



Lehigh Valley Planning Commission

CHRISTINA "TORI" MORGAN
Chair

ARMANDO MORITZ-CHAPELIQUEN
Vice Chair

PHILLIPS ARMSTRONG
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

LEHIGH VALLEY PLANNING COMMISSION MEETING

Thursday, January 22, 2026, at 7:00 pm

Virtual Meeting

THE MEETING CAN BE ACCESSED AT <http://www.tinyurl.com/LVPC2026> OR VIA PHONE
610-477-5793 Conf ID: 947 550 319#

AGENDA

Roll Call

Courtesy of Floor

Chair's Report

1. Commissioner Information and Committee Updates
2. New Staff Introductions
 - a. Beth Ritter-Guth, Director of Research & Innovation
 - b. Steven Weber, AICP, Director of Transportation Planning

Special Presentation

1. Certified Citizen Planner Awards

Minutes

1. ACTION ITEM: Minutes and Review of Roll Call Actions of the December 18, 2025, Commission Meeting (CM)

Comprehensive Planning Committee:

1. ACTION ITEM: South Whitehall Township – Land Use of Regional Significance – Project Atlas Data Center Campus (JS, SMyerov)
2. ACTION ITEM: Summary Sheet (SMelnick)

Environment Committee:

1. ACTION ITEM: Environment Summary Sheet (SR)

Transportation Committee:

1. PRESENTATION ITEM: 2025 Transportation Improvements Accomplishments (STAFF)

Old Business:

1. PRESENTATION ITEM: Final Lehigh County Industrial Land Use Guide (JS)
 - a. Municipal Training ---- January 29, 12 PM OR 6 PM
 - i. Register at <https://www.eventbrite.com/e/new-emerging-industrial-land-use-guide-training-tickets-1975589950724?aff=oddtdtcreator>
 - b. Community Training --- February 11, 12 PM OR 6 PM

- i. Register at <https://www.eventbrite.com/e/new-emerging-industrial-land-use-guide-community-training-tickets-1980484645889?aff=oddtdtcreator>

New Business:

1. 2026 Major Plans and Projects (BB, Senior Staff)

Executive Director's Report:

1. Organizational Update and Recent Funding Announcements
2. FutureLV Process Guide

Monthly Reports:

1. *PACKET ITEMS:*
 - a. December 2025 Subdivision, Land Development, Stormwater and Municipal Ordinances/Plans Report
 - b. Highway Performance Monitoring System - Monthly Traffic Count Report

Communications and Engagement

1. *PACKET ITEM:* Morning Call Business Cycle Column
 - a. Published: December 21- "The Lehigh Valley is Thriving. Its Infrastructure Will Need to Keep Up"
 - b. lvpc.org; mcall.com
 - c. Next column: February 8
2. *PACKET ITEM:* Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1
 - a. Air Date: January 5 - "The Spirit of Implementation with Samantha Pearson"
 - b. Next show – 6:30 pm, February 2, 2026
3. *PACKET ITEM:* Grant
 - a. PennDOT: Green Light – Go Program for Traffic Signal Upgrades
 - o January 2, 2026 -- Scoping Form Deadline
 - o March 1- March 31 – Full Application period
 - b. PennDOT: Multimodal Transportation Funding (MTF)
 - o February 13 – Full Application Deadline
4. *PACKET ITEM:* Lehigh Valley Government Academy
 - a. Local Technical Assistance Program (LTAP) virtual
 - o January 29, 8 am – noon: Full Depth Reclamation
 - o February 10, 8 am – noon: Local Road Safety Plans
 - o February 19, 11 am – noon: PennDOT Adoption of the 2023 Manual of Uniform Traffic Control Devices
 - Register at www.gis.penndot.gov/LTAP/ or contact Hannah Milagio at hmilagio@lvpc.org 610-264-4544

Next Lehigh Valley Planning Commission Meeting:

Thursday, February 26, 2026, at 7:00 pm

Virtual Meeting

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 PLANNING COMMISSION Minutes from the Thursday, December 18, 2025, Meeting

The LVPC held a public meeting on Thursday, December 18, 2025. The meeting was advertised in the Lehigh Valley Press on January 8th, 2025.

LVPC Chair Dr. Chris Amato chaired the meeting.

Mr. Christian Martinez took Roll Call.

Members in Attendance:

Lehigh County

Phillips Armstrong, Ron Beitler, Michael Drabenstott, Steve Glickman, Jennifer Gomez, Kent Herman, Christina Morgan, Santo Napoli, Owen O'Neil, Stephen Repasch, and Kevin Schmidt.

Northampton County

Christopher Amato, Charles Elliott, Cathy Fletcher, John Gallagher, Judith Haldeman, Carl Manges, John McGorry, Steve Melnick, and Armando Moritz-Chapelliquen.

Members Absent:

Lehigh County

Percy Dougherty, Bob Elbich, Sunny Ghai, Philip Ginder, John Inglis, Diane Kelly, Dennis Klusaritz, Richard Molchany, and Matthew Tuerk.

Northampton County

Jessica Cope, Andrew Elliott, Ken Kraft, Rachel Leon, Lamont McClure, Scott Minnich, Edward Nelson, Salvatore Panto, Jr., J. William Reynolds, Crystal Rose, Tina Smith, Jean Versteeg and Basel Yandem.

Staff Present: Becky A. Bradley, David Cohen, Jillian Seitz, Matt Assad, Susan Myerov, Christian Martinez, Corinne Ruggiero, Geoffrey Reese, Denjam Khadka, Mackenzie Geisner, Evan Gardi, Peter Lantz, Giovanna Rizkallah, Hannah Milagio, Samantha Pearson, Taylor Beasley, Subham Kharel, Minsoo Park, Clay Karnis, Jacob Weinberg and Mary Grace Collins.

Public Present:

COURTESY OF THE FLOOR

Ms. Bradley briefed the Commission about formal testimony the LVPC provided at a Pennsylvania Senate Democratic Policy Committee Hearing about affordable housing, on December 17, 2025. LVPC staff described the Housing Supply and Attainability Strategy and fielded questions from committee members on changes to the Pennsylvania Municipalities Planning Code, increasing quantity and diversity of housing types and possible state-backed investment options to support housing development.

Ms. Bradley also informed the Commission that there would be a press conference after the meeting to announce Phase II of a passenger rail feasibility study for the region, featuring PA State Senator Nick Miller, Lehigh County Executive Phillips Armstrong and incoming Lehigh County Executive Josh Siegel.

Finally, Ms. Bradley and members of the Commission thanked Dr. Chris Amato for serving as Chair of the LVPC from 2024-2025.

Chair Amato thanked board members and recounted how many of them helped him during his time as Chair.

CHAIR'S REPORT

Chair Amato turned the floor over to four new LVPC staff members to introduce themselves: Mary Grace Collins, Peter Lantz, Giovanna Rizkallah and Jacob Weinberg.

MINUTES

Chair Amato stated that the minutes of the Thursday, November 20, 2025, LVPC meeting are attached in the meeting packet. Mr. Martinez read each item voted on and then Chair Amato asked for a motion to approve the minutes. Commissioner Repasch made a motion to approve the minutes and Commissioner Melnick seconded the motion.

Chair Amato asked for any comments or questions. There were none. Chair Amato called for affirmative votes to accept the November 2025 minutes. Commissioner Schmidt abstained. The motion passed.

COMPREHENSIVE PLANNING COMMITTEE

INFORMATION ITEM: Data Centers

Ms. Seitz, Ms. Collins and Mr. Weinberg presented to the Commission about data centers, to help contextualize the land use, given the meeting's agenda featured the region's first hyperscale data center proposal for review. The staff provided an overview of what data centers are, their sizes, benefits and challenges, review criteria, and the legal framework behind land-use decisions in Pennsylvania.

Chair Amato asked for any comments or questions. There were none.

ACTION ITEM: Cetronia Road Data Center

Ms. Seitz presented on a proposal to redevelop the site of the former Air Products corporate headquarters by constructing three data center buildings totaling 2.6 million square feet. The LVPC previously reviewed a nearly identical site plan at the proposed project site, in a letter dated April 29, 2022. The LVPC noted that the applicant amended the formerly approved plans to submit the current plans to the Township as a Data Center land use, and the plans do not include essential information that is expected with a hyperscale data center submission. The staff review notes that the applicant should address limiting noise generation from operations, nighttime lighting levels, coordination with emergency services, and multimodal access to the site.

Ms. Myerov provided environmental comments. First, the submission does not provide sufficient information to evaluate the project's full electrical demand or its long-term impacts on the regional power grid. The applicant should clarify the total projected electrical load at full build-out and demonstrate coordination with PPL to confirm that the existing grid can reliably

accommodate this load without degrading service to current residential or commercial users. The submission also does not identify what kind of energy will power operations, which is necessary to understand the project's long-term sustainability and its alignment with regional clean-energy goals, of *FutureLV* Policy 3.4. Details regarding the number, type, and location of all proposed generators were not provided, which is needed so that potential noise, air-quality, and neighborhood impacts can be evaluated. The application lacks essential information regarding the project's water demands and cooling system. Specifying the type of cooling technology proposed is essential to understand implications for water use and infrastructure needs. Additional comments were provided about the need to coordinate with Lehigh County Authority for water supply needs and to take steps to mitigate the visual impact of such large buildings.

Chair Amato called for a motion to accept the staff review. Commissioner Schmidt made the motion, and Commissioner Moritz-Chapelliquen seconded the motion. Chair Amato asked for any comments or questions.

Commissioners Repasch and Morgan raised concerns about drought and water use, and Commissioner Melnick asked if the applicant would look in to using non-potable water for cooling. Chair Amato followed by asking about what happens to water when it is no longer usable for cooling.

Commissioner Schmidt asked if the LVPC would see the plan again in the future, and Ms. Seitz believes that the Commission will because significant changes to the proposal are likely. Commissioners Charles Elliott, Gallagher, and Beitler raised concerns about the proposal appearing to be incomplete.

Commissioner Charles Elliott proposed that the review letter be amended to include the following language: "Overall, given the lack of information submitted with the application as identified in this review letter, the LVPC is unable to reach a conclusion on this proposal's alignment with *FutureLV*. The LVPC strongly advises the Township against approving land development plans without information pertinent to reviewing the operational conditions or impacts the project will generate. As this project moves forward and details are determined by the applicant, if the submitted plans substantially change, the plans must be re-submitted to LVPC for review prior to plan signing and recordation."

Chair Amato asked for a motion and a second to amend the letter with Commissioner Charles Elliott's language. Commissioner Melnick made a motion and Commissioner Beitler provided a second.

Chair Amato called for affirmative votes to accept the staff review letter with the amended language. Commissioner Drabenstott abstained. The motion passed.

INFORMATION ITEM: Atlas Industrial Data Center

Ms. Seitz informed the Commission that the LVPC received another hyperscale data center application, *Atlas Industrial* in South Whitehall Township. The project is currently under review and will be presented in January.

Chair Amato asked for any comments or questions, and then he asked for and received confirmation that the proposed location is near Parkland High School.

ACTION ITEM: Easton Area High School Athletic Complex

Ms. Collins presented on an application that proposes recreational and site improvements to the Easton Area High School Athletic Complex, including the construction of two new turf baseball fields to replace existing grass athletic fields and other amenities. The proposed development supports policies of *FutureLV*, including reuse and redevelopment, of Policy 1.1, and 'supporting cultural and social programs', of Policy 5.2. The LVPC encourages Easton Area High School to consider opportunities for the general public to access and utilize the facility, which supports the goal of *FutureLV* for 'local institutions to invest in their surrounding communities' and 'create public spaces in underserved areas', of Policies 4.1 and 5.2.

Chair Amato called for a motion to accept the staff review. Commissioner Beitler made the motion, and Commissioner Glickman seconded the motion. Chair Amato asked for any comments or questions. There were none.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed.

ACTION ITEM: Wilson Area School District Athletic Improvements

Mr. Weinberg presented on an application to reconstruct a new athletic field and 39,000-square-foot auxiliary building, among other improvements. The improvements generally align with *FutureLV* by supporting pedestrian and transit accessibility to the site. Staff provided recommendations to consider public access to the site, pedestrian safety at surrounding intersections and environmentally sensitive landscaping.

Chair Amato called for a motion to accept the staff review. Commissioner Moritz-Chapelliquen made the motion, and Vice Chair Morgan seconded the motion. Chair Amato asked for any comments or questions.

Commissioner Beitler commented that certain crosswalk types can be damaged by utilities when they do work that requires underground maintenance, and Commissioner Moritz-Chapelliquen asked if there had been comment from the school district.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed.

ACTION ITEM: Comprehensive Planning Committee Summary Sheet

Comprehensive Planning Committee Chair Melnick briefed the Commission on the Comprehensive Committee Summary Sheet that featured a zoning ordinance amendment in Lynn Township.

Chair Amato called for a motion to accept the summary sheet. Commissioner Schmidt made the motion, and Commissioner Manges seconded the motion. Chair Amato asked for any comments or questions. There were none.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed.

ENVIRONMENT COMMITTEE

ACTION ITEM: Environment Committee Summary Sheet

Commissioner Repasch briefed the Commission on Environment Committee's business that included an Act 537 review of a Sewage Facilities Plan Update in Plainfield Township.

Chair Amato called for a motion to accept the summary sheet. Commissioner McGorry made the motion, and Commissioner Herman seconded the motion. Chair Amato asked for any comments or questions. There were none.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed.

TRANSPORTATION COMMITTEE***ACTION ITEM: Transportation Committee Summary Sheet***

Transportation Committee Chair Schmidt briefed that the Transportation Committee's business that included a street vacation review in Salisbury Township.

Chair Amato called for a motion to accept the summary sheet. Commissioner Repasch made the motion, and Vice Chair Morgan seconded the motion. Chair Amato asked for any comments or questions. There were none.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed.

PRESENTATION & DISCUSSION ITEM: Lehigh County Industrial Land Use Guide

Mr. Gardi, Ms. Seitz and Ms. Collins presented a detailed summary of the Lehigh County Industrial Land Use Guide. The complete draft text of the guide has also been provided in the meeting packets and the LVPC asked for comments on the draft by January 1, 2026. The LVPC staff presented the main sections of the guide, including the evolution of industry in Lehigh County, planning tools for local governments, emerging and evolving industrial land uses, impacts from these land uses, questions to ask developers, funding strategies, comprehensive plan best practices and definitions. At the end of the presentation, staff promoted two upcoming trainings on the guide, on January 29, 2026.

Chair Amato asked for any comments or questions. Commissioner Drabenstott asked why the guide is just for Lehigh County and Ms. Bradley reminded the Commission that a similar guide was previously published for Northampton County, and she also noted the broad applicability of the upcoming guide. Commissioner Beitler asked about the minimum threshold that makes a land use allowed and Ms. Bradley said it is two parcels.

OLD BUSINESS:***INFORMATION ITEM: LVPC Gala Report***

Ms. Pearson thanked everyone who attended the 2025 Lehigh Valley Awards Gala, recognized the award winners and provided stats about the event.

Chair Amato asked for any comments or questions. There were none.

NEW BUSINESS:***ACTION ITEM: 2026 Officer Nominations***

Chair Amato informed the Commission that the LVPC Executive Committee met on December 11 and received the report of the LVPC Nominating Committee. Commissioner Herman, a

member of the Nominating Committee, discussed the Committee's recommendations for 2026 LVPC Officers, which include Tori Morgan as Chair, Armando Moritz-Chapelliquen as Vice Chair and Phillips Armstrong as Treasurer.

Chair Amato then asked for Commissioners to review Resolution 12-18-25A of the Lehigh Valley Planning Commission for the 2026 Officers and asked for a motion to adopt the resolution, approving the 2026 officers. Commissioner Melnick made the motion, and Commissioner Haldeman seconded the motion. Executive Armstrong abstained. The motion passed.

INFORMATION ITEM: 2026 LVPC Work Plan and Budget

Ms. Bradley, Ms. Oscavich and Mr. Cohen presented segments of the 2026 LVPC Work Plan and Budget document, describing the LVPC's revenue and expenses, strategic pillars, upcoming work plan and project relations to strategic plan.

Chair Amato asked for any comments or questions. There were none.

MONTHLY REPORTS

Chair Amato notified the Commission that monthly BuildLV and traffic reports are featured in each Commissioner's packet. Chair Amato asked for any comments or questions. There were none.

COMMUNICATIONS AND PUBLIC ENGAGEMENT

Chair Amato notified the Commission that items for communications and public engagement are featured in the meeting packet. Chair Amato asked for any comments or questions. There were none.

ADJOURNMENT

Chair Amato stated that the next LVPC meeting will be on Thursday, January 22, 2026, at 7 pm. Chair Amato then asked if there was a motion to adjourn the meeting and Commissioner Morgan made a motion to adjourn. Commissioner Repasch seconded. The meeting was adjourned.

Submitted by:

Becky Bradley, AICP, Executive Director and Christian Martinez, Environmental Planner



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January 7, 2026

David Manhardt, AICP, Director of Community Development
South Whitehall Township
4444 Walbert Avenue
Allentown, Pennsylvania 18104

**Re: Atlas Industrial Data Center – Land Use of Regional Significance
South Whitehall Township
Lehigh County**

Dear Mr. Manhardt:

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on agenda items largely happens during the Committee meeting. Meeting participation details are below, and we encourage your participation:

**LVPC Comprehensive Planning
Committee Meeting:**

January 20, 2026, at 12:00 PM (Virtual)
<https://lvpc.org/lvpc-meetings>

**LVPC Full Commission
Meeting:**

January 22, 2026, at 7:00 PM (Virtual)
<https://lvpc.org/lvpc-meetings>

Background

The project proposes to develop a vacant 410-acre site by constructing six data center buildings totaling 5,038,100 square feet. The project site is located at 2493 North Cedar Crest Boulevard, south of Orefield Road between Mauch Chunk Road and North Cedar Crest Boulevard (parcel number 548824698560).



