



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING Wednesday, July 16, 2025, at 9:00 am Virtual Meeting Agenda

Roll Call

Courtesy of the Floor

Minutes

1. *ACTION ITEM:* Technical Committee approval of the Joint Technical and Coordinating Committee Meeting Minutes of June 18, 2025 (HM)
2. *ACTION ITEM:* Coordinating Committee approval of the Joint Technical and Coordinating Committee Meeting Minutes of June 18, 2025 (HM)
3. *ACTION ITEM:* Technical Committee approval of the Special Technical Committee Workshop Minutes of June 25, 2025 (HM)

Old Business

1. *INFORMATION AND ACTION ITEMS:* 2025 Work Program Updates (FU)
 - a. *ACTION ITEM:* Carbon Reduction Program Funds Project Selection Criteria and Allocations (FU)
 - b. *INFORMATION ITEM:* 2025-2027 Unified Planning Work Program Updates/Mid-Year Active Projects Report (BB)
 - i. Data Updates for Transportation Improvement Program and Metropolitan Transportation Plan Updates, including land use, congestion, safety
 1. Regional Trail Gap Analysis Update
 2. Roadway Functional Classification System Update
 3. Population and Employment Projections Update
 4. Rebuild and Calibration of the Regional Travel Demand, Incorporation of Performance Measures
 - ii. Planning for the Plan Organizational Discrete Tasks and Deliverables for the MTP and TIP Updates, including workshops and engagement
 - iii. Lehigh County Freight Land Use Guide
 - iv. US Route 22 Plan
 - v. Enhanced Bus/Bus Rapid Transit Data Decision-making portal with LANTA and PennDOT
2. *INFORMATION AND ACTION ITEM:* 2025-2028 Transportation Improvement Program (TIP) (JR)
 - a. *ACTION ITEM:* Transportation Alternatives Set-Aside Amendment
 - i. Coalition for Appropriate Transportation (CAT) Bike Education
 - ii. South Bethlehem Greenway Trail Extension
 - iii. Albert Street D&L Trail
 - iv. Downtown Easton Intersection Improvements
 - b. *INFORMATION ITEM:* Administrative Actions

Status Reports

1. PennDOT District 5-0 Highway Project Status Report
2. Public Engagement, Education and Grants Report
 - a. PA Department of Transportation (PennDOT) Transportation Alternative Set-Aside – Draft Applications Due September 5, 2025, at 4:00 PM
3. SR 2029 (Limeport Pike) Bridge Replacement Plans Display

Adjournment**Next LVTS Meetings & Workshops**

LVTS Joint Technical and Coordinating Committee Meeting
August 20, 2025, at 9:00 am

Meetings will be held virtually. Meeting participation information can be found here:
<https://lvpc.org/lvts-committee-meetings>

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



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Lehigh Valley Transportation Study Minutes from Wednesday, June 18, 2025 Joint Technical and Coordinating Committee Meeting

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

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

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

Brendan Cotter	LANTA
Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
Jen Ruth	PennDOT District 5
Nyomi Nonnemaker (Alt.)	PennDOT Central Office

LVTS Coordinating Committee

Rick Molchany (Alt.)	Lehigh County
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Michael Alkhal (Alt.)	City of Bethlehem
Nick Raio (Alt.)	PennDOT Central Office
Owen O'Neill	LANTA
Thomas Stoudt	LNAA

Members Absent:

Technical Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton
David Hopkins (Alt.)	City of Easton

Coordinating Committee

David Hopkins (Alt.)	City of Easton
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Lamont McClure	Northampton County
Michael Emili (Alt.)	Northampton County
Chris Kufro	PennDOT District 5-0
Jim Mosca	PennDOT Central Office

Staff Present: Becky Bradley, Evan Gardi, Hannah Milagio, Faria Urmy, Jacob Engbert, Giovanna Rizkallah, Vicent “Enzo” Fantozzi

Public Present:

Anne Felker, Harold Felix, Philip Gianficaro, Steve Turoscy, Scott Slignerland, Tim Phillips, Toni Mitman, Bill Meiklejohn, Brian Miller, Dave Edinger, Lori Gilio, Brett Webber, Lawrence Peterson, Brian Hare, Cathy Fletcher, Gene Porochniak, Carmen Bell, Kerry Cox, Megan Hart, Sherri Penchishen, Scott Vottero, Kellie VonStein

Courtesy of the Floor

Ms. Bradley introduced three new LVPC interns: Jacob Engbert, Giovanna Rizkallah, and Enzo Fantozzi. Each intern introduced themselves and was welcomed by committee members and the public. There were no questions.

Minutes

Mr. Cotter stated that the last Technical Committee monthly meeting was held on April 16, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the March 19th, 2025, Joint Technical and Coordinating Committee Meeting
- The projects recommended for advancement in the State Transportation Commission’s Twelve Year Program
- Transportation Alternative Set-Aside Criteria
- Adjournment

Mr. Cotter asked for a motion to approve the April 16, 2025 minutes. Mr. Meyer made the motion, and the motion was seconded by Mr. Petrik. There were no questions or comments from members of the public. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Molchany stated the last Coordinating Committee monthly meeting was held on April 16, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the March 19th, 2025, Joint Technical and Coordinating Committee Meeting
- The projects recommended for advancement in the State Transportation Commission’s Twelve Year Program
- Transportation Alternative Set-Aside Criteria
- Adjournment

Mr. Molchany asked for a motion to approve the April 16, 2025 minutes. Mr. O’Neil made the motion, seconded by Mr. Stoudt. Mr. Molchany asked if there were any questions or comments from the members and the public. Hearing none, Mr. Molchany asked Ms. Bradley to call for a vote and the motion was approved.

Ms. Bradley suggested that, for the remaining votes to be taken on minutes, Ms. Milagio read the actions out once and hold the votes consecutively. Both Mr. Cotter and Mr. Molchany agreed.

Mr. Cotter stated that the Technical and Coordinating Committees met for a Special Meeting on April 30, 2025. Ms. Milagio noted the actions voted on:

- Adoption of the Air Quality Conformity Report for the 2025-2028 Transportation Improvement Program
- Adoption of the Air Quality Conformity Resolution for the 2025-2028 Transportation Improvement Program
- Re-adoption of the 2025-2028 TIP Amendment for Riverside Drive
- Adjournment

Mr. Cotter asked for a motion to approve the April 30, 2025 minutes. Mr. Meyer made the motion, seconded by Mr. Petrik. There were no questions or comments from members of the public. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Molchany asked for a motion to approve the April 30, 2025 minutes. Mr. Stoudt made the motion, seconded by Mr. Alkhal. There were no questions or comments from members of the public. Mr. Molchany asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Cotter stated that the Technical and Coordinating Committees met for a Special Meeting that was held jointly with the LVPC Executive Committee on May 15, 2025. Ms. Milagio noted the actions voted on:

- Adoption of the Safe Streets for All Planning Grant Resolution
- Adjournment

Mr. Cotter asked for a motion to approve the May 15, 2025 minutes. Ms. Nonnemaker made the motion, seconded by Mr. Meyer. There were no questions or comments from members of the public. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Molchany asked for a motion to approve the May 15, 2025 minutes. Mr. O'Neil made the motion, seconded by Mr. Raio. There were no questions or comments from members of the public. Mr. Molchany asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Cotter stated that the Technical Committee met for a Special Workshop meeting on May 21, 2025. Ms. Milagio noted the actions voted on:

- Federal Fiscal Year 2025 TASA Project Allocation Recommendation
- Federal Fiscal Year 2026 TASA Project Allocation Recommendation
- Adjournment

Mr. Cotter asked for a motion to approve the May 21, 2025 minutes. Ms. Ruth made the motion, seconded by Mr. Yandem. There were no questions or comments from members of the public. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Old Business

ACTION ITEM: Eastern Pennsylvania Freight Alliance Memorandum of Understanding

Mr. Gardi noted that all partners of the Eastern Pennsylvania Freight Alliance (EPFA) have adopted the Freight Infrastructure Plan. A memorandum of understanding (MOU) was created and agreed upon by the partners. The next step is for each of the respective MPO board to adopt the MOU to officially recognize the EPFA as a continuous working group, supporting implementation of the plan. Ms. Bradley provided a broad overview of the contents of the MOU, which was included in the meeting packet for review.

