clarify explanations of high density employment areas, bridges that provide critical links in rural areas, bridge condition assessments, and consideration of lifecycle costs.
- Some projects may be eligible for funding under multiple buckets, while others will only be eligible for one bucket. Some sorting and prioritization will be needed to ensure that good projects with narrow eligibility have a chance.
- The eligibility criteria for several programs, including NHPP, STP, HSIP, CMAQ, and TASA were discussed and refined.

Adjournment

Mr. Meyers stated that the next LVTS meeting will be a Joint Technical & Coordinating Committee Meeting on Wednesday, July 15 at 9am, and the meeting was adjourned.

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from June 6, 2026 through July 3, 2026

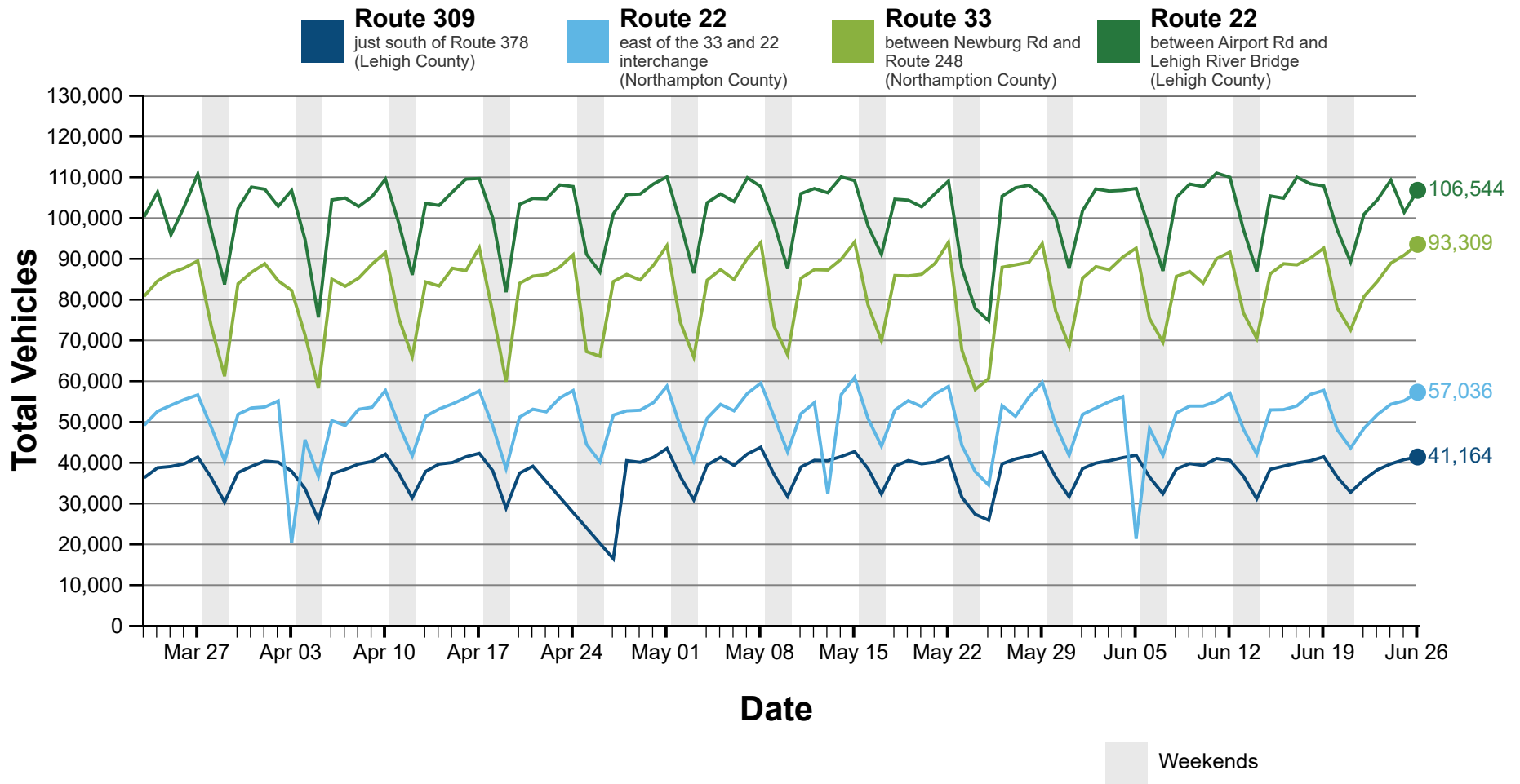
MPO Tech Meeting: July 15, 2026

MPO Coord Meeting: July 15, 2026

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 (\$)			
100 Steps Restoration Project - SRP Lehigh County	118439	CON	Before	TAP						0											0.00	Sources.	
			Adjust	TAP						220,000											220,000.00		
			After	TAP						220,000											220,000.00		
TAP Reserve Line Item Central Office	60560	CON	Before	TAP						1,037,787			659,091			30,604,000					32,300,878.00		
			Adjust	TAP						(220,000)											(220,000.00)		
			After	TAP						817,787			659,091			30,604,000					32,080,878.00		
Statewide 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 (\$)			
Northampton County Bridge 168 (High Street) 7406 - HSE	117400	PE	Before		183		19,000				0										19,000.00	Increase for Phase 1B archeology, subsurface utility engineering, and core borings.	
			Adjust		183						226,000										226,000.00		
			After		183		19,000				226,000										245,000.00		
Northampton County Bridge Reserve Line Item Central Office	82335	CON	Before		185						226,000		5,264,792			30,000,000					35,490,792.00	Source.	
			Adjust		185						(226,000)										(226,000.00)		
			After		185						0		5,264,792			30,000,000					35,264,792.00		
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 (\$)			
7th St Multimodal Corridor 145 - MLT Lehigh County	99697	FD	Before	STU	581				250,000	62,500		386,540	96,635								795,675.00	Increase to cover negotiated agreement plus internal costs	
			Adjust	STU	581				11,092	2,773											13,865.00		
			After	STU	581				261,092	65,273		386,540	96,635								809,540.00		
Urban Line Item Reserve	82810	CON	Before	CRP											93,000			4,744,000			4,930,000.00	STU source.	
			Before	CRPU							1,326,000			1,626,000		13,009,000			15,961,000.00				
			Before	STU					31,388			159,064			21,745		73,246,508			73,458,705.00			