The proposal is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* as a Major Industrial Development. The Township's designated zoning for the site is Industrial as a base zoning district, and Planned Innovation, Research and Technology (PIRT) as an overlay district. The PIRT District was established to 'provide a controlled and protected environment for the orderly growth and development of research and technology-related businesses' (Township Zoning Ordinance §350-33(b)). The Township has intentionally directed this type of development to the PIRT District and updated its zoning regulations in anticipation of interest in data center development, demonstrating proactive planning and regulatory alignment with emerging industrial land uses.

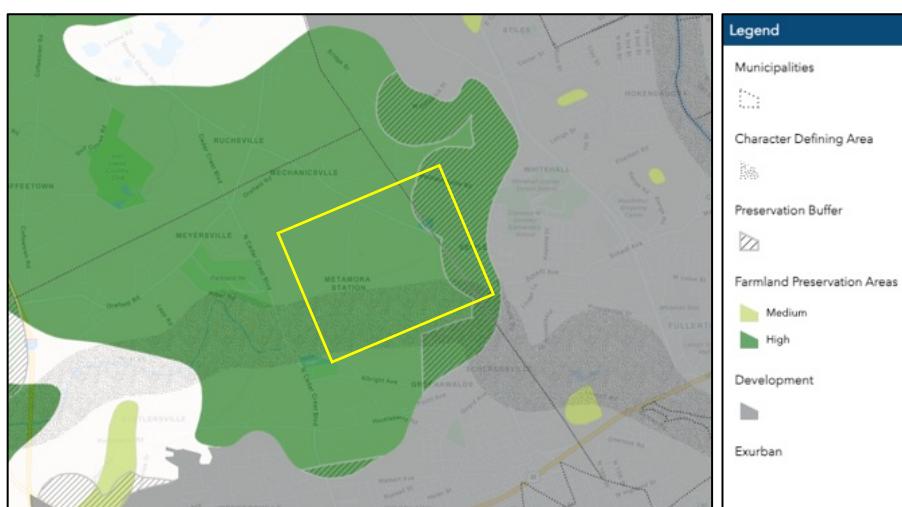
FutureLV recognizes that advances in technology and the increasing demand for real-time information and data transmission have made digital infrastructure and connectivity essential to the region's economic competitiveness (*FutureLV* Future Forces Section, page 42). Data centers play a critical role in supporting this modern digital infrastructure, however large-scale or hyperscale data center facilities can place significant demands on utility systems, particularly electric and water infrastructure, which necessitates careful evaluation and coordination.

To support this evaluation, LVPC convened a coordination meeting with external review agencies to discuss utility capacity, infrastructure considerations, and other regional impacts associated with the proposal. Continued coordination among the Township, service providers, and reviewing agencies will be essential to ensuring the project supports public health, safety, and welfare while advancing regional goals for innovation-oriented industrial development.

Site Suitability and Land Use

The project site is vacant and undeveloped agricultural land. Nearby land uses include Parkland High School to the west, heavy industrial uses to the south including chemical manufacturing, low-density residential to the north and agricultural uses surrounding the area.

The project site is identified for Farmland Preservation in the General Land Use Plan of *FutureLV: The Regional Plan*, with nearby Preservation Buffer and Exurban designations. From a regional perspective, land preservation is preferred in these areas to protect the region's existing open space, direct development to areas with existing infrastructure, and to minimize development pressures from creeping outwards from Development areas.



FutureLV General Land Use Plan

From a local perspective, the designated Industrial Zoning District and Planned Innovation, Research and Technology Overlay District were created to target development at the site, and existing infrastructure is generally accessible in the vicinity. The proposed development has the potential to align with *FutureLV* if it is designed to minimize impacts to adjacent properties; if the site configuration avoids disturbing existing natural resources on the site; and if utility infrastructure is demonstrated to be adequate to meet the facility's needs without adversely affecting service to existing users.

Data centers can pose health and quality of life impacts to neighboring residents and land uses if not appropriately mitigated. Potential impacts include:

- **Noise:** The proposed site layout orients the yards containing generator equipment away from Parkland School, and sound attenuation walls are also proposed along the generator equipment areas. These noise abatement design features support public health and welfare (of Policy 5.3). Pre-and-post-construction professional noise studies should be conducted to verify both perceived and low frequency noise levels at a maximum of 55 decibels measured at the project property line per LVPC's recommendation, or at a level acceptable to the Township.
- **Visual:** The buildings should be aesthetically designed to minimize the visual impacts of the scale of buildings on neighboring properties. While the generator equipment yards indicate they will be enclosed by the sound attenuation walls, the LVPC encourages the Township to request renderings from the applicant that illustrate what the facility will look like from different roadways and vantage points. Additional vegetation along the development areas could further reduce visual impacts and 'promote context-specific design solutions' (of Policy 5.4).
- **Lighting:** The project utilizes full cutoff and fully shielded light fixtures in compliance with the Township Zoning Ordinance, and site lighting designed to prevent glare and lighting spillover onto adjacent properties, which minimizes environmental impacts of development (of Policy 3.2).
- **Air Quality:** Because data centers rely on continuous mechanical cooling systems that exhaust significant amounts of waste heat, heat exhaust can create localized temperature increases that exacerbate heat stress in warmer months. These impacts can worsen long-term if development of additional paved surfaces continues in the area long-term. The LVPC recommends the applicant assess potential heat-exhaust impacts from mechanical systems that may affect nearby development or pedestrian areas (of Policy 3.4).

Emergency Services

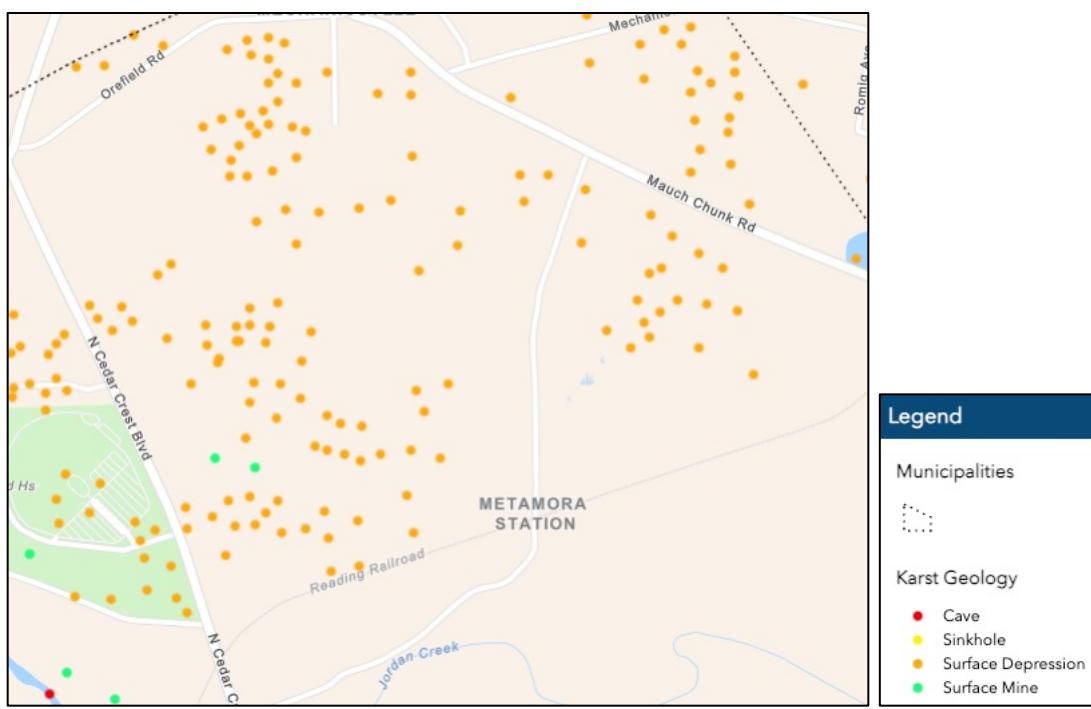
During partner agency engagement in the review process, the Township noted that emergency responder training on serving the development is anticipated, given the scale of the site and proposed buildings and the unique electrical, mechanical, and security characteristics of data centers. The LVPC encourages continued coordination between the applicant, Township and local emergency service providers to ensure adequate site design that supports preparedness and response capabilities. The applicant should provide fire, Emergency Medical Services, and police departments with detailed information on site access, security protocols, hazardous materials storage, backup power systems, and any specialized equipment such as battery energy storage systems. Emergency responders should be consulted on the adequacy of access points, turning radii, hydrant placement and fire-suppression systems, and should receive appropriate training or orientation prior to occupancy. This coordination is essential to

safeguard responders, protect critical infrastructure, and ensure that the facility can be safely and effectively served during both routine incidents and large-scale emergencies (of Policy 5.1).

Environment and Utility Infrastructure

Mapping provided by the Pennsylvania Department of Conservation and Natural Resources (Bureau of Topographic and Geologic Survey) indicates the extensive presence of karsts in the form of surface depressions throughout the site, as well as surface mines towards the southwestern property boundary. Karst conditions can result in subsurface instability and warrant careful considerations for large-scale land-intensive development with heavy structural loads. Hyperscale data centers involve significant concentrations of structural and equipment loading, which has the potential to exacerbate subsurface voids or contribute to land gradually caving in throughout the area.

Additionally, karst systems are highly sensitive to stormwater management practices and utility installation. Improperly managed infiltration, altered groundwater recharge patterns, or leakage from underground utilities may further increase the risk of sinkhole formation. Given these conditions, LVPC strongly recommends comprehensive geotechnical and hydrogeologic investigation of the site to inform building placement, foundation design, stormwater management, and utility infrastructure. Consideration of these factors is critical to minimize impacts of development to support public health, safety, and welfare (of Policy 3.2).



LVPC GIS Mapping of Karst Geology

The project's full electrical demand and long-term impacts on the regional power grid is being coordinated between the Applicant and PPL Electric. The project proposes the addition of a substation to support electricity distribution to each proposed building as well as additional infrastructure upgrades. These upgrades are being funded by the Applicant, which alleviates the burden on taxpayers and other grid users and promotes fiscal health and sustainability (of Policy 4.6).

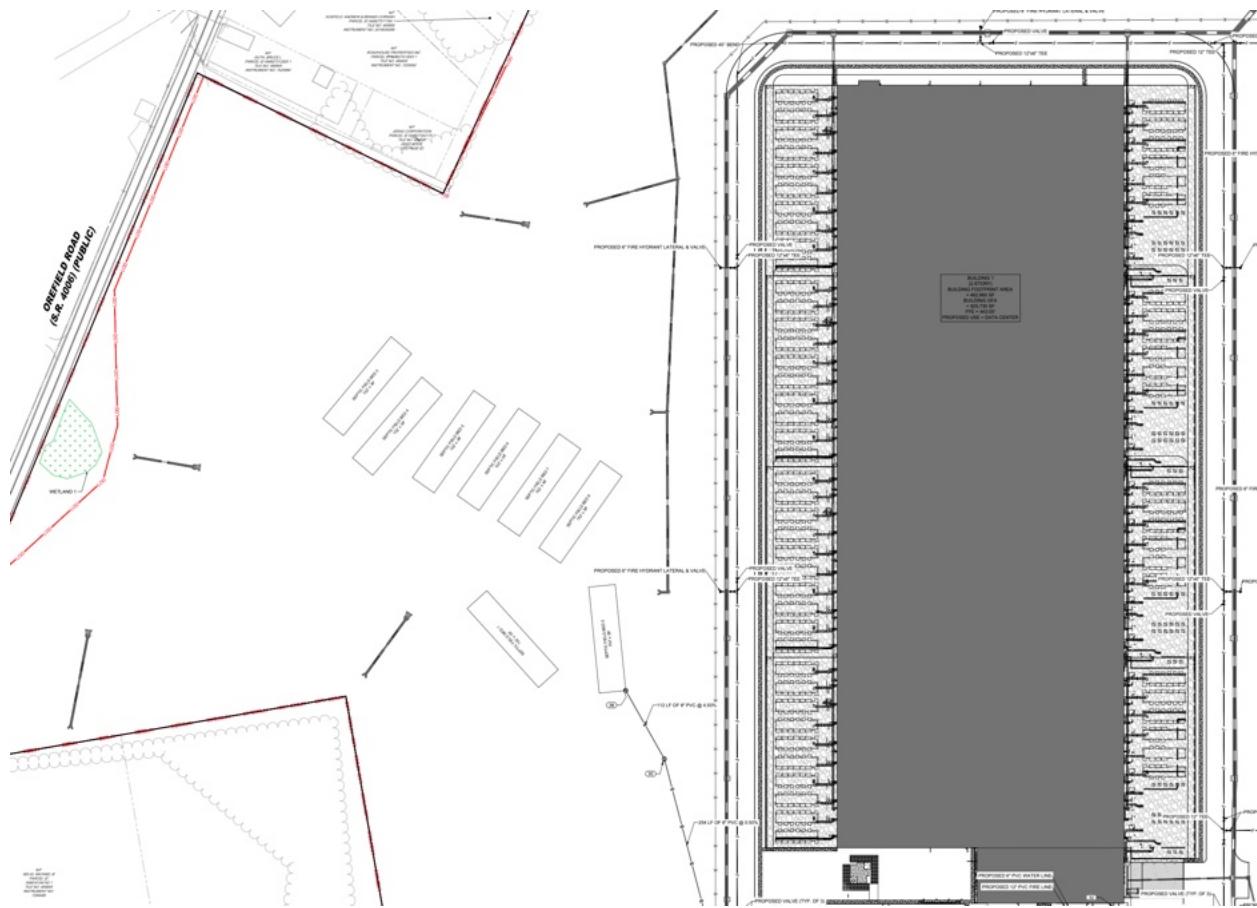
As this project progresses, the applicant should provide detail on how the facility will align with industry energy-efficiency standards, including anticipated Power Usage Effectiveness (PUE) targets, energy-management audits, and reporting practices as they are identified. Additionally, once the Applicant identifies the proportion of its energy use that will be met through renewable sources, that information should also be provided to support understanding of the project's long-term sustainability and its alignment with regional clean energy goals (of Policy 3.4).

The submitted Environmental Impact Assessment identifies that Tier 2-emission standards backup generators are proposed on site. The LVPC strongly recommends that Tier 4 backup generators be utilized instead, to minimize air quality impacts (of Policy 3.2). The Applicant should provide the Township with detailed specifications on emissions controls and fuel storage safety measures such as spill-prevention and secondary containment to ensure public health and environmental safety. The Applicant should also provide a generator-testing plan that outlines the frequency, duration, and timing of tests to be shared with surrounding property owners and tenants and the Township to adequately evaluate and/or prepare for potential noise disturbances (of Policies 5.2, 5.3, and 5.4).

The project is currently proposing an air-cooled system, which requires much less water usage and disposal on-site compared to other cooling technologies. The submission should clarify whether the system incorporates water-reuse or heat-recovery measures that could further reduce overall consumption.

Any future change to the proposed cooling system that requires greater water withdrawal or wastewater discharge would raise significant concerns. Increased water demand could place additional stress on local water supplies and would be particularly challenging to accommodate in an area with extensive karst geology. The Applicant should model water use under various scenarios, such as drought-stage, summer months, and any peak-stress conditions and demonstrate the long-term reliability of the proposed water supply based on the cooling system as described. Continued coordination with the Township as the water provider, as well as Lehigh County Authority, is recommended to evaluate potential infrastructure needs and confirm that the ultimate approach to system cooling does not result in adverse impacts to existing users or regional systems.

The plans depict eight septic field beds located in the northern portion of the project site, and sanitary sewer lines direct wastewater from each building to discharge in the septic field area. The adequacy of this design requires the proposal's discharge gallons per day to be assessed. If septic fields are to remain the method for disposal, primary and secondary fields should be identified. Due to the extensive presence of karst geology on the site, it is paramount that the project wastewater disposal system be designed to minimize impacts to groundwater resources, in order to protect the quality and quantity of surface water and groundwater (of Policy 3.2).



Landscaping is proposed to shield the building from adjacent properties and external roadways, including North Cedar Crest Boulevard north of the Parkland High School driveway, along the northern property boundary, and along a portion of Mauch Chunk Road until the project's proposed Private Road A just south of Mechanicsville Road. Additional landscaping is proposed within the parking areas.

The project site is located within the Coplay Creek and Jordan Creek Watersheds. These watersheds have fully implemented Act 167 Stormwater Management Ordinance. Comments relative to our review of the project's stormwater management plan are included as Attachment 1.

Transportation

A traffic impact study was submitted for the proposed project. The project is anticipated to generate an average of 3,865 weekday trips, calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th edition and Land Use Code 160 (Data Center). These average weekday trips include 371 new trips during morning peak and 265 new trips during evening peak times.

Access to the site is planned to be provided via two driveways, a full-access, secured driveway to the new township roadway, and a proposed full-access, emergency access driveway to North Cedar Crest Boulevard opposite Suncrest Drive.

A new township roadway is proposed to be constructed in concurrence with the proposed data center connecting Cedar Crest Boulevard opposite the Parkland High-School driveway and to Mauch Chunk Road just south of the existing Mechanicsville Road Intersection. The LVPC recommends coordination with the school district to minimize potential traffic interactions between students, guardians, and school buses and the traffic generated from the site.