Mr. Cotter asked for a motion to recommend the EPFA MOU approval to the Coordinating Committee. Mr. Meyer made the motion to recommend the EPFA MOU approval to Coordinating Committee, which was seconded by Mr. Petrik. There were no questions from Technical Committee members or the public. Ms. Bradley called the vote, and the motion carried.

Mr. Molchany asked for a motion to approve the EPFA MOU. Mr. Stoudt made the motion to approve the EPFA MOU, which was seconded by Mr. Raio. Mr. Molchany asked if the MOU included a leadership hierarchy. Ms. Bradley stated that she and Mr. Gardi have been attending meetings with EPFA partners, and that the Reading Area Transportation Study (RATS) and the Northeastern Pennsylvania Alliance (NEPA) have been regularly attending meetings, as well. Specific logistics will be ironed out after all partners have signed the MOU, and that the EPFA is anticipated to meet 2-4 times a year and at this time is not believed to be a substantial staffing effort. Mr. Molchany commented that one of the benefits of the EPFA is that the alliance strengthens the voices of the individual MPOs as they relate to freight support. He asked if there were other similar alliances. Ms. Bradley answered that there were no other freight-related partnerships that she was aware of, but that the Metropolitan Area Planning (MAP) Forum has a freight working group within its structure. She also thanked Mr. Hare for his support for the partnership.

Mr. Molchany asked if the work done by the EPFA will be incorporated into the update to *FutureLV: The Regional Plan*, and Ms. Bradley confirmed that it would. He asked if there were any additional questions

or comments from the public. Mr. Hare thanked the LVTS for their leadership on this project, and expressed hope that the EPFA can be an example for other regions. There were no additional questions from Coordinating Committee members or the public. Ms. Bradley called the vote, and the motion carried.

ACTION ITEM: Electric Vehicle Infrastructure Planning

Mr. Gardi stated that the Electric Vehicle Infrastructure program represents a federal investment aimed at expanding electric vehicle (EV) infrastructure nationwide. The LVPC has been working, in conjunction with PennDOT, to develop a network of EV infrastructure throughout the Lehigh Valley. A key component of this effort involved community-informed charging use cases, which identifies types of locations for desired potential EV infrastructure, and priority locations, which are specific geographical locations for desired potential EV infrastructure. The LVPC conducted a survey and held two workshops to identify priority locations and use cases for EV infrastructure/charging within Lehigh and Northampton Counties. LVPC staff developed a list of community charging use-cases and general priority areas based on the survey, workshops and professional planning expertise.

Mr. Gardi showed the list of proposed use cases and priority locations, both of which were included in the meeting packet. He noted that, after LVTS adoption, the staff would send the lists to PennDOT for inclusion on the statewide list. PennDOT will coordinate with FHWA on potential future funding opportunities.

Mr. Cotter asked for a motion to recommend the approval of the Community Use Cases and Priority Locations as presented. Mr. Yandem recommended the approval of the Community Use Cases and Priority Locations as presented, which was seconded by Mr. Meyer. There were no questions from Technical Committee members or the public. Ms. Bradley called the vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Community Use Cases and Priority Locations as presented. Mr. Stoudt made a motion to approve the Community Use Cases and Priority Locations as presented, seconded by Mr. O'Neil. Mr. Molchany asked if the LVTS has forwarded a list of use cases for regional locations. Ms. Bradley noted that these lists include regional locations, and that PennDOT has already made system-wide decisions related to the Alternative Fuel Corridors (AFC). LVPC staff were consulted on the AFCs, which focus on the National Highway System, and these regionally specific lists are the next step in the planning process.