			Adjust	STU					(11,092)											(11,092.00)			
Lehigh County			After	CRP							93,000			93,000		4,744,000			4,930,000.00				
			After	CRPU							1,326,000			1,626,000		13,009,000			15,961,000.00				
			After	STU					20,296			159,064			21,745		73,246,508			73,447,613.00			
			Before	BOF	185				308,223	59,928		81,280	779,554		755,016	1,942,654	27,377,555	37,380,461		68,684,671.00	581 source.		
LVTS Highway & Bridge LI			Before	BRIP					13,877			757,472			431,680		43,730,272			44,933,301.00			
			Before	NHPP					121,158			219,940			19,000		65,076,480			65,436,578.00			
			Before	STP	581				154,764	527,606		468,588	77,694		842,768	128,685	31,204,252	92,509,480		125,913,837.00			
			Adjust	STP	581				(2,773)											(2,773.00)			
Lehigh County			After	BOF	185				308,223	59,928		81,280	779,554		755,016	1,942,654	27,377,555	37,380,461		68,684,671.00			
			After	BRIP					13,877			757,472			431,680		43,730,272			44,933,301.00			
			After	NHPP					121,158			219,940			19,000		65,076,480			65,436,578.00			
			After	STP	581				154,764	524,833		468,588	77,694		842,768	128,685	31,204,252	92,509,480		125,911,064.00			
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 (\$)			
US 22 Widening 22 - WDN Lehigh County	96384	PE	Before		581						0										0.00	Increase for preliminary noise study revisions, air quality evaluations, bat habitat assessment, and Section 4(f) documentation for Jordan Creek Source.	
			Adjust		581						310,454										310,454.00		
			After		581						310,454										310,454.00		
LVTS Highway & Bridge LI			Before	BOF	185				308,223	59,928		81,280	779,554		755,016	1,942,654		27,377,555	37,380,461		68,684,671.00		
			Before	BRIP					13,877			757,472			431,680		43,730,272			44,933,301.00			
			Before	NHPP					121,158			219,940			19,000		65,076,480			65,436,578.00			
			Before	STP	581				154,764	524,833		468,588	77,694		842,768	128,685	31,204,252	92,509,480		125,911,064.00			
Lehigh County			Adjust	STP	581						(310,454)										(310,454.00)		
			After	BOF	185				308,223	59,928		81,280	779,554		755,016	1,942,654	27,377,555	37,380,461		68,684,671.00			
			After	BRIP					13,877			757,472			431,680		43,730,272			44,933,301.00			
			After	NHPP					121,158			219,940			19,000		65,076,480			65,436,578.00			
			After	STP	581				154,764	214,379		468,588	77,694		842,768	128,685	31,204,252	92,509,480		125,600,610.00			
Before FFY Totals						0	19,000	0	2,515,219	1,460,795	0	5,678,255	7,075,923	0	36,441,673	34,142,678	0	425,776,626	259,779,882		772,890,051	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						0	19,000	0	2,515,219	1,460,795	0	5,678,255	7,075,923	0	36,441,673	34,142,678	0	425,776,626	259,779,882		772,890,051		