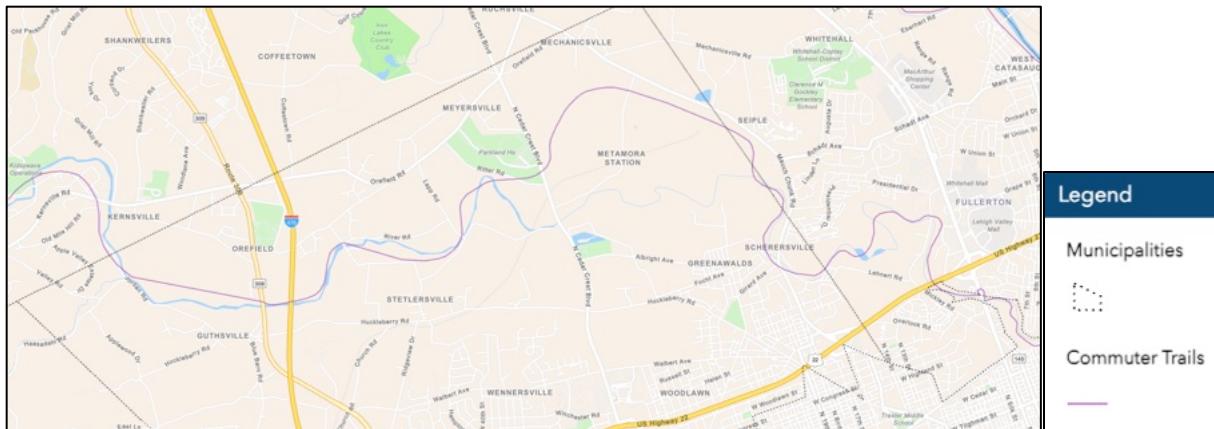
Aspects of the site plan can be improved to better ensure adequate transportation access and movement. There appears to be substantially more passenger vehicle parking spaces than typically required for data center land uses. The amount of provided parking should be re-evaluated and right-sized to minimize impervious surfaces (of Policy 2.2). Once the appropriate amount of passenger vehicle and commercial truck parking spaces is determined, any resulting changes to the site plans should clearly separate these traffic movements to minimize conflicts.

Any truck traffic generated from the site will most likely be traveling South from the site to Route 22. They will cross over Jordan Creek on North Cedar Crest Boulevard. The bridge over the Jordan Creek is in 'Fair' condition according to the Pennsylvania Department of Transportation Bridge Conditions Map. The bridge over Route 22 at the interchange of Cedar Crest Boulevard is also in 'Fair' condition. These bridges should be closely monitored to 'provide a safe, well-maintained transportation network' (of Policy 2.2) by making sure they do not fall into 'Poor' condition with the addition of the new trips generated by the development.

Sidewalks are proposed along all road frontages of the project site, which supports pedestrian safety and reducing fatalities towards zero (of Policies 5.1 and 5.3). The LVPC recommends including safe connections to proposed buildings and parking lots, with bicycle racks at each building, to support alternative transportation options and offer a seamless network for employees to safely commute to work using alternative modes (of Policies 2.2, 2.3 and 5.3). Electric vehicle charging capacity should be provided for both commercial and passenger vehicles (of Policy 2.5).

The Lehigh and Northampton Transportation Authority (LANTA) does not serve the project site or vicinity and currently has no plans to extend service to the area in the future. However, as the Lehigh Valley grows and potential for additional development in the vicinity remains, more people will need access to public transit. The developer should consider implementing the infrastructure for a future bus stop such as a concrete pad and benches along the frontage of the sidewalk on the new township road, potentially at the intersection of the Parkland High School Rd which would provide access to both the school property and the proposed site. The benches would still be able to be used even when there is no service from LANTA (of Policy 2.3).

The Parks, Recreation and Open Space plan of *FutureLV* identifies a Proposed/Conceptual Commuter Trail through the project site, which runs along Jordan Creek to the West, connects to Parkland High School and the project property, and then rejoins Jordan Creek to the East along the Whitehall Township border. The included sidewalks throughout the site support fulfilling this trail, however the LVPC strongly recommends including sidewalk along the northeastern property boundary along Mauch Chunk Road to further facilitate closing gaps in the region's trail network (of Policy 2.1).



LVPC GIS Mapping – Proposed/Conceptual Commuter Trails

North Cedar Crest Boulevard between Ritter Road and Walbert Avenue is identified as a Congested Corridor, where existing traffic conditions already present operational challenges. Given the scale of the proposed development, the construction phase is likely to generate commercial vehicle traffic at a level that would further affect corridor performance. The LVPC strongly recommends requiring construction traffic information such as anticipated truck volumes, designated routing, and hours of operation to adequately plan for and minimize traffic demand.



LVPC GIS Mapping – Congested Corridors

The LVPC has copied representatives from adjacent municipalities and review agencies to 'coordinate land use decisions across municipal boundaries' (of Policy 1.4).

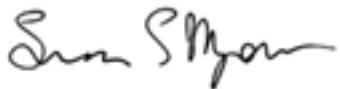
Municipalities, when considering land developments, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)]. The LVPC review does not include an in-depth examination of plans relative to subdivision design standards or ordinance requirements since these items are covered in the municipal review.

Please let me know if there are any questions about this review.

Sincerely,



Jill Seitz
Chief Community and Regional Planner



Susan Myerov
Director of Environmental Planning



Corinne Ruggiero
Environmental Planner



Evan Gardi
Transportation Planner

cc: Anthony Tallarida, Township Engineer; CDE Acquisitions LLC, Applicant; Andrew Lohr, Kimley-Horn, Project Engineer; Nate Jones, Lower Macungie Township Planning Director; North Whitehall; Lee Rackus, Whitehall Township Planning Bureau Chief; Jennifer Gomez, City of Allentown Planning Director; Meredith Keller, Upper Macungie Township Planning Director; Liesel Gross, Lehigh County Authority Chief Executive Officer; Garrett Cook, Lehigh County Conservation District Engineer; Fadia Halma, PA DCED Lehigh Valley Regional Director; Alicia Karner, PA DCED BusinessPA Lehigh Valley Regional Office Director; Dean Ritter, PA DEP Assistant Regional Director; Jane George, PPL Regional Affairs Director; Joseph Lookup, PPL Vice President of Transmission & Distribution Planning & Asset Management Brian Boyer, PennDot District 5; Chad Pindar, Delaware River Basin Commission Water Resource Planning Section Manager; Molly Wood, LANTA Planner/Land Use Specialist; Geoff Reese, LVPC Master Planner and Engineer; Denjam Khadka, LVPC Senior Civil/Environmental Engineer; Peter Lantz, Environmental Engineer.

Project Review Summary Sheet

Environment Committee
Date: January 2026

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Application to Renew Approval of Existing Groundwater Withdrawal Project (DRBC Review)	South Whitehall Township	Application by Dorney Park & Wildwater Kingdom to renew approval of an existing groundwater withdrawal of up to 8.0 million gallons per month (mgm) of groundwater from five existing wells for irrigation, non-contact cooling, water rides and features at the applicant's amusement park. The allocation is a reduction from the previous allocation of 13.14 mgm and is based on revised demands.	Aligns with <i>FutureLV</i> action to 'protect the quality and quantity of surface water and groundwater' (of Policy 3.2).
Application to Renew Approval of Existing Non-Contact Cooling Discharge (DRBC Review)	Whitehall Township	Application by Amrize Cement, Inc. to renew approval of existing 3.21 million gallons per day non-contact cooling discharge from the applicant's cement manufacturing facility. The current average flow from the plant is 2.79 million gallons per day. No expansions or modifications to the facility are proposed.	Aligns with <i>FutureLV</i> action to 'protect the quality and quantity of surface water and groundwater' (of Policy 3.2).
Application to Renew Approval of Existing Surface Water Withdrawal Project (DRBC Review)	City of Easton	Application by Easton Suburban Water Authority to renew approval of the Authority's existing surface water allocation of up to 323 million gallons per month (mgm) or 10.42 million gallons per day (mgd) of surface water to continue to supply its public water supply distribution system from an existing surface water intake on the Delaware River. The system serves all or portions of the City of Easton; West Easton, Wilson and Glendon Boroughs; and Lower Nazareth, Williams, Bethlehem, Forks and Palmer Townships, all located in Northampton County. No increase in allocation is proposed.	Aligns with <i>FutureLV</i> action to 'protect the quality and quantity of surface water and groundwater' (of Policy 3.2).



2025-2028

TRANSPORTATION IMPROVEMENT PROGRAM

Accomplishments + Annual Listing of Obligated Projects

OCTOBER 1, 2024 THROUGH SEPTEMBER 30, 2025

The preparation of this report has been financed in part through grants from the U.S. Department of Transportation (USDOT) and the Pennsylvania Department of Transportation (PennDOT). The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official policies of either the USDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) or the Commonwealth of Pennsylvania at the time of publication. This report does not constitute a standard, specification or regulation.

The Lehigh Valley Transportation Study (LVTS) Metropolitan Planning Organization (MPO) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, the MPO is dedicated to ensuring that program beneficiaries are not excluded from participation in or denied the benefits of its services based upon race, color, national origin, religious creed, sex, age, disability or economic status.

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Este documento está disponible en otros formatos cuando se soliciten, de conformidad con las leyes estatales y federales correspondientes. La LVPC le proporcionará servicios de traducción o interpretación si los solicita. Para obtener más información, llame a la LVPC al 610-264-4544.

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Arabic:

هيلارفل او هيموك جل نين اوقلل اففو ،بل طلا دن عيرخا غيمصب حاتم دنتسملا اذم .بل طلا دن ع رئيسفتلوا او فجرتل اتامدخ ميدقتب LVPC فنجل موقتس اهب لومعملنا 610-264-4544.

Vietnamese:

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



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INTRODUCTION

PURPOSE OF THE ACCOMPLISHMENTS + ANNUAL LISTING OF OBLIGATED PROJECTS

This report was prepared as an overview of transportation investments in the Lehigh Valley. It also serves as a reference to specifically highlight the accomplishments of transportation improvement projects within the region. Additionally, this report is the convey to the public the Annual Listing of Obligated Projects to fulfill federal transportation requirements. Federal regulation states that: "An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding program year shall be published or otherwise made available through the cooperative effort of the state, public transportation operator(s), and metropolitan planning organization. The listing shall be consistent with the categories identified in the TIP."

These requirements were first established under the Fixing America's Surface Transportation Act (FAST Act) and continued in the subsequent Infrastructure Investment and Jobs Act (IIJA) commonly referred to as the Bipartisan Infrastructure Law (BIL), which authorizes federal funding for transportation projects. The BIL enables the United States Secretary of Transportation to authorize funding to Metropolitan Planning Organizations (MPOs) across the United States, through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

2025 ACCOMPLISHMENTS

A listing of projects and programs that were completed or substantially completed where no additional federal funding obligations have been authorized and the project is open for public use.

2025 UNDER CONSTRUCTION

Projects that are actively under construction where physical work is happening during the federal fiscal year 2025. Not all projects that are accomplished or under construction were obligated funding during 2025. These projects may have had prior federal fiscal years obligations that authorized the project to commence, however construction time frames can sometimes last many years, sometimes past the original obligation year.

DEOBLIGATED PROJECTS

Deobligations are monies not used during a particular phase of the project and have funding that can be reallocated to other eligible phases of other projects. The deobligations or funding may not reflect the current federal fiscal year obligations, and they may have been obligated several years prior as the project progressed through the various phases.

WHAT IS THE TRANSPORTATION IMPROVEMENT PROGRAM?

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

The TIP details the planned expenditure of federal funds and state capital funds for specific projects and programs within specified limits of fiscal constraint. Fiscal constraint requires only utilizing the amount of money allocated for specific funding categories and project types. TIP development is a rigorous process that includes significant opportunities for public engagement to provide for involvement and comment on transportation projects considered with a look at the region as a whole and indiscriminate of individual municipal boundaries within Lehigh and Northampton Counties.

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

Federal Regulations Require That the TIP Shall:



Cover a period of at least
3 YEARS



Consist of projects from
*FutureLV: The Regional
Plan*, the locally developed
transportation plan



Reflect the area's
transportation needs
and priorities

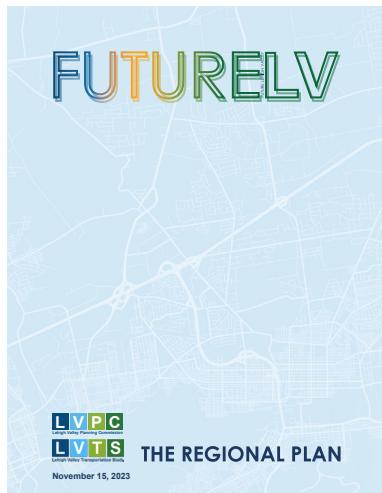


Include realistic cost
and revenue estimates
for all projects



Include all highway,
bridge and transit
projects to be funded
with federal money

PLANNING PRODUCTS



The Metropolitan Transportation Plan (*FutureLV: The Regional Plan*)

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



The Transportation Improvement Program (TIP)

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



ACCOMPLISHMENTS

October 1, 2024 Through September 30, 2025

The Transportation Improvement Program (TIP) is the locally endorsed list of highway, bridge and transit projects proposed to be implemented with federal assistance. The federal and state governments designated the Lehigh Valley Transportation Study (LVTS) as the body responsible for preparing the TIP for Lehigh and Northampton Counties. This report of completed projects in federal fiscal year 2025 for the 2025-2028 TIP that was adopted June of 2024.

Every two years, the LVTS works in partnership with PennDOT, LANTA and area local officials to identify priority transportation needs and develop a new TIP to address these needs over the next four-year period. The TIP sources projects from the Metropolitan Transportation Plan (MTP) within *FutureLV: The Regional Plan*, the comprehensive plan for Lehigh and Northampton Counties.

MTP delineates how available and projected transportation funds will be spent over a 25-year period. MTP also outlines a vision of the future of transportation in the Lehigh Valley through a series of projects that involve the Goals and Policies of *FutureLV: The Regional Plan*.

The TIP details the planned expenditure of federal funds and state capital funds for specific projects and programs within specified limits of fiscal constraint. Fiscal constraint requires only utilizing the amount funding allocated for specific funding categories and project types. TIP development is a rigorous process that includes significant opportunities for public engagement to provide for involvement and comment on transportation projects considered with a look at the region as a whole and indiscriminate of individual municipal boundaries within Lehigh and Northampton Counties.

PERFORMANCE-BASED PLANNING + PROGRAMMING

The LVTS TIP follows a Performance-Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and the LVTS at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of various plans and programs. The 3C process enables valuable coordination and public engagement with a focus on the policies of the LVTS and state and federal guidelines.

The completion of these projects also aligns with the FHWA and PennDOT Asset Management as well as Transportation Performance Management through Performance Measures. These Performance Measures are a set of targets to address various aspects of transportation. These targets and goals are related to safety, infrastructure condition and system performance with a relationship to air quality. Projects are selected to align with adopted Transportation Performance Management, Performance Measures by LVTS to ensure a safe and efficient transportation system.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 CFR 490 outlines the national performance goal areas for the federal-aid program. TPM is systematically applied through a regular ongoing process. It provides key information to help decision makers understand the consequences of investment decisions across transportation assets or modes or transportation. Communication between decision makers, stakeholders and the public is provided through this management strategy. Ensuring targets and measures developed in cooperative partnerships and based on data and objective information.

These goals are embedded within three specific Performance Measures and targets adopted by the Lehigh Valley Transportation Study. Performance targets should be data-driven, realistic, and attainable and should align with the performance management framework and legislative intent.

PERFORMANCE MEASURES

Safety Performance Measures (PM1)

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

Safety Performance Measures:

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

Pavement/Bridge Performance Measures (PM2)

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

System Performance Measures (PM3)

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

System Performance Measures:

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

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

Projects for the MTP and the TIP have been selected to align with adopted Performance Measures by LVTS to ensure a safe and efficient transportation system consistent with state and national transportation objectives.

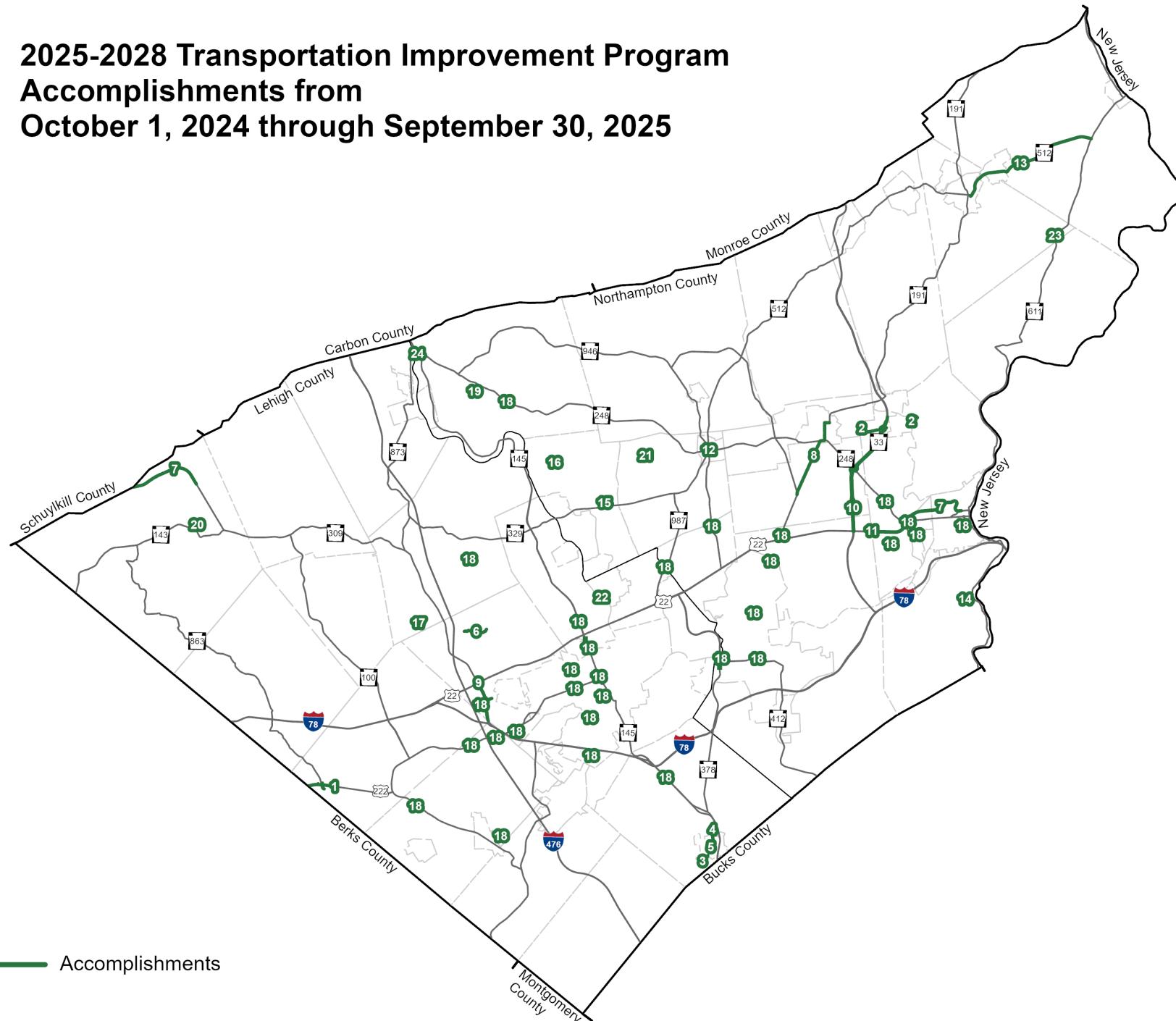
Total for **ACCOMPLISHED PROJECTS**

October 1, 2024 through September 30, 2025

During 2025, TIP projects with investments of
\$92,846,194
were completed and open for public use.

The following projects are critical infrastructure projects to the long-term sustainability and mobility of the Lehigh Valley. These projects were the result of a comprehensive planning and programming of various current and prior Transportation Improvement Programs.

2025-2028 Transportation Improvement Program Accomplishments from October 1, 2024 through September 30, 2025



HIGHLIGHTED ACCOMPLISHMENTS

October 1, 2024 through September 30, 2025

Coopersburg Main Street Streetscape Phase 3

Description: Installation of crosswalks, Americans with Disabilities Act-compliant (ADA) ramps, curb, sidewalk and pedestrian lighting along Main Street (Route 2045) between East Fairmount Street and Tilghman Street.

Location: Coopersburg Borough

Performance Measure: PM1

Total Project Cost: \$175,000

MPMS #: 110988

Project Administrator/Owner: PennDOT District 5

Map ID #: 3

Coopersburg Main Street Streetscape Phase 5

Description: Bicycle and pedestrian improvements along Main Street (Route 2045) from East Fairmont Street to Fairview Street that will include ADA ramps, crosswalks, pedestrian lighting, signage, on-street parking and sharrows, in Coopersburg Borough.

Location: Coopersburg Borough

Performance Measure: PM1, PM2, PM3

Total Project Cost: \$609,128

MPMS #: 112628

Project Administrator/Owner: PennDOT District 5

Map ID #: 4

Coopersburg Main Street Streetscape Phase 7

Description: Bicycle and pedestrian improvements along Main Street (Route 2045) from East Fairmont Street to Fairview Street that will include ADA ramps, crosswalks, pedestrian lighting, signage, on-street parking and sharrows, in Coopersburg Borough.

Location: Coopersburg Borough

Performance Measure: PM1

Total Project Cost: \$1,131,515

MPMS #: 113303

Project Administrator/Owner: PennDOT District 5

Map ID #: 5

Howertown Road Bridge Replacement/Rehabilitation

Description: Replacement/rehabilitation of the Howertown Road Route 3017) bridge over Dry Run in Allen Township.

Location: Allen Township

Performance Measure: PM2

Total Project Cost: \$2,912,857

MPMS #: 105371

Project Administrator/Owner: PennDOT District 5

Map ID #: 15

Jordan Creek Greenway in Covered Bridge Park

Description: Extension of the Jordan Creek Greenway Trail.

Location: South Whitehall Township

Total Project Cost: \$1,000,000

MPMS #: 118438

Project Administrator/Owner: PennDOT District 5

Map ID #: 6

Performance Measure: PM3

Route 309 & Tilghman Street Interchange Demolition

Description: Demolition of properties needed for the Route 309 and Tilghman Street Interchange project in South Whitehall Township.

Location: South Whitehall and Upper Macungie Townships

Performance Measure: PM2, PM3

Total Project Cost: \$667,207

MPMS #: 121093

Project Administrator/Owner: PennDOT District 5

Map ID #: 9

Race Street Bridge Replacement/Rehabilitation

Description: Replacement and rehabilitation of the precast deck of the Race Street (Route 1004) bridge over the Lehigh River in Whitehall Township and in the Borough of Catasauqua.

Location: Whitehall Township and Catasauqua Borough **Performance Measure:** PM2, PM3

Total Project Cost: \$6,879,075

MPMS #: 108134

Project Administrator/Owner: PennDOT District 5

Map ID #: 22

Route 512 Resurface S. Main Street to Route 611

Description: Resurfacing Bill Scott Boulevard, Central Avenue and Mount Bethel Highway(all section of Route 512) from Main Street in Bangor through East Bangor to Route 611 in Upper Mount Bethel Township.

Location: Upper Mount Bethel Township, and the Boroughs of Bangor and East Bangor **MPMS #:** 101571

Total Project Cost: \$6,879,075

Map ID #: 13

Project Administrator/Owner: PennDOT District 5

Performance Measure: PM2, PM3

TOTAL ACCOMPLISHMENTS

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Project Administrator/ Owner	Total Cost of Project
1	79554	Route 222 & Shantz Road & Route 863 Improvements	Safety improvements in Upper Macungie Township.		\$26,529,510
14	110055	Route 611 Culvert Replacement	Emergency project in Williams Township.		\$1,530,319
2	112129	Amazon Offsite Improvements	Highway reconstruction in Forks and Palmer Townships.		\$5,000,000
16	12310	Indian Trail Road over Hokendauqua Creek Bridge Replacement	Replacement of the bridge carrying Indian Trail Road over Hokendauqua Creek, in Allen Township.		\$5,118,330
17	89627	Kernsville Road Bridge Restoration	Restoration Kernsville Road Bridge.		\$4,310,710
7	117521	All Weather Pavement Markers 2023	Installation of all weather pavement markings at various locations in Lehigh and Northampton Counties.		\$539,181
18	116663	Low Cost Signal Upgrades	Signal upgrades at various locations throughout Lehigh and Northampton Counties.		\$198,675

Map ID	MPMS #	Project Title	Project Description	Project Administrator/ Owner	Total Cost of Project
19	12318	Maple Drive over Tributary to Bertsch Creek	Replacement of bridge carrying Maple Drive over Bertsch Creek.		\$1,233,473
20	85692	Mosserville Road over Ontelaunee Creek	Replacement of bridge carrying Mosserville Road over Ontelaunee Creek.		\$2,283,183
8	101560	Nazareth Pike Resurfacing	Resurfacing of Nazareth Pike in Lower Nazareth Township and Nazareth Borough.		\$2,627,510
21	110058	Old Carriage Road Bridge Replacement	Replacement of Old Carriage Road Bridge.		\$2,081,469
10	114351	Route 33 Resurfacing	Resurfacing of Route 33 from the Tatamy interchange to Route 22 in Whitehall Township and Catasauqua Borough.		\$6,879,075
23	12084	Richmond Bridge Replacement	Replacement of the Richmond Bridge in Washington Township.		\$2,982,010

Map ID	MPMS #	Project Title	Project Description	Project Administrator/Owner	Total Cost of Project
11	114350	Route 22 Resurface, Bethman Road to 25th Street	Highway restoration on Route 22 from Bettman Road to 25th Street in Bethlehem and Palmer Townships, and Wilson Borough.		\$3,988,792
24	110176	Route 248 Signal Upgrade	Signal upgrades along Route 248 in Lehigh Township.		\$2,449,928
12	113887	Route 512 Bath Borough Corridor Signal Optimization	Signal upgrades along Route 512 in Bath Borough.		\$1,890,797



UNDER CONSTRUCTION

October 1, 2024 Through September 30, 2025

Total for Projects **UNDER CONSTRUCTION**

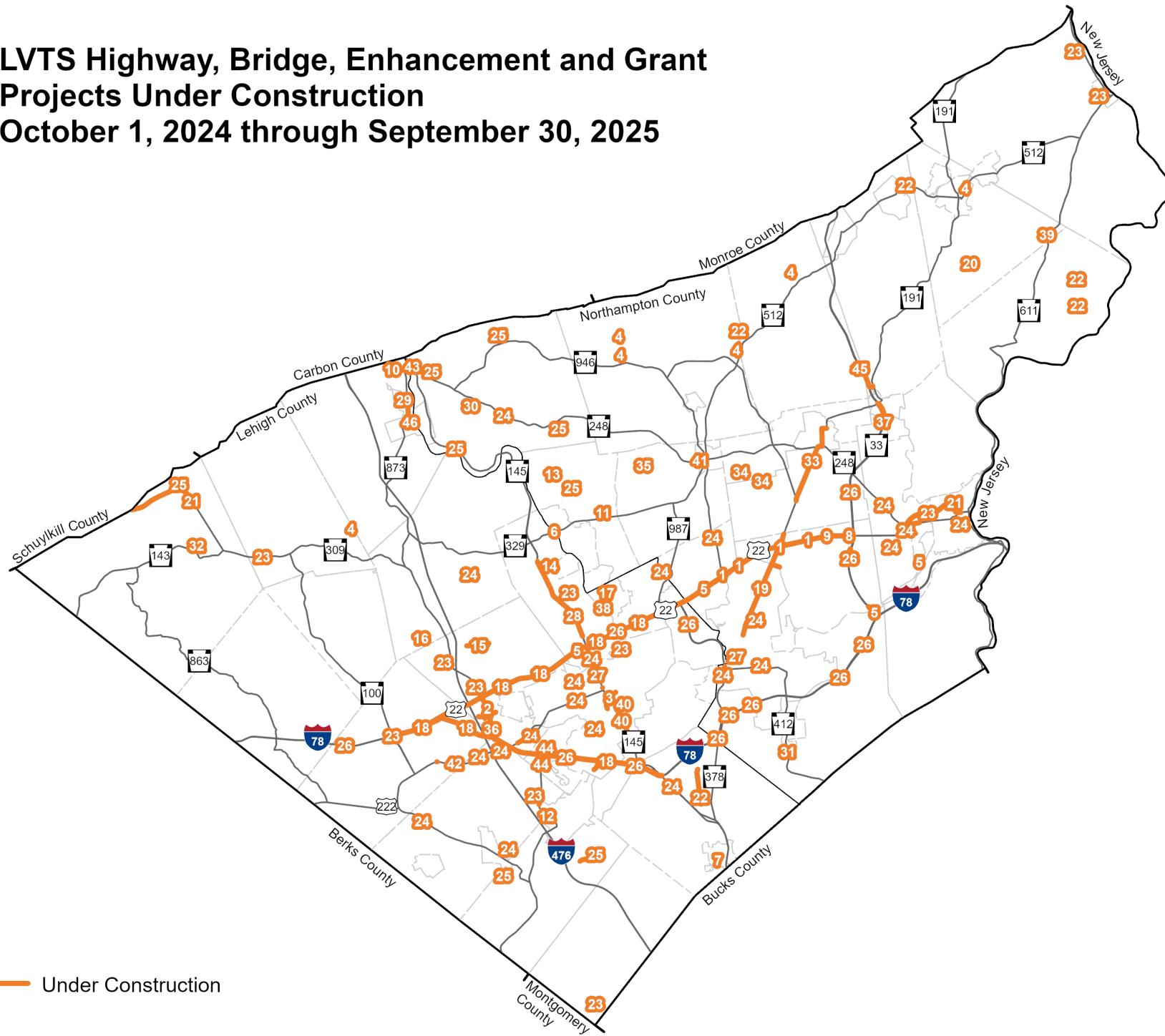
October 1, 2024 through September 30, 2025

\$401,659,004

Projects listed in this section are physical construction for Federal Fiscal Year (FFY) 2025. There are certain projects that may appear to be complete and are in fact open for transportation purposes. However, there are elements remaining to close out the project. These projects also may have small amounts of funding in the 2025-2028 TIP and will be closed out in the current FFY 2025 annual listing of obligated projects and accomplishments element within the report. Dollar totals are programmed amounts combined with past expenditures. These amounts are subject to change as projects develop.

LVTS Highway, Bridge, Enhancement and Grant Projects Under Construction

October 1, 2024 through September 30, 2025



HIGHLIGHTED UNDER CONSTRUCTION

October 1, 2024 through September 30, 2025

Route 22 from Farmersville Road to Route 512

Description: Highway resurfacing/restoration of Route 22 from Farmersville Road to the Route 512 and restoration of Route 191 and Route 512 Interchange ramps in Bethlehem and Hanover Townships. Will include replacing all guiderails.

Location: Bethlehem Township, Hanover Township

Status: Started Summer 2022, Estimated Completion Fall 2023

Total Project Cost: \$24,099,476

MPMS #: 110070

Project Administrator/Owner: PennDOT District 5

Map ID #: 1

Route 309 & Tilghman Street I/C Recon

Description: Reconfiguration of the Route 309/Tilghman Street (Route 1002) Interchange and two bridge replacements at Route 309 over Tilghman Street and Route 309 over Broadway Street. Will also include rehabilitation of the Route 309 culvert over Little Cedar Creek, roadway drainage improvements, base repair, overlay, and two new signals at the end of the reconfigured ramps.

Location: South Whitehall Township, Lehigh County

Status: Started Summer 2024, Estimate Completion Spring 2030

Total Project Cost: \$129,594,328

MPMS #: 96432

Project Administrator/Owner: PennDOT District 5

Map ID #: 2

Cementon Bridge Replacement

Description: Replacement of the Cementon Bridge carrying Route 329 over the Lehigh River in Whitehall Township.

Location: Whitehall Township, Northampton Borough

Status: Started Winter 2023, Estimated Completion Fall 2028

Total Project Cost: \$34,871,088

MPMS #: 11413

Project Administrator/Owner: PennDOT District 5

Map ID #: 6

Lehigh Race Street Intersection

Description: Corridor improvements to Race Street (State Route 1004) in Catasauqua Borough, including installation of traffic signals at the intersections of Race Street/Lehigh Street, Race Street/Front Street and Race Street/Second Street. Will also include widening the Race Street structure over the Lehigh Canal, and installation of a right turn lane eastbound onto Lehigh Street (State Route 1007). A westbound left turn lane will be provided for westbound Race Street onto Lehigh Street. The widening of Lehigh Street to provide separate right turn lane will require the removal and replacement of the existing bridge over Catasauqua Creek which will also accommodate pedestrian traffic from the Delaware and Lehigh (D&L) trail. A left turn lane will be provided for eastbound Race Street onto Second Street. Both Front Street and Second Street will be converted into two-way streets.

Location: Catasauqua Borough

Status: Started Winter 2023, Estimated Completion Summer 2026

Total Project Cost: \$18,256,853

MPMS #: 57433

Project Administrator/Owner: PennDOT District 5

Map ID #: 17

Newburg Road over Trib Monocacy Creek

Description: This project involves a replacement of the bridges that carry Newburg Road (SR 3020) over a tributary of Monocacy Creek in Lower Nazareth Township and East Branch Monocacy Creek, Upper Nazareth Township.

Location: Lower Nazareth Township,
Upper Nazareth Township

Status: Started Fall 2023, Actual Completion Spring 2025

Total Project Cost: \$9,620,635

MPMS #: 85940

Project Administrator/Owner: PennDOT District 5

Map ID #: 34

Route 33 Bushkill Creek Bridges

Description: PA 33 Northbound and Southbound bridge replacements over Bushkill Creek in Stockertown Borough, Northampton County.

Location: Stockertown Borough

Total Project Cost: \$28,382,770

Project Administrator/Owner: PennDOT District 5

Status: Started Winter 2023, Estimated Completion Fall 2025

MPMS #: 96431

Map ID #: 37

Route 248 Realignment

Description: The proposed realignment would straighten Route 248 and reduce the number of turning movements in the Borough, reduce traffic on Main Street between Bridge Street and Chestnut Street, and direct traffic away from the Downtown Historic Area. The length of Northampton Street up to its intersection with Main Street will be designated as Route 248.

Location: Bath Borough

Total Project Cost: \$8,645,693

Project Administrator/Owner: PennDOT District 5

Status: Started Summer 2024, Estimated Completion Summer 2027

MPMS #: 86853

Map ID #: 41

Walnut Street Bridge

Description: Replacement of the bridge that carries South Walnut Street over Trout Creek in the Borough of Slatington, Lehigh County.