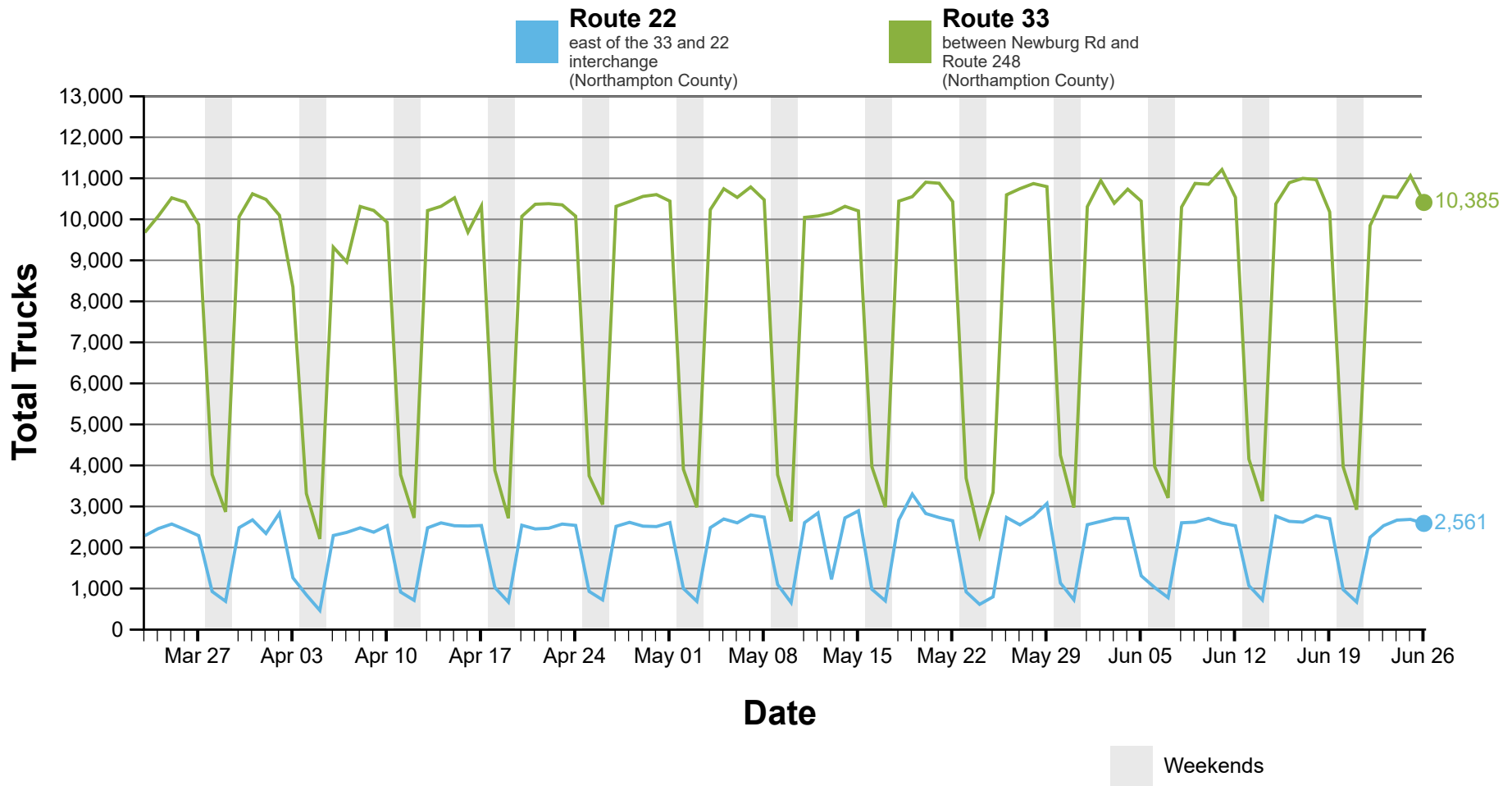
NOTES:

Traffic Volumes Throughout the Lehigh Valley



**Data from Mar/23/2026 - Jun/26/2026 at daily intervals*

Truck Volumes Throughout the Lehigh Valley



**Data from Mar/23/2026 - Jun/26/2026 at daily intervals*

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting July 15, 2026

Transportation Alternatives Set-Aside Projects

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

MPMS 119824 – est. let July 2, 2026 (materials purchase)

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

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

MPMS 118439 – est. let July 16, 2026

- DM-3 plan review comments addressed
- Sponsor given additional \$220,000 in TASA funds from CO, letter of amendment to reimbursement agreement being drafted
- Project currently advertised for bids

Coopersburg Streetscape Phase 9, Borough of Coopersburg (C-C. Barry)

MPMS 121552 – est. let December 10, 2026

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

Allentown School Zone Traffic Safety Upgrades, City of Allentown (C-A. Wolfe)

MPMS 121550 – est. let December 10, 2026

- Plan development underway
- Environmental clearance received April 21, 2026
- Right-of-way clearance received May 1, 2026
- Utility clearance received June 3, 2026
- MPT approval obtained May 27, 2026
- Federal Aviation Administration clearance received May 4, 2026

Lehigh Canal Abbott Street Bridge, City of Easton (C-A. Wolfe)

MPMS 121553 – est. let April 29, 2027

- Plan development underway along with activities to obtain required clearances
- Cultural resource professionals working on posting project to ProjectPATH, submitted to CRPs on May 18, 2026

Downtown Easton Intersection Redesign, City of Easton (C-A. Wolfe)

MPMS 122839 – est. let November 5, 2026

- Plan development underway along with activities to obtain required clearances
- Construction inspection agreement underway
- Right-of-way clearance received March 30, 2026
- Reimbursement agreement executed March 27, 2026

Albert Street D&L Trail, City of Allentown (C-A. Wolfe)

MPMS 122785 – est. let September 17, 2026 (materials purchase)

- Plan development underway along with activities to obtain required clearances
- Reimbursement agreement executed June 10, 2026
- Environmental scoping document under review, submitted May 21, 2026

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting July 15, 2026

South Bethlehem Greenway Trail, City of Bethlehem (C-C. Barry)
MPMS 122782 – est. let May 13, 2027

- Environmental clearance received June 22, 2026
- Plan development underway along with activities to obtain required clearances

Carbon Reduction Program Projects

Allentown LED, City of Allentown (C-A. Wolfe)
MPMS 123375 – est. let December 3, 2026 (materials purchase)

- Plan development underway along with activities to obtain ROW clearance
- Environmental clearance received April 21, 2026
- Utility clearance received June 10, 2026
- Reimbursement agreement in OGC for review

Martin Luther King Jr. Dr. Pedestrian Improvements, City of Allentown (C-A. Wolfe)
MPMS 123056 – est. let May 13, 2027

- Plan development underway along with activities to obtain required clearances
- Reimbursement agreement in OGC for review
- Environmental Unit reviewing scoping document, submitted May 27, 2026

Northampton Street Pedestrian Improvements, City of Easton (C-A. Wolfe)
MPMS 123037 – est. let April 8, 2027

- Reimbursement agreement executed May 27, 2026
- Design agreement completed in ECMS
- Plan development underway along with activities to obtain required clearances
- Environmental clearance received January 9, 2026

Bethlehem Broad Street, City of Bethlehem (C-C. Barry)
MPMS 123053 – est. let TBD

- FHWA has agreed that the CRP funds can be combined with their SS4A project but directed the sponsor that a formal request letter is needed. Awaiting letter from sponsor.

Main St. and Polk Valley Rd Improvements, Borough of Hellertown (C-C. Barry)
MPMS 123036 – est. let May 27, 2027

- Reimbursement agreement executed June 11, 2026
- Design agreement completed in ECMS
- Environmental scoping document approved June 17, 2026
- Plan development beginning along with activities to obtain required clearances

Multimodal Transportation Fund Projects

Iron Works Catasauqua Streetscape, Catasauqua Borough (C-C. Barry)
MPMS 115798 – est. let TBD (paper let)

- Time extension received with new expiration of December 17, 2027
- Plan development continues.