Location: Slatington Borough

Total Project Cost: \$14,291,380

Project Administrator/Owner: PennDOT District 5

Status: Started Winter 2024, Estimated Completion Summer 2028

MPMS #: 94680

Map ID #: 46

TOTAL UNDER CONSTRUCTION

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/Owner	Total Cost of Project
3	116849	Allentown Martin Luther King Jr. Drive	Installation of a Rectangular Rapid Flashing Beacons at Martin Luther King Jr. Drive and 4th Street to cross pedestrians between the parking lot and Parkettes. School flashers will be placed at the Building 21 at MLK Jr. Drive and Lehigh Street in the City of Allentown.	Started Winter 2023, Estimated Completion Spring 2025	PennDOT	\$181,471
4	110062	Box Culvert Bundle-Round 1	Box culvert replacements at various locations in Lehigh and Northampton Counties.	Started Fall 2024, Estimated Completion Fall 2026	PennDOT	\$6,074,638
5	117154	Bridge Overlay Bundle #2	Bridge overlays and other preventative maintenance activities of various structures in Lehigh and Northampton Counties.	Started Fall 2022, Estimated Completion Summer 2025	PennDOT	\$2,545,883
N/A	116648	Coalition for Appropriate Transportation Bicycle Education 2021	Bicycle education for grades K-8, in the Easton Area School District, and the Cities of Allentown and Bethlehem.	Started Summer 2022, Actual Completion Summer 2025	PennDOT	\$154,036

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/Owner	Total Cost of Project
7	118434	Coopersburg Streetscape Improvements Phase 6	Traffic, pedestrian and bicycle improvements to South Main Street (Route 2045) from Thomas Street to Tilghman Street in Coopersburg Borough.	Started Spring 2024, Estimated Completion Summer 2025	PennDOT	\$1,534,014
8	89616	Country Club Road over Route 22	Replacement of the bridge that carries Country Club Road (Roue 2031) over Route 22 in Bethlehem Township.	Started Summer 2022, Actual Completion Fall 2024	PennDOT	\$5,985,188
9	71707	Farmersville Road Bridge over Route 22	Replacement of the Farmersville Road (Route 2029) bridge over Route 22 in Bethlehem Township.	Started Fall 2024, Estimated Completion Summer 2027	PennDOT	\$6,144,395
10	107552	Gap Bridge Repairs	Rehabilitation of the Lehigh Gap Bridge (Route 873) over the Lehigh River & Norfolk Southern Railroad in Washington Township, Lehigh County.	Started Summer 2024, Estimate Completion Spring 2026	PennDOT	\$10,736,235
11	105371	Howertown Road Bridge	Replacement/Rehabilitation of the Howertown Road (Route 3017) Bridge over Dry Run in Allen Township.	Started Spring 2023, Estimated Completion Fall 2024	PennDOT	\$2,912,857
12	79127	Indian Creek Road over Leibert Creek	Replacement/Rehabilitation of the Indian Creek Road (Route 2018) bridge over Leibert Creek in Upper Milford Township.	Started Spring 2025, Estimated Completion Winter 2027	PennDOT	\$1,603,447

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/Owner	Total Cost of Project
13	12310	Indian Trail Road over Hokendauqua Creek	Replacement of the bridge carrying Indian Trail Road (Route 3016) over Hokendauqua Creek in Allen Township.	Started Winter 2023, Actual Completion Fall 2024	PennDOT	\$5,118,330
14	118436	Ironton Rail Trail Trailhead Improvement Project	Bicycle/Pedestrian safety improvements at Ironton Rail Trail Trailhead at the intersection of North Ruch Street and Chestnut Street in Whitehall Township.	Started Winter 2024, Estimated Completion Fall 2025	PennDOT	\$320,000
15	118438	Jordan Creek Greenway in Covered Bridge Park	Extension of the Jordan Creek Greenway Trail through Covered Bridge Park in South Whitehall Township.	Started Winter 2023, Actual Completion Fall 2024	PennDOT	\$1,000,000
16	89627	Kernsville Road Bridge	This project consists of a rehabilitation of the bridge carrying Kernsville Road (Route 4003) over Jordan Creek in Whitehall Township.	Started Summer 2023, Actual Completion Fall 2024	PennDOT	\$4,310,710
18	68190	Lehigh Valley Freeway Service Patrol	Two roaming tow trucks to respond quickly to incidents on Interstate 78 in Lower Macungie Township, from Route 100 to Route 22, and along Route 22 from the split with I-78, and Route 33 in Bethlehem Township.	Ongoing	PennDOT	\$1,340,592

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/Owner	Total Cost of Project
19	11981	Linden Street Improvements	Selective highway reconstruction and paving of Linden Street (Route 3015) from Elizabeth Avenue to Brodhead Road within the City of Bethlehem and Bethlehem Township. Improvements include milling and overlay throughout the corridor with select sections of base repair. Additionally, there will be Americans with Disabilities Act (ADA) ramps updated to current standards, traffic signal updates, the installation of pedestrian push buttons, pedestrian crossing improvements, signing and pavement marking improvements.	Started Summer 2023, Estimated Completion Fall 2024	PennDOT	\$8,266,545
20	85930	Lower South Main Street over Martins Creek	Replacement of the bridge carrying Route 1015 over Martins Creek in Washington Township.	Started Winter 2023, Estimated Completion Winter 2024	PennDOT	\$3,521,496
21	117521	All Weather Pavement Markers 2023	Installation of All Weather Pavement Markings at various locations, in Lehigh and Northampton Counties.	Started Spring 2023, Actual Completion Summer 2024	PennDOT	\$539,181
22	117528	BPN-4 Guide Rail Upgrades	Addressing guide rail upgrades at various locations, in Lehigh and Northampton Counties.	Started Summer 2024, Estimated Completion Summer 2026	PennDOT	\$100,000

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/Owner	Total Cost of Project
23	112231	Bridge Preservation #7	Consultant design and construction of bridge repairs and preservation of various bridges in Lehigh and Northampton Counties.	Started Winter 2024, Estimated Completion Fall 2027	PennDOT	\$5,295,878
24	116663	Low Cost Signal Upgrades	Adding retroreflective backplates and increasing signal head size from 8-inch to 12-inch lens at urban intersections at various locations in Lehigh and Northampton Counties.	Started Summer 2023, Actual Completion Fall 2024	PennDOT	\$198,675
25	117823	Systemic Safety Improvements	This districtwide design build project involves implementing low-cost safety systemic countermeasures to address lane departure sites on curves in various locations in Lehigh and Northampton Counties. Combined with similar projects in Berks, Carbon, Monroe and Schuylkill Counties.	Started Fall 2022, Estimate Completion Fall 2025	PennDOT	\$4,706,567
26	110086	Urban Intelligent Transportation Systems	Installation of Dynamic Message Signs (DMS) & Closed Circuit Television Cameras (CCTV) at various locations along Route 22 in Lehigh County. Locations added after the 2021 TIP adoption were various locations along Route 22, Route 33, Route 378 and Interstate 78.	Started Spring 2023, Estimated Completion Summer 2025	PennDOT	\$6,297,006

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/Owner	Total Cost of Project
27	119413	Vulnerable Road User Project - Tier 1	Implementation of a systemwide safety improvement for Vulnerable Road User by implementing pedestrian countdown timers on various routes in Lehigh and Northampton Counties.	Started Fall 2023, Estimated Completion Summer 2025	PennDOT	\$748,591
28	110170	MacArthur Road Signal Upgrades	Synchronization of twelve signalized intersections along MacArthur Road (Route 145), including two signalized adjacent ramp intersections in Whitehall Township.	Started Fall 2022, Estimated Completion Fall 2025	PennDOT	\$8,196,320
29	113099	Main Street (Route 873) & Walnut Street Intersection Improvements	The realignment of the /North Walnut Street (Route 873) intersection in the Borough of Slatington.	Started Summer 2025, Esitmated Completion Summer 2028	PennDOT	\$440,000
30	12318	Maple Drive over Tributary to Bertsch Creek	Replacement of the Route 4020 bridge over tributary to Bertsch Creek in Lehigh Township.	Started Spring 2023, Actual Completion Summer 2024	PennDOT	\$1,233,473
31	12286	Meadows Road Bridge (County Bridge #15)	Bridge improvements of the Meadows Road Bridge over Saucon Creek in Lower Saucon Township.	Started Spring 2024, Estimated Completion Summer 2026	PennDOT	\$5,855,085
32	85692	Mosserville Road over Ontelaunee Creek	Replacement of the Mosserville Road (Route 4024) bridge over Ontelaunee Creek in Lynn Township.	Started Spring 2024, Actual Completion Fall 2024	PennDOT	\$2,283,183

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/Owner	Total Cost of Project
33	101560	Nazareth Pike Resurface	Milling, base repair, ADA ramps, resurfacing and new pavement markings on Route 191, from Newburg Road in Lower Nazareth Township to North New Street in Nazareth Borough.	Started Winter 2023, Actual Completion Spring 2024	PennDOT	\$2,627,510
35	110058	Old Carriage Road Bridge Replacement	Replacement of the Old Carriage Road (Route 3018) bridge over a tributary of the Catasauqua Creek in East Allen Township.	Started Winter 2023, Actual Completion Spring 2024	PennDOT	\$2,081,469
36	121093	Route 309 & Tilghman Street Interchange Demolition	Demolition of properties needed for the Route 309 and Tilghman Street Interchange project in South Whitehall Township.	Started Spring 2024, Actual Completion Fall 2024	PennDOT	\$667,207
38	108134	Race Street Bridge over Lehigh River	Precast deck replacement and rehabilitation of the Race Street (Router 1004) bridge over the Lehigh River in Whitehall Township and the Borough of Catasauqua.	Started Fall 2022, Actual Completion Winter 2023	PennDOT	\$8,226,856
39	12084	Richmond Bridge Replacement	Replacement of the bridge that carries Route 611 over Oughoughton Creek in Washington Township, Northampton County.	Started Spring 2023, Actual Completion Fall 2024	PennDOT	\$2,982,945

Map ID	MPMS #	Project Title	Project Description	Status	Project Administrator/Owner	Total Cost of Project
40	109971	Route 145 Safety Improvements	Safety improvements on Fourth Street/Susquehanna Street (Route 145) from Emmaus Avenue to West Wyoming Street in the City of Allentown. Includes milling, overlay, ADA, restriping of protected left turn bays at signals, alignment of opposing left turns, installation of two-way left turn signals throughout the corridor, and implementation of access management.	Started Fall 2023, Estimated Completion Fall 2026	PennDOT	\$11,313,390
42	118306	Route 222 & Grange Road Improvements	Intersection improvements, pedestrian crosswalks and traffic signal improvements at Route 222 and Grange Road/Mill Creek Road in Upper Macungie Township.	Started Spring 2023, Actual Completion Summer 2024	PennDOT	\$140,041
43	110176	Route 248 Signal Upgrades	Improvements to the traffic signal operation at two intersections along Route 248 in Lehigh Township.	Started Summer 2023, Actual Completion Fall 2024	PennDOT	\$2,449,928
44	110169	Route 29/Cedar Crest Boulevard Signal Upgrades	Improvements of the traffic signal operation at four intersections along Route 29 in Salisbury Township.	Started Fall 2022, Estimated Completion Fall 2025	PennDOT	\$5,109,603
45	107761	Two Rivers Trail Gap 9A Construction	Construction of a pedestrian trail along Route 33 from Sullivan Trail to Henry Road in Plainfield and Bushkill Townships. The trail installation will include signage, pavement markings and fencing.	Started Summer 2022, Estimated Completion Summer 2024	PennDOT	\$654,036



ANNUAL LISTING OF OBLIGATED PROJECTS

October 1, 2024 Through September 30, 2025

Obligations are shown for all projects in Lehigh and Northampton Counties, including those projects outside of the control of the Lehigh Valley Transportation Study funding allocations and formulas such as the Interstate Program. Obligations for the Interstate System for example are shown in this report. The Interstate Management Program is administered by PennDOT Central Office.

Obligations are shown by project phases and include the funding source. Projects have many phases even before construction can begin. These phases include Preliminary Engineering (PE), Rights-Of-Way (ROW), Utilities (UTL), Final Design (FD), Construction (CON) and Study/Planning (S/P) or implementation of the project.

To fulfill this requirement, the 2025 LVTS Annual Listing of Obligated Projects shows all money obligated for highway, bridge, transit, bicycle and pedestrian projects within Lehigh and Northampton Counties for the Federal Fiscal Year (FFY) 2025, which is the time period of October 1, 2024, to September 30, 2025.



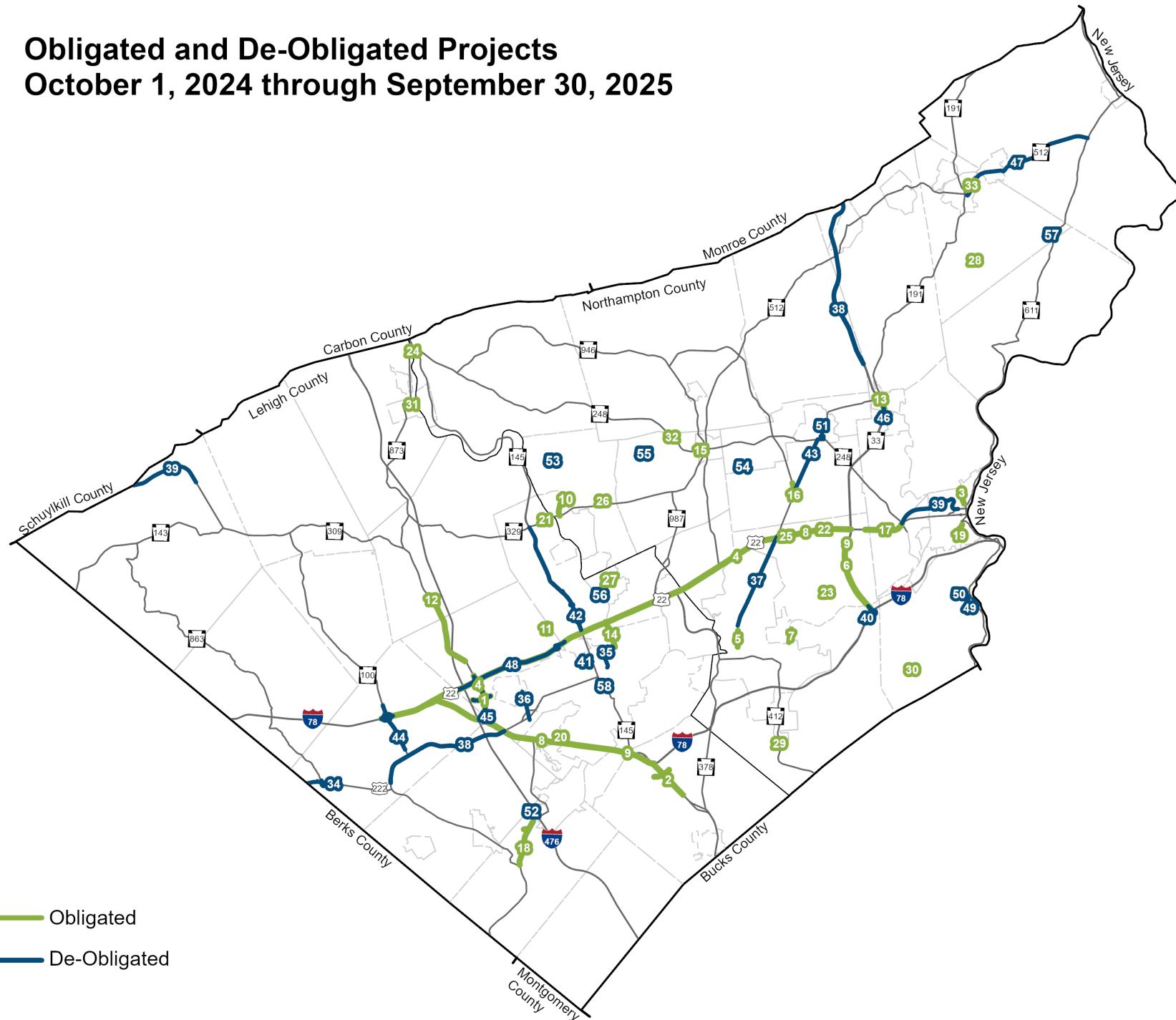
Total Obligations for **HIGHWAY/BRIDGE ENHANCEMENTS/ GRANT PROJECTS**

October 1, 2024 through September 30, 2025

\$53,742,280

Obligated and De-Obligated Projects

October 1, 2024 through September 30, 2025



HIGHWAY/BRIDGE OBLIGATIONS

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
1	96432	Route 309 & Tilghman Street Interchange Reconstruction	Reconfigures the Tilghman Street (Route 309/Route 1002) Interchange. Will also include two bridge replacements at Route 309 over Tilghman Street and Route 309 over Broadway Street, rehabilitation of the Route 309 culvert over Little Cedar Creek, roadway drainage improvements, base repair, overlay, and two new signals at the end of the reconfigured ramps.	CON	PennDOT	\$20,730,300	\$17,826,116	\$38,556,416
2	102160	Route 309 Center Valley Interchange Improvements	Geometric improvements to the Route 309 Center Valley Interchange, in Upper Saucon Township. The existing signalized intersection will be converted into a full direction grade separated interchange.	PE	PennDOT	\$1,259,824	\$0	\$1,259,824
20	118404	Bogert's Bridge Rehabilitation	Rehabilitation of Bogert's Covered Bridge over Little Lehigh Creek in Lehigh Parkway to restore structural integrity and ensuring future use in the City of Allentown. Items of work include evaluation and replacement of bridge members, replacement of roof system and timber siding.	CON	PennDOT	\$200,000	\$0	\$200,000

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
N/A	122781	Coalition of Appropriate Transportation Bike Education 2025	This project involves bicycle education for grades K-8 through bike safety assemblies, bike day events, small group events, and promotional campaign at various locations within Lehigh and Northampton Counties.	CON	PennDOT	\$468,860	\$165,262	\$634,122
21	11413	Cementon Bridge Replacement	Replacement of the Cementon Bridge carrying Route 329 over the Lehigh River in Whitehall Township and Northampton Borough.	CON	PennDOT	\$1,728,664	\$0	\$1,728,664
NA	97953	Construction Assistance	This project provides funding for consultant assistance for the inspection and/or oversight of approved Transportation Improvement Program construction projects that are eligible for federal funding. These include highway, bridge and transportation alternative projects in Lehigh and Northampton Counties.	CON	PennDOT	\$194,978	\$225,000	\$419,978
3	118435	Easton/Lafayette College Pedestrian Safety Project - Phase 3	Pedestrian safety enhancements in the College Hill neighborhoods along Cattell Street from College Avenue to High Street City of Easton.	CON	PennDOT	\$93,000	\$0	\$93,000
22	71707	Farmersville Road Bridge over Route 22	Replacement of the Route 2029 (Farmersville Road) bridge over Route 22 in Bethlehem Township.	CON	PennDOT	\$2,418,032	\$0	\$2,418,032

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
23	117509	Freemansburg Avenue Safety Improvements	Intersection safety improvements of Freemansburg Avenue (Route 2018) and Farmersville Road in Bethlehem Township. Improvements will include realignment of the northern leg of the intersection to align with the southern leg, a signalization and turning lanes.	FD	PennDOT	\$839,445	\$0	\$839,445
23	117509	Freemansburg Avenue Safety Improvements	Intersection safety improvements of Freemansburg Avenue (Route 2018) and offset Farmersville Road in Bethlehem Township. Improvements will include realignment of the northern leg of the intersection to align with the southern leg, a signalization and turning lanes.	ROW	PennDOT	\$683,000	\$0	\$683,000
4	68190	Freeway Service Patrol	Funding for two roaming tow trucks to respond quickly to incidents on Interstate 78. The service limits are from Route 100 to the Route 309 split and Interstate 78/Route 22 (at Route 100) to Route 22/Route 33 in Upper Macungie, Lower Macungie, South Whitehall, Whitehall, Hanover and Bethlehem Townships, and the City of Bethlehem.	CON	PennDOT	\$377,250	\$1,218,064	\$1,595,314

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
24	107552	Gap Bridge Repairs	Rehabilitation of Route 873 (Lehigh Gap Bridge) over the Lehigh River & Norfolk Southern Railroad in Washington Township, Lehigh County.	CON	PennDOT	\$2,941,040	\$0	\$2,941,040
25	89614	Hecktown Road Bridge over Route 22	Replacement of the Route 2027 (Hecktown Road) bridge over Route 22 in Bethlehem Township.	CON	PennDOT	\$4,649,468	\$743,321	\$5,392,789
26	105371	Howertown Road Bridge	Replacement/rehabilitation of Howertown Road (Route 3017) bridge over Dry Run in Allen Township.	CON	PennDOT	\$127,600	\$0	\$127,600
27	57433	Lehigh and Race Street Intersection Improvement	Corridor improvements to Race Street (Route 1004) in the Borough of Catasauqua. The intersections of Race Street/Lehigh Street, Race Street/Front Street and Race Street/Second Street will be signalized. The Race Street structure will be widened over the Lehigh Canal to provide a right turn auxiliary lane eastbound onto Lehigh Street (Route 1007), and the bridge over the Catasauqua Creek will be replaced. A left turn lane will be provided for eastbound Race Street onto Second Street. Front Street and Second Street will be converted into two-way streets.	CON	PennDOT	\$85,540	\$276,000	\$361,540

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
5	120976	Linden Street Two-Way Conversion	The conversion of Linden Street to improve circulation and congestion by converting Linden Street from a one-way southbound street to a two-way street in the City of Bethlehem.	PE	PennDOT	\$206,000	\$0	\$206,000
28	85930	Lower South Main Street over Martins Creek	Replacement of the bridge carrying Route 1015 over Martins Creek in Washington Township, Northampton County.	CON	PennDOT	\$40,000	\$0	\$40,000
6	120951	All Weather Pavement Markers 2025	Installation of All Weather Pavement Markings at various locations in Lehigh and Northampton Counties.	CON	PennDOT	\$165,688	\$400,000	\$565,688
7	120949	High Friction Surface - 2025	Installation of high friction surface on Routes 412, 2014 and 8018 in City of Bethlehem and Lower Saucon Township.	CON	PennDOT	\$173,840	\$440,000	\$613,840
8	114344	Traffic Operations Center	This project funds an operator working in the Traffic Operations Center in District 5-0. The operator monitors cameras, message boards and radio systems along Interstate 78, Route 309, and Route 22 in Lehigh and Northampton Counties.	CON	PennDOT	\$49,941	\$150,059	\$200,000

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
9	110086	Urban Intelligent Transportation Systems Enhancements	Installation of Dynamic Message Signs (DMS) & Closed Circuit Television Cameras (CCTV) at various locations along Route 22, Interstate 78, Route 33 and Route 378 in Lehigh and Northampton Counties.	CON	PennDOT	\$120,000	\$0	\$120,000
10	113812	Main Street–21st Street to Cherryville Road	Resurfacing Main Street from 21st Street to Cherryville Road in Northampton Borough.	CON	PennDOT	\$350,000	\$589,451	\$939,451
11	110174	Mauch Chunk Road Signal Upgrade	Improvements of the existing traffic signal operation at two existing intersections along Mauch Chunk Road in South Whitehall Township.	UTL	PennDOT	\$250,000	\$0	\$250,000
29	12286	Meadows Road Bridge Improvements	Bridge Improvements of Meadows Road Bridge, (County Bridge #15) over Saucon Creek in Lower Saucon Township.	CON	PennDOT	\$25,891	\$0	\$25,891
12	102312	Route 309 Resurfacing	Pavement restoration of Route 309 from Walbert Avenue to Shankweiler Road in North and South Whitehall Townships. This betterment work involves mill and overlay, concrete patching, guiderail upgrades and movement markings. Also included is the reconstruction of Orefield Road (Route 4003) and Route 309 intersection to accommodate truck turning movements and signal replacement.	FD	PennDOT	\$152,736	\$0	\$152,736

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
13	96431	Route 33 Bushkill Creek Bridge Replacements	Route 33 Northbound and Southbound bridge replacements over Bushkill Creek in Stockertown Borough.	CON	PennDOT	\$3,377,600	\$0	\$3,377,600
30	109914	Raubsville Road over Frey's Run	Replacement of the Raubsville Road (Route 2006) bridge over Freys Run in Williams Township.	CON	PennDOT	\$2,074,868	\$0	\$2,074,868
14	118070	Riverside Drive RAISE Grant	Convert approximately two miles of an abandoned railroad bed along the west side of the Lehigh River in Whitehall Township and the City of Allentown, from Lehigh Avenue to Furnace Street, to a complete two-lane street with an adjacent multi-use path. The multi-use path will continue north to connect to the existing Delaware and Lehigh Trail just north of Race Street. The project will also convert another 450 feet of an abandoned railroad bed between Hamilton Street and Union Street within the City of Allentown to complete the southern terminus of Riverside Drive. Proposed Riverside Drive will vary in width from 24 feet to 36 feet, providing one lane in each direction and allowing for turn lanes where warranted. The multi-use path will be 10 feet wide and located between Riverside Drive and the Lehigh River.	PE	PennDOT	\$725,000	\$0	\$725,000

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
15	86853	Route 248 Realignment	Realignment to straighten Route 248 and reduce the number of turning movements in the Borough, reduce traffic on Main Street between Bridge Street and Chestnut Street, and direct traffic away from the Downtown Historic Area. The length of Northampton Street up to its intersection with Main Street will be designated as Route 248.	CON	PennDOT	\$1,207,816	\$0	\$1,207,816
31	94680	South Walnut Street Bridge	Replacement of the bridge that carries South Walnut Street over Trout Creek in the Borough of Slatington.	ROW	PennDOT	\$480,000	\$0	\$480,000
31	94680	South Walnut Street Bridge	Replacement of the bridge that carries South Walnut Street over Trout Creek in the Borough of Slatington.	CON	PennDOT	\$4,247,718	\$3,806,906	\$8,054,624
16	116936	Route 191 Lower Nazareth Intersection Improvements	Improving signalization at the intersection of Nazareth Pike (Route 191) and Newburg Road (Route 3020) and the separate stop-controlled Y-intersection of Daniels Road (Route 946) at Nazareth Pike approximately 500 feet to the north in Lower Nazareth Township. Left turn lanes will be added at Newburg Road and Nazareth Pike and Route 946 will be realigned.	FD	PennDOT	\$67,421	\$748,330	\$815,751

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
17	114350	Route 22 Resurface, Bethman Road to 25th Street	Milling, concrete patching, binder course, wearing course, sawing and sealing, joint cleaning and sealing, guide rail, shoulder rumble strips, pavement markings, and other miscellaneous construction, for Route 22, in Bethlehem and Palmer Townships and Wilson Borough.	CON	PennDOT	\$89,153	\$0	\$89,153
32	120952	Route 248/Airport Road Intersection Improvements	Improving traffic signalization and other upgrades such as left turning lanes at intersection of Route 248 and Airport Road in East Allen Township.	PE	PennDOT	\$645,611	\$0	\$645,611
18	110183	Route 29 - Shimersville Hill Safety Improvements	Corridor safety improvements on Shimersville Hill (Route 29) from Buckeye Road to Route 100, including the removal and relocation of fixed objects, the widening of the roadway for left turn lanes, the installation of new signal equipment and signal interconnection between signals at Buckeye Road and Ramer Street. Will also include systematic signing and pavement marking upgrades in Upper Milford Township.	FD	PennDOT	\$146,421	\$0	\$146,421

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
18	110183	Route 29 - Shimersville Hill Safety Improvements	Corridor safety improvements on Shimersville Hill (Route 29) from Buckeye Road to Route 100, including the removal and relocation of fixed objects, the widening of the roadway for left turn lanes, the installation of new signal equipment and signal interconnection between signals at Buckeye Road and Ramer Street. Will also include systematic signing and pavement marking upgrades in Upper Milford Township.	UTL	PennDOT	\$81,673	\$0	\$81,673
18	110183	Route 29 - Shimersville Hill Safety Improvements	Corridor safety improvements on Shimersville Hill (Route 29) from Buckeye Road to Route 100, including the removal and relocation of fixed objects, the widening of the roadway for left turn lanes, the installation of new signal equipment and signal interconnection between signals at Buckeye Road and Ramer Street. Will also include systematic signing and pavement marking upgrades in Upper Milford Township.	ROW	PennDOT	\$1,170,000	\$0	\$1,170,000
33	85945	Route 512 over Brush Meadow Creek	Bridge replacement of Route 512 Washington Street over Brush Meadow Creek in Bangor Borough.	FD	PennDOT	\$23,420	\$0	\$23,420

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Federal Funds Remaining	Total Cost of Project
19	120975	St. John Street Improvements	Roadway and pedestrian improvements along St. John Street in the City of Easton.	PE	PennDOT	\$215,412	\$212,000	\$427,412
NA	89055	Transportation Alternative/Multimodal Project Management	Provides funding for a consultant contract to assist local sponsors in developing approved transportation enhancement/alternative projects in Lehigh and Northampton Counties.	PE	PennDOT	\$236,948	\$150,052	\$387,000
NA	121551	Youth Bike Education-Community Bike Works	Bicycle education for children and teens in K-12 in the Lehigh Valley is offered through Earn-a-Bike and Junior Earn-a-Bike classes, as well as organized bike rides throughout the region in various municipalities in Lehigh and Northampton Counties.	CON	PennDOT	\$634,122	\$0	\$634,122

Total Deobligations for **HIGHWAY/BRIDGE ENHANCEMENTS/ GRANT PROJECTS**

October 1, 2024 through September 30, 2025

-\$7,563,600

Deobligated funds represent the amount a project came in under budget. These funds can be allocated for other projects. The deobligations may not reflect the current federal fiscal year obligations, and may have been from funds obligated several years prior as the project progressed through previous phases.

HIGHWAY/BRIDGE DEOBLIGATIONS

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
34	79554	Route 222 & Shantz Road & Route 863 Improvements	Improve safety, traffic operations and mobility at the Independent Road (Route 222/Route 863)/ Schantz Road (Route 3012) intersection through installation of a roundabout. Will include widening on Route 222, and eliminate the structural deficiency of the bridges on Schantz Road (Route 3012) and Route 222.	FD	PennDOT	\$37,212	\$0	\$0
34	79554	Route 222 & Shantz Road & Route 863 Improvements	Improve safety, traffic operations and mobility at the Independent Road (Route 222/Route 863)/ Schantz Road (Route 3012) intersection through installation of a roundabout. Will include widening on Route 222, and eliminate the structural deficiency of the bridges on Schantz Road (Route 3012) and Route 222.	ROW	PennDOT	-\$2,452,684	\$0	\$0
50	110055	Route 611 Culvert Replacement	Replacement of the South Delaware Drive (Route 611) culvert over a tributary to the Delaware River in Williams Township.	PE	PennDOT	-\$118,061	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
35	111442	Allentown Jordan Creek Greenway Trail	Construction of Jordan Creek Greenway Trail segment in the City of Allentown, from Turner Street along the Jordan Creek to Sumner Avenue.	CON	PennDOT	-\$115	\$0	\$0
51	98094	Broad Street Nazareth Railroad Crossing	Safety improvements to upgrade railroad safety equipment where Route 191 crosses the track of Norfolk Southern Railway in the Borough of Nazareth. Work includes replacement of antiquated equipment with one mast arm and one cantilever to cover three lanes of southbound traffic.	CON	PennDOT	-\$193,896	\$0	\$0
36	117879	Cedar Crest Corridor Improvements Study	Corridor safety improvements study to include signal upgrades, widening, adding turn lanes, conversion of signalized intersections into roundabouts (where warranted) along Cedar Crest Boulevard from South Drive to Shrewsbury Road in South Whitehall Township. A corridor evaluation study will be performed during the study phase, which will include a Roadway Safety Audit. Recommendations in the phase will be used to determine alternatives to move ahead within the design phase.	S/P	PennDOT	-\$34,475	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
52	11419	Chestnut Street over Norfolk Southern Railroad Bridge	Replacement of the bridge carrying Route 29 over the Reading Railroad in Upper Milford Township.	CON	PennDOT	-\$2,366	\$0	\$0
53	12310	Indian Trail Road over Hokendauqua Creek	Replacement of the bridge carrying Indian Trail Road (Route 3016) over Hokendauqua Creek in Allen Township.	CON	PennDOT	-\$1,006,306	\$0	\$0
37	11981	Linden Street Improvements	Selective highway reconstruction and paving of Linden Street (Route 3015) from Elizabeth Avenue to Brodhead Road within the City of Bethlehem and Bethlehem Township. The proposed roadway improvements include mill and overlay throughout the corridor with select sections of base repair. Will also include Americans with Disabilities Act (ADA) ramps updated to current standards, traffic signal updates, signal retiming, pedestrian crossing improvements, signing and pavement marking improvements, and drainage improvements.	FD	PennDOT	-\$127,600	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
37	11981	Linden Street Improvements	Selective highway reconstruction and paving of Linden Street (Route 3015) from Elizabeth Avenue to Brodhead Road within the City of Bethlehem and Bethlehem Township. The proposed roadway improvements include mill and overlay throughout the corridor with select sections of base repair. Will also include Americans with Disabilities Act (ADA) ramps updated to current standards, traffic signal updates, signal retiming, pedestrian crossing improvements, signing and pavement marking improvements, and drainage improvements.	UTL	PennDOT	-\$41,884	\$0	\$0
38	114342	All Weather Pavement Markers 2021	Installation of all weather pavement markings in various locations throughout Lehigh and Northampton Counties.	CON	PennDOT	-\$34,460	\$0	\$0
39	117521	All Weather Pavement Markers 2023	Installation of all weather pavement markings at various locations in Lehigh and Northampton Counties.	CON	PennDOT	-\$80,348	\$0	\$0
40	116659	High Friction Surface - 2023	Application of epoxy high friction surface treatment with bauxite aggregate to various locations in Lehigh and Northampton Counties.	CON	PennDOT	-\$31,511	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
41	119413	LVTS Vulnerable Road User Project - Tier 1	Implementation of a systemwide safety improvement for Vulnerable Road User by implementing pedestrian countdown timers on various routes in Lehigh and Northampton Counties.	PE	PennDOT	-\$100,206	\$0	\$0
42	96387	MacArthur Road Resurface	This partial design/build project involves mill and overlay of MacArthur Road (Route 145) from a quarter-mile south of Grape Street to Main Street (Route 329), including pavement markings, crack-seal, guide rail updates and concrete ADA ramps in Whitehall Township.	CON	PennDOT	-\$236,539	\$0	\$0
43	101560	Nazareth Pike Resurface	Milling, base repair, ADA ramps, resurfacing and new pavement markings on Route 191 from Newburg Road in Lower Nazareth Township to North New Street in Nazareth Borough.	CON	PennDOT	-\$134,269	\$0	\$0
54	85941	Newburg Road over E. Branch Monocacy Creek	Replacement of the bridge that carries Newburg Road (Route 3020) over the East Branch of Monocacy Creek in Upper Nazareth Township.	ROW	PennDOT	-\$74,009	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
55	110058	Old Carriage Road Bridge Replacement	Replacement of the Old Carriage Road (Route 3018) bridge over a tributary of the Catasauqua Creek in East Allen Township.	ROW	PennDOT	-\$38,610	\$0	\$0
55	110058	Old Carriage Road Bridge Replacement	Replacement of the Old Carriage Road (Route 3018) bridge over a tributary of the Catasauqua Creek in East Allen Township.	CON	PennDOT	-\$52,747	\$0	\$0
44	102311	Route 100 Reconstruction	Roadway reconstruction Route 100 from Industrial Boulevard to Tilghman Street in Upper Macungie Township. The work will include overlay on the Interstate 78 ramps.	ROW	PennDOT	-\$112,843	\$0	\$0
44	102311	Route 100 Reconstruction	Roadway reconstruction Route 100 from Industrial Boulevard to Tilghman Street in Upper Macungie Township. The work will include overlay on the Interstate 78 ramps.	CON	PennDOT	-\$725,521	\$0	\$0
45	121093	Route 309 & Tilghman Interchange Demolition	Demolition of properties needed for the Route 309 and Tilghman Street Interchange project in South Whitehall Township.	CON	PennDOT	-\$92,920	\$0	\$0
46	96431	Route 33 Bushkill Creek Bridges	Route 33 Northbound and Southbound bridge replacements over Bushkill Creek in Stockertown Borough.	PE	PennDOT	-\$205,735	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
56	108134	Race Street over Lehigh River Rehabilitation	Precast deck replacement and rehabilitation of the Route 1004 (Race Street) bridge over the Lehigh River in Whitehall Township and in the Borough of Catasauqua.	ROW	PennDOT	-\$29,160	\$0	\$0
57	12084	Richmond Bridge Replacement	Replacement of the bridge that carries Route 611 over Oughoughton Creek in Washington Township.	PE	PennDOT	-\$174,007	\$0	\$0
47	101571	Route 512 Resurface South Main Street to Route 611	Resurfacing Bill Scott Boulevard, Central Avenue and Mount Bethel Highway (Route 512) from Main Street in Bangor through East Bangor to Route 611 in Upper Mount Bethel Township.	CON	PennDOT	-\$15,000	\$0	\$0
48	96385	Route 22 Resurface 15th Street to Route 309	Resurfacing of Route 22 from Route 309 to 15th Street in Whitehall and South Whitehall Townships.	CON	PennDOT	-\$712,880	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Deobligation	Federal Funds Remaining	Total Cost of Project
49	79468	Williams Township Canal Wall Replacements	Replacement of the retaining wall supporting Route 611 alongside the Delaware Canal in Williams Township. Will include the full depth pavement reconstruction of northbound and southbound Route 611 in the area of the newly constructed wall, as well as the installation of new guiderail, where applicable. A temporary traffic signal controlled, single lane pattern will be implemented during the construction.	CON	PennDOT	-\$609,428	\$0	\$80,000
58	94682	Wire Mill Bridge	Replacement/rehabilitation of the Wire Mill Bridge that carries Lehigh Street (Route 145) over the Little Lehigh Creek in the City of Allentown.	CON	PennDOT	-\$88,810	\$0	\$0