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting July 15, 2026

Wilson Borough Improvements, Wilson Borough (C-C. Barry)
MPMS 115769 – est. let December 10, 2026 (paper let)

- Sponsor continues working on ROW acquisition, condemnation will be needed
- Time extension received with new expiration of September 8, 2027

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

- Sponsor given permission to bid, advertisement pending

S. Church and Hickory Street Connections, Borough of Macungie (C-C. Barry)
MPMS 119779 – est. let October 22, 2026 (paper let)

- Plan development ongoing along with activities to obtain required clearances

Bethlehem Township Emergency Traffic Signal (C-C. Barry)
MPMS 121738 – let April 2, 2026 (paper let)

- Project was let April 2, 2026.
- The low bidder was Grace Industries, Inc.

Coplay Multimodal Street Improvements (C-C. Barry)
MPMS 123418 – est. let TBD (paper let)

- Plan development underway along with activities to obtain required clearances

Pearl Street Safety Improvements (C-C. Barry)
MPMS 122908 – est. let July 30, 2026

- Environmental clearance received April 8, 2026
- Contribution agreement executed April 9, 2026
- ROW clearance received May 29, 2026
- HOP received June 23, 2026
- Utility documentation submitted for District review June 25, 2026
- Will be combined with District's SR 248-11M (MPMS 101570)

King's Route 309 Business Park Roundabout (C-C. Barry)
MPMS 122279 – est. let November 5, 2026

- Constructability review completed
- Designer addressing DM-3 plan review comments
- Utility clearance received April 10, 2026

Hanover Avenue and Linden Street Improvement Project (C-C. Barry)
MPMS TBD – est. let TBD (paper let)

- Kick off meeting held June 23, 2026

Larry Holmes Dr. Pedestrian Improvements (C-C. Barry)
MPMS TBD – est. let TBD

- Sponsor working to obtain designer
- Kick off meeting to be coordinated after designer on board

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting July 15, 2026

<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



Lehigh Valley Transportation Study

OWEN O'NEIL
Chair, Coordinating Committee

RYAN MEYER
Chair, Technical Committee

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

MEMORANDUM

DATE: July 7, 2026
TO: Lehigh Valley Transportation Study
FROM: Hannah Milagio, Regional Planner for Community Engagement
REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, July 6 on WDIY radio 88.1 FM, focused on the controversial issue of data centers. Why are so many proposed for the Lehigh Valley? What impacts do they have in the community? And do we really need them? With guests Jill Seitz, LVPC's Chief Community and Regional Planner, and Susan Myerov, LVPC's Director of Environmental Planning, the show dedicated 30 minutes to separating fact from fiction to give listeners a close look at what impacts this emerging land use could have on their communities. The podcast is now streaming at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/news/v. The next Plan Lehigh Valley show will air Monday, August 3 at 6:30 pm.

The last **Morning Call Business Cycle Column** published Sunday, July 5, focusing on the interesting data collected during the effort to build the "What to Do With 22" Plan. In the column, Becky defends the Lehigh Valley's busiest roadway, explains why it really is the region's Main Street, and tells readers she'll be back later to ask for their help. The column is now available at www.lvpc.org/news/v and mcall.com. The next column in the Morning Call will publish on Sunday, August 18.

Educational Opportunities

Lehigh Valley Government Academy (LVGA)

PA Municipal Planning Education Institute (PMPEI)

The following courses will be taught in-person at the LVPC Offices. Registration for these courses can be found at www.lvpc.org/lvga

Zoning Administration

What: Participants learn the basic principles and procedures to effectively carry out their work administering municipal zoning. The course covers the rationale and technical aspects of zoning and how to build effective relationships with everyone involved in zoning administration. Hands-on experiences and practice exercises are built into each session. Attendees learn how to conduct effective and fair zoning hearings in a mock zoning hearing session.

When: Tuesdays, September 15, 22, 29, 5:30 pm to 9 pm

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

Grant Opportunities

PA Department of Community and Economic Development (DCED): Multimodal Transportation Fund

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

Applications for the Multimodal Transportation Fund are accepted annually between March 1 and July 31. All applications and all required supplemental information must be electronically submitted by close of business on July 31st. More information is available at <https://dced.pa.gov/programs/multimodal-transportation-fund/>