Total Obligations for **PENNDOT INTERSTATE PROJECTS**

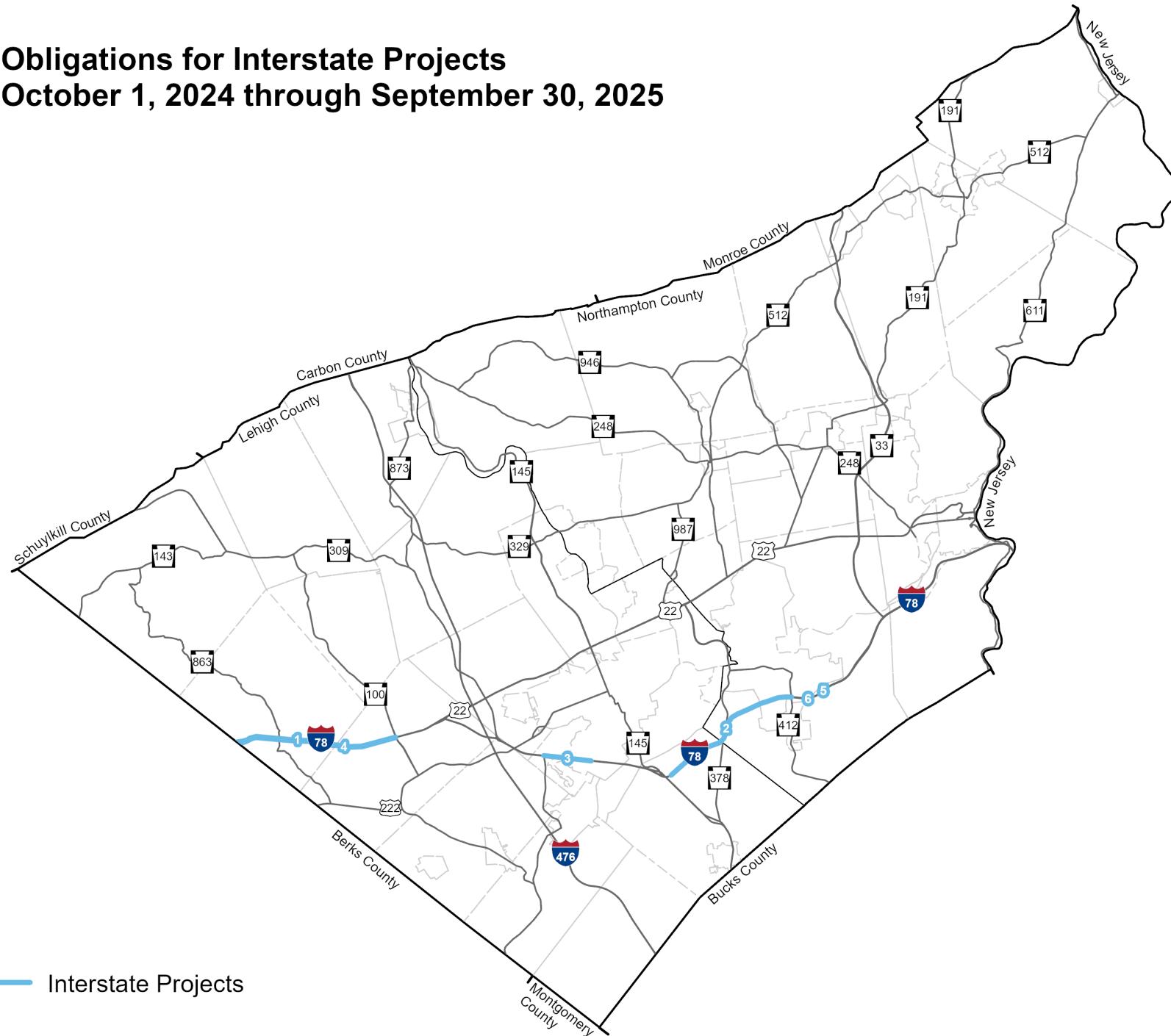
October 1, 2024 through September 30, 2025

\$5,603,640

The following \$5,603,640 in Obligated Interstate Projects are for projects located on Interstate 78 that are programmed on the State Transportation Improvement Program (STIP). These projects are programmed by PennDOT Central Office and are reported to the LVTS as a point of information and to meet federal guidelines for the PennDOT Interstate Management Program.

Obligations for Interstate Projects

October 1, 2024 through September 30, 2025



INTERSTATE OBLIGATIONS

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Total Cost of Project
5	75849	Dual Bridges over Easton Road	Engineering study for substructure conditions on dual structures that carry Interstate 78 over Route 2006 in Lower Saucon Township.	FD	PennDOT District 5	\$0	\$0
6	75849	Dual Bridges over Easton Road	Engineering study for substructure conditions on dual structures that carry Interstate 78 over Route 2006 in Lower Saucon Township.	CON	PennDOT District 5	\$0	\$10,609,000
4	92780	Interstate 78 Reconstruction	Full reconstruction of Interstate 78 from the Berks County Line to Route 100 Interchange with ramps reconfiguration, including drainage system improvements, guide rail updates, safety barriers, signing, pavement marking, delineators and truck climbing lanes, in Weisenberg and Upper Macungie Townships.	PE	PennDOT District 5	\$0	\$0

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/Owner	Obligation	Total Cost of Project
NA	120146	Districtwide Interstate Concrete Patching	Isolated concrete patching of failed slabs on Interstate 78 in Northampton County, Interstate Interstate 76 in Berks County, and Interstates 80 and 380 in Monroe County.	CON		\$4,740,600	\$4,740,600
1	120648	Interstate Berks County Line to Route 100 Patching	Patching of failed slabs and resurfacing of eastbound and westbound lanes of Interstate 78 from Berks/Lehigh County Line to the Route 100 Interchange in Weisenberg and Upper Macungie Townships.	CON		\$863,040	\$863,040

INTERSTATE DEOBLIGATION

October 1, 2024 through September 30, 2025

Map ID	MPMS #	Project Title	Project Description	Phase	Project Administrator/ Owner	Deobligation	Total Cost of Project
2	72822	Interstate 78 Eastbound - Route 309 S to Saucon Viaduct Alkali- Silica Reaction	The treatment of rough pavement along eastbound mainline and shoulders of Interstate 78 with Ultra Thin Bonded Wearing Course and Stone Matrix Asphalt overlay, bituminous milling, concrete patching, guiderails, reflective tape pavement markers, line painting and bridge preservation activities, along with other miscellaneous construction items, in Upper and Lower Saucon Townships and the City of Bethlehem.	CON	PennDOT District 5	-\$1,380,535	\$0
3	11551	Interstate 78 in Lehigh County Improvements	Roadway improvements from Cedar Crest Boulevard to Lehigh Street, in Salisbury Township and the City of Allentown.	CON	PennDOT District 5	-\$890,128	\$0

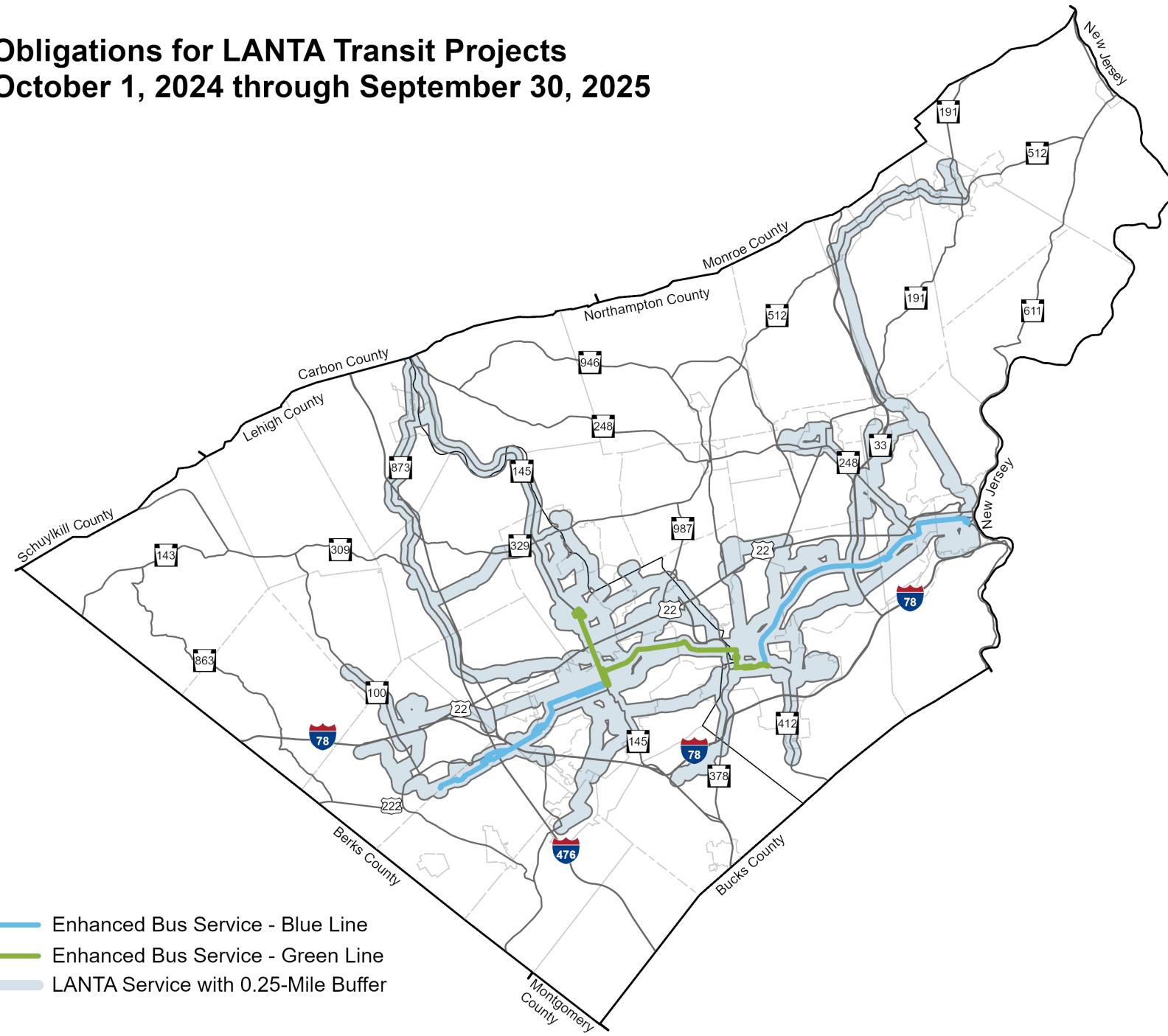
Total Obligations for **LANTA TRANSIT PROJECTS**

October 1, 2024 through September 30, 2025

\$2,031,823

The Lehigh and Northampton Transportation Authority (LANTA) was the recipient of \$2,031,823 in Federal Transit Administration (FTA) funding obligations for various public transit grants that were awarded. These funding obligations differ from the FHWA obligations for highway, bridge and enhancements/grant projects. These Transit funding categories and authorizations ensure safe and efficient public transit for the Lehigh Valley as a whole. LANTA's services are to meet basic transportation needs, support desired economic and environmental goals, and appeal to an increasing number of people. Services are to be comprised of a range of types, provided directly or through contract. The Transit Obligations through FTA grants awarded to LANTA help provide these services and ensure a safe and efficient public transit system for the Lehigh Valley.

Obligations for LANTA Transit Projects October 1, 2024 through September 30, 2025



- Enhanced Bus Service - Blue Line
- Enhanced Bus Service - Green Line
- LANTA Service with 0.25-Mile Buffer

TRANSIT OBLIGATIONS

October 1, 2024 through September 30, 2025

MPMS #	Project Title	Project Description	Project Administrator/ Owner	Obligation	Federal Funds Remaining
95008	Revenue Rolling Stock - 30-Foot Buses	Acquiring seven buses to provide shared ride service.	LANTA	\$626,994	\$0
95008	Revenue Rolling Stock - 30-Foot Buses	Acquiring three buses to provide shared ride service.	LANTA	\$536,592	\$0
95183	Bus Passenger Shelters	Bus Passenger Shelters	LANTA	\$128,042	\$32,842
110172	Easton Garage Gate Reader	Easton Garage Gate Reader	LANTA	\$5,504	\$1,264
110172	Allentown Garage Gate Reader	Allentown Garage Gate Reader	LANTA	\$5,800	\$0
110172	Allentown Gate Replacement	Allentown Gate Replacement	LANTA	\$13,804	\$0
110172	Easton Garage Tire Mounting Equipment	Easton Garage Tire Mounting Equipment	LANTA	\$16,450	\$0

MPMS #	Project Title	Project Description	Project Administrator/Owner	Obligation	Federal Funds Remaining
95178	Fixed Route Scheduling Software	Fixed Route Scheduling Software	LANTA	\$19,752	\$0
110172	Easton Garage Security Camera Additions	Easton Garage Security Camera Additions	LANTA	\$21,320	\$0
110172	Allentown HQ Interior Door Access Controls	Allentown Headquarters Interior Door Access Controls	LANTA	\$12,520	\$2,200
110172	Bethlehem Transportation Center (BTC) Door Access Control	Bethlehem Transportation Center (BTC) Door Access Control	LANTA	\$5,769	\$0
95178	Masabi Fare Collection Project	Masabi Fare Collection Project	LANTA	\$359,432	\$65,140
110172	Maintenance Department Tablets for AssetWorks	Maintenance Department Tablets for AssetWorks	LANTA	\$2,620	\$2,620
110171	2017 Buses - Operator Seat Replacement	2018 Buses - Operator Seat Replacement	LANTA	\$36,467	\$0
110171	2018 Buses - Operator Seat Replacement	2019 Buses - Operator Seat Replacement	LANTA	\$21,792	\$0
110172	Allentown Fuel Tank Monitoring Upgrade	Allentown Fuel Tank Monitoring Upgrade	LANTA	\$20,745	\$1

MPMS #	Project Title	Project Description	Project Administrator/ Owner	Obligation	Federal Funds Remaining
110172	Allentown Bus Wash Update	Allentown Bus Wash Update	LANTA	\$27,520	\$0
95178	Token Transit Fare Collection	Token Transit Fare Collection	LANTA	\$40,320	\$0
95178	South Bethlehem Transit Center Digital Display	South Bethlehem Transit Center Digital Display	LANTA	\$15,180	\$0
110171	Associated Capital Maintenance Items	Associated Capital Maintenance Items	LANTA	\$115,200	\$28,967



CONCLUSION

Accomplishment + Annual Obligated Projects

The Accomplishments + Annual Listing of Obligated project is a product of the continuing, comprehensive and cooperative process of the LVTS, FHWA, FTA and other transportation stakeholders including the general public. This process is the foundation of the region's Long-Range Transportation Plan/Metropolitan Transportation Plan and Transportation Improvement Program which leads to projects being obligated or accomplished in this report.

Federal investments, or obligations, of \$53,754,280 were committed to 41 Highway, Bridge, and Enhancements/Grant projects during the federal fiscal year of 2025. During the same period, \$7,563,600 was deobligated, or saved, on 29 projects that came in under budget, enabling those funds to be committed to other approved projects in the region. Investments, or obligations, of \$5,603,640 were committed to five Interstate 78 projects, through the Interstate Management Program for projects that were included on the State Transportation Improvement Program. During the same period, \$2,260,663 was deobligated on two interstate projects in the region. In addition, another \$401,659,004 in projects remain under construction. Finally, \$2,031,823 was obligated to the Lehigh and Northampton Transportation Authority (LANTA) public transit operation through the Federal Transit Administration to ensure and equitable and robust public transportation system regionwide.

All together, these investments show a continuing federal and state commitment to maintaining the transportation network of a region of more than 700,000 people.



GLOSSARY

Activity Line Item (ALI) is the Federal Transit Administration (FTA) coding for specific activities related to grants and funding of transit projects and operations.

Agency Name identifies the public transportation agency responsible for administering and implementing projects sourced with public transportation funding streams.

Annual Listing of Obligated Projects (ALOP) is a federally required listing of highway, bridge and transportation projects, including investments in pedestrian walkways and bicycle infrastructure transportation facilities, for which federal funds have been obligated in the preceding year, which shall be published or otherwise made available by the cooperative effort of state, transit operators and metropolitan planning organizations for public review. In accordance with regulations 23 U.S.C. 134 (j)(7)(B), 49 U.S.C. 5303 (j)(7)(B) or 23 CFR §450.334.

Category describes the type of project.

- **Highways** are roadway projects that restore an existing highway to an acceptable condition or improves the roadway through the following types of work: pavement resurfacing, widening, shoulders, alignments, stormwater management, guiderails and other infrastructure.
- **Bridges** are projects related to elevated structures carrying modes of transportation over another physical feature such as another roadway, natural features such as a river or other transportation facilities such as rail lines.
- **Enhancements/Grants** are projects that received competitive grant awards for alternative transportation projects and improvements. They may also involve substantial grants awarded to projects from federal competitive grant award(s) that must be reported by the LVTS and the Annual Listing of Obligated Projects.
- **All** are generally line-item projects that support all aspects of transportation projects Highway, Bridge and Enhancements / Grants.

CMAQ is Congestion Mitigation and Air Quality.

Congressional District is a territorial division of a state from which a member of the United States House of Representatives is elected.

County is the geographic county in which the project is taking place. Specific locations are geographically categorized by PennDOT. All projects for LVTS are of regional importance to both Lehigh and Northampton Counties identified during collaboration through the project selection process during TIP development.

Deobligations represent the amount of federal authorizations no longer need for a specific phase of a project during federal fiscal year 2024. These funds may be reallocated to other regional projects that meet the funding criteria.

Federal Fiscal Year is the calendar timeframe from October 1, 2023 through September 30, 2024.

Federal Funds Awarded is the amount of funding associated with a specific public transit project or task for a certain time period.

Federal Fund Category is funding associated with specific tasks related to implementation of various public transit projects.

Federal Funding Code is the numerical number for a specific fund category related to public transit funding

Federal Funds Remaining is the amount of funding remaining not obligated to a prior phase or year(s) from the overall allocation of funding for the project.

Federal Transit Funding Codes

- **5339 Funds** are Federal grants to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
- **5307/5340 Funds** are funds for transit capital and operating assistance in urbanized areas and for transportation related planning
- **5310 Funds** provide formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the public transportation service provided is unavailable, insufficient, or inappropriate to meeting the needs of these individuals.

FHWA is the Federal Highway Administration.

FTA is the Federal Transit Administration.

FTA Grant Number is the Federal Transit Administration Identification number for a specific grant allocation source.

ITS are intelligent transportation systems.

LANTA is the Lehigh and Northampton Transportation Authority.

LVTS is the Lehigh Valley Transportation Study, the federally designated Metropolitan Planning Organization for Lehigh and Northampton Counties.

Map Identification Number represents the location number on the map depicting the location of the project.

MPMS is the project identification number in the PennDOT Multimodal Project Management System for locating, tracking and reporting on the status of phases of various projects.

MPO is the Metropolitan Planning Organization, an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census.

Municipality is the county, city, town, borough, or township of the Commonwealth of Pennsylvania associated with the project general location.

Obligations represent federal authorizations to proceed with specific project phases for the federal fiscal year of 2024.

Obligated Federal Amount FFY 2024 is the amount obligated towards public transportation for a specific project or task during Federal Fiscal Year 2024.

OTH-Flex CMAQ are funds provided by LVTS to the public transit operator LANTA utilizing CMAQ funding to support various public transit projects.

PennDOT is the Pennsylvania Department of Transportation.

PennDOT District is the PennDOT engineering District in which the project is taking place. PennDOT District 5-0 is the engineering district that encompasses Lehigh and Northampton counties for the LVTS.

Performance Based Planning and Programming (PBPP) is a process focused on collaboration between PennDOT, FHWA, and MPOs at the county and regional levels.

Performance Measures are adopted metrics for evaluating various transportation aspects related to safety, mobility, infrastructure condition and air quality.

- **PM1:** Safety
- **PM2:** Asset Condition
- **PM3:** Mobility and Congestion Mitigation and Air Quality (CMAQ)

Phase of Work is the list of phases associated with a particular project that is on the Transportation Improvement Program (TIP).

Not every project will have every phase of a project. However, generally, the projects will have several of the following phases:

- **Study/Planning (S/P)** – In this phase, a general overview or analysis is performed to identify elements for improvements to an identified project. This phase can be for corridors, potential connections and for enhancing and improving the projected need of a transportation asset.
- **Preliminary Engineering (PE)** – In this phase, a preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections, and initial public engagement are done. This process can take a few months to several years to complete.
- **Right-of-Way (ROW)** – This is the portion of the project in which negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project. Right-of-Way work does not begin until most of the Preliminary Engineering steps are complete.
- **Utilities (UTL)** – In this phase, ownership of existing or potential new utilities are identified. Coordination of infrastructure that may need to be relocated or otherwise changed to accommodate the project are done with the entities responsible for various utilities. Electric, telecommunications and pipelines are examples of utilities.
- **Final Design (FD)** – is the phase that identifies project-related improvements, materials, quantities and activities. The plans must include sufficient detail to inform project stakeholders (designers, reviewers, contractors, suppliers, etc.) of the actions required to advance the project from design through completion of construction and to satisfy permit conditions. Final Design Plans must also provide reasonable information needed by the contractor to submit a sound, equitable bid and to build the project to PennDOT's standards.
- **Construction (CON)** – In this phase, the project is advertised to prospective contractors for bids. Once the bids are opened and a contract is awarded, construction can begin.

Program Total is the overall cost associated and programmed for a project on the Transportation Improvement Program (TIP). Entries that contain “0” are for projects that were deobligated funds and had no obligations associated with it.

Projects Administrator/Owner is the agency responsible for implementation of the project/owner of the project location or structure.

Project Title is the name assigned to the project.

Project Description provides details and the intent of the project as applicable.

Public Narrative is a version of the Project Description simplified.

Requested Federal Amount FFY 2024 is the amount of funding requested by the public transit operator for Federal Fiscal Year 2024 projects and tasks.

State Match are Commonwealth of Pennsylvania funds to match certain federal funding requirements.

State Route (SR) is the State Route identification number of a PennDOT owned or supported roadway associated with the project if applicable.

Sub-Recipient is the public transportation provider receiving the transit funds

TIP is the Transportation Improvement Program.

Transportation Improvement Program (TIP) is a list of transportation projects—covering a period of at least four years. The TIP must be developed in cooperation with the MPO, state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements to address various Transportation Performance Management requirements.

Transportation Performance Management is a strategic approach that uses transportation system information to make investment and policy decisions to achieve national transportation performance goals for safety, asset condition and mobility / air quality. (see Performance Measures)

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PLAN ACTIVITY BY COUNTY



RESIDENTIAL

NON-RESIDENTIAL

SUBDIVISIONS AND LOT LINE ADJUSTMENTS

STORMWATER MANAGEMENT

MUNICIPAL ORDINANCES, MAPS AND PLANS

REGIONAL TOTALS*

23
Subdivision/Lot Line
Adjustments

26
Development

20
Stormwater
Management

2
Municipal Ordinances,
Maps and Plans

889
Acres

*Includes preliminary and final plans

RESIDENTIAL DEVELOPMENT

266 Total Units



262

SINGLE-FAMILY
DETACHED



0

TOWNHOUSES



0

APARTMENTS



2

TWINS



0

ASSISTED-
LIVING



0

MANUFACTURED
HOMES



2

CONDOS

NON-RESIDENTIAL DEVELOPMENT

3,156,715 Total Square Feet



149,560

COMMERCIAL



0

RETAIL



327,914

PUBLIC/
QUASI-PUBLIC



2,601,250

INDUSTRIAL



0

WAREHOUSE*



0

OFFICE



38,991

TRANSPORTATION



0

AGRICULTURE



39,000

RECREATIONAL

*Warehouse is a subset of Industrial

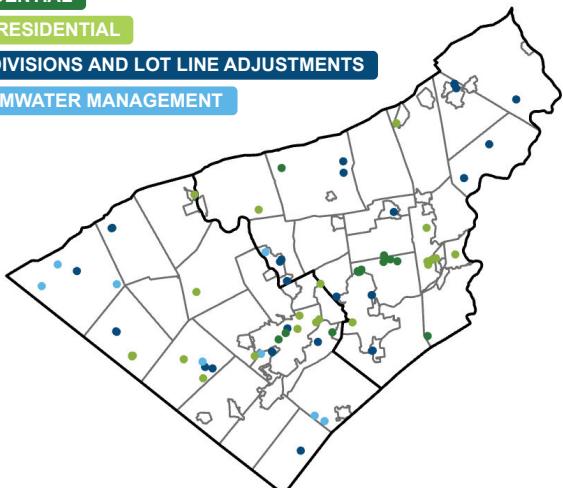
LOCATION OF DEVELOPMENT

RESIDENTIAL

NON-RESIDENTIAL

SUBDIVISIONS AND LOT LINE ADJUSTMENTS

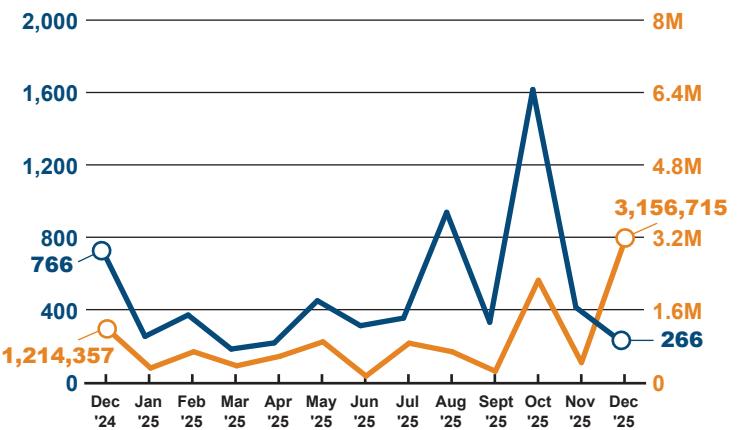
STORMWATER MANAGEMENT



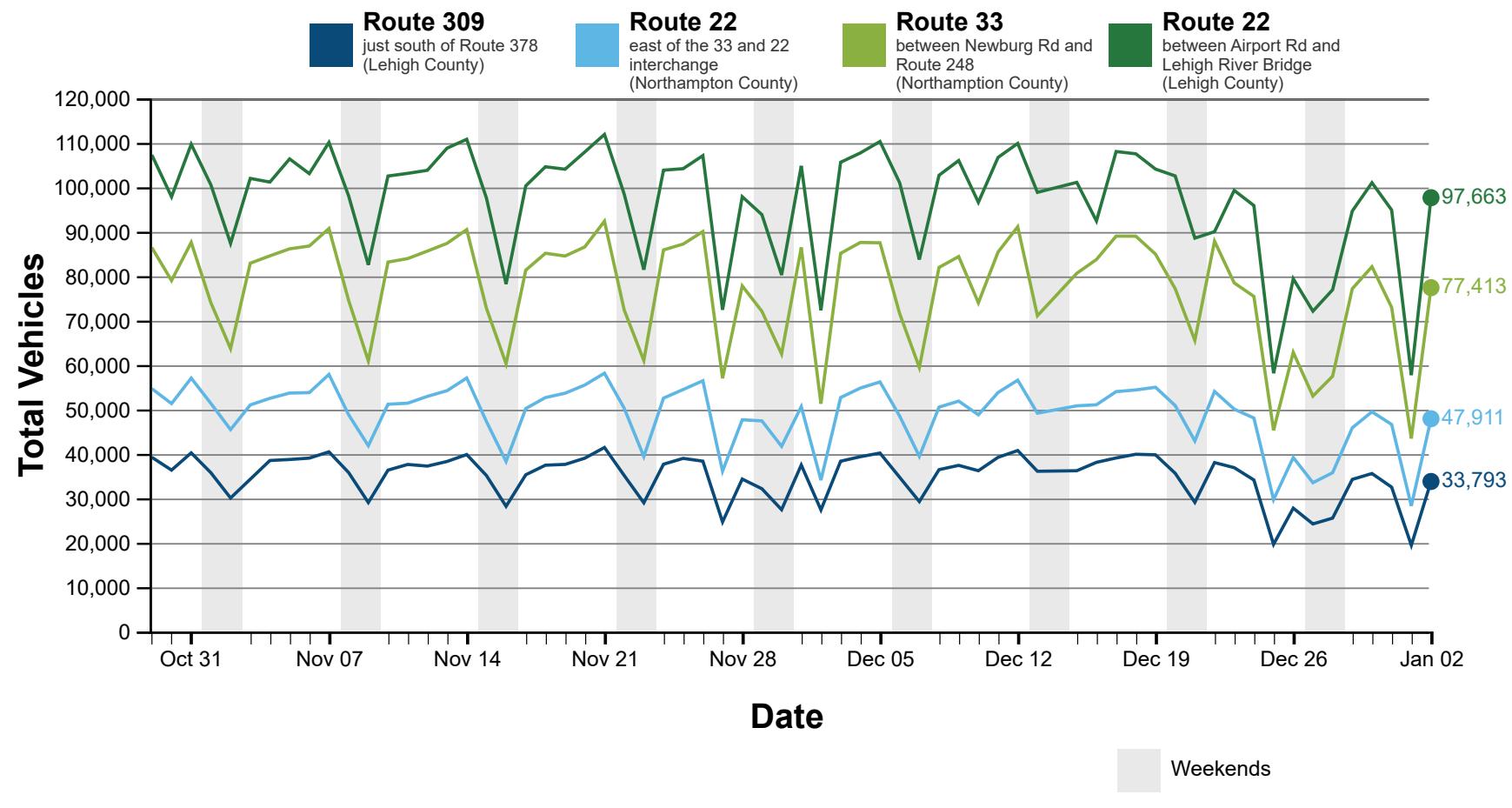
YEAR-TO-DATE (YEAR-TO-YEAR)

RESIDENTIAL UNITS

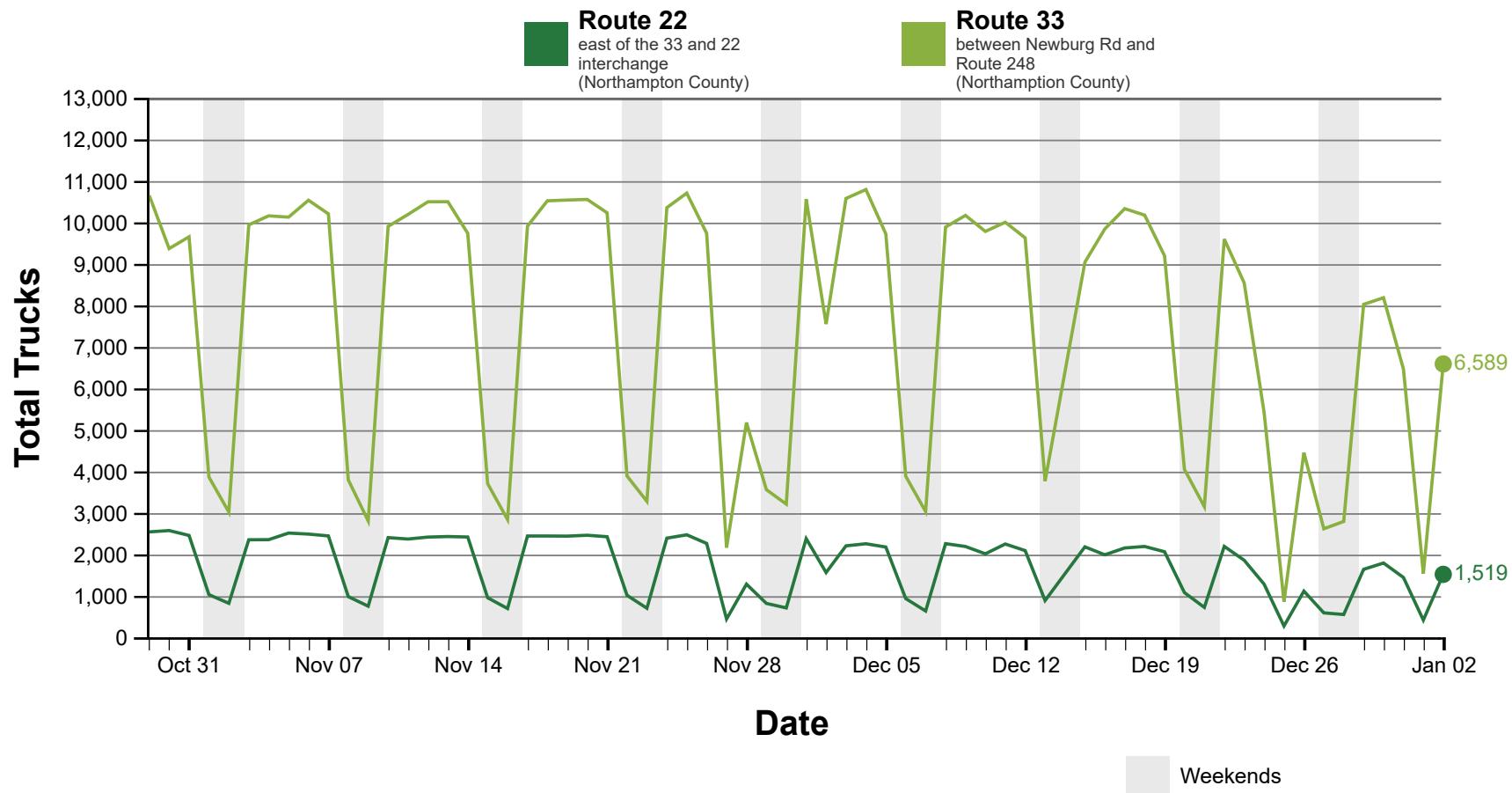
NON-RESIDENTIAL SQUARE FOOTAGE



Traffic Volumes Throughout the Lehigh Valley



Truck Volumes Throughout the Lehigh Valley



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

THE MORNING CALL

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

By Becky Bradley

For The Morning Call

Dec. 19, 2025 at 8:30 AM



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Lehigh Valley Planning Commission

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MEMORANDUM

DATE: January 8, 2025
TO: Lehigh Valley Planning Commission
FROM: Matt Assad, Managing Editor

REGARDING: Public Engagement, Education and Grants

Public Engagement

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

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

Educational Opportunities

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

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

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

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

When: Thursday, January 20, 8 am to noon

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

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

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

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

When: Thursday, February 19, 11 am to noon

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

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

Grant Opportunities

PA Department of Transportation (PennDOT) Green Light – Go

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

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

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

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

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

PA Department of Environmental Protection (DEP) 904 Recycling Performance Grant

Recycling Program Performance Grants are available to all Pennsylvania local governments with recycling programs. Grants are awarded based on the weight of source-separated recyclable materials identified in Section 1501 of Act 101 that were recycled or marketed in the previous calendar year and the population of the municipality. Applications are due December 31, 2025 at 11:59 PM. More information is available at <https://www.pa.gov/grants/search/grant-details/dep/38>

PA Department of Conservation + Natural Resources (DCNR) Peer + Circuit Ride Programs

These grant programs fund projects that help municipalities, counties, multi-municipal partnerships, and council of governments to increase local capacity for recreation, parks and conservation. The Peer program funds projects that, through a collaborative process, focus on a specific need identified by the grantee and its partners. The Circuit Rider program aides in the hiring of a full-time park, recreation or conservation professional whose services are shared by the members of a formal partnership, commission or authority. Applications are due June 30, 2026. More information is available at <https://www.pa.gov/grants/search/grant-details/dcnr/8>.

PA Department of Transportation (PennDOT) NEVI Corridor Connections

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