Mr. Molchany asked if the lists would be precursors to seeking federal grants to support implementation. Ms. Bradley noted that there was a funding program under the Infrastructure Investment and Jobs Act, but that the program is not believed to exist based on a new Presidential Executive Order. PennDOT has required all Pennsylvania Metropolitan and Rural Planning Organizations (MPOs and RPOs) to continue to outline community use cases because working towards expanded EV infrastructure. Private sector deployment is occurring, and the need remains to respond to demand in accordance with USDOT requirements and Congressional directives. This work will also be tied to the LVPC's county planning work. Mr. Molchany asked if regional utilities were included in the planning process. Ms. Bradley confirmed that they have, and that the local chapter of the International Brotherhood of Electrical Workers (IBEW) has been involved, among other private sector, municipal and citizen partners. She noted that there is a steady increase in private choice for EVs, both for individuals and businesses, including EV freight.

Mr. Molchany asked Mr. Stoudt if the charging stations at the Lehigh Valley International Airport (LVIA) were handled by a private investor or if the maintenance of and revenue generated from the charging stations were directly connected to the airport. Mr. Stoudt that short-term parking for commercial flights and the corporate hangar facilities parking have charging stations. Mr. Meyer added that the usage of the short-term parking charging stations doubles each year. There is no additional fee for the charging, but there is a general fee charged for short-term parking, regardless of whether a person uses the charging facilities. He noted that LNAA is still working through logistics for the charging stations at the hangar facilities, and those chargers will likely include a fee, but that has yet to be determined. Mr. Molchany thanked Mr. Stoudt and Mr. Meyer for their perspectives, and that they should update the LVTS on this

trend. There were no additional questions from Coordinating Committee members or the public. Ms. Bradley called the vote, and the motion carried.

INFORMATION ITEM: Walk Audit Story Map Launch

Mr. Gardi reminded meeting participants that the Lehigh Valley Walk Audit was performed in 2023 and gave community members and organizations including AARP, the Lehigh Valley Planning Commission, United Way of the Lehigh Valley, and Age Friendly Lehigh Valley, the ability to perform ground-truthing audits throughout the Lehigh Valley. Volunteers from each of the partner organizations gathered to perform the Walk Audits. Individuals from each group went to 97 locations – chosen specifically for the safety, aesthetic and accessibility challenges they presented in the community -- and took note of the conditions at each site. Using AARP's Walk Audit Tool Kit, volunteers recorded the conditions of the sidewalk, the street and the pedestrian crossing signals at each location.

Mr. Gardi reviewed the interactive webpage and map with meeting participants, which is available at: <https://storymaps.arcgis.com/stories/38bc436d7ab7474ea6fec7d683c53677>

Mr. Gardi thanked the organizations who participated in the Walk Audit: Lehigh County, Northampton County, City of Allentown, City of Bethlehem, City of Easton, the Delaware and Lehigh National Heritage Corridor, Lehigh Valley Active Life, Community Bike Works, Promise Neighborhoods of the Lehigh Valley, Lehigh Valley Center for Independent Living, Ripple Community, Meals on Wheels of the Greater Lehigh Valley, Coalition for Appropriate Transportation, and the YMCA. Ms. Bell of the United Way expressed her gratitude for the partnership and project. Ms. Von Stein of AARP Pennsylvania noted that the partnership is a best practice, and it is being shared as a model with groups across the country. Mr. Gardi added that the data gathered during the Walk Audit can be used for the update to the Safety Plan and the project selection process for the update to *FutureLV: The Regional Plan*. There were no questions from LVTS members or the public.

INFORMATION AND ACTION ITEMS: 2025 Work Program Updates

ACTION ITEM: Transportation Alternatives Set-Aside (TASA) Project Awards

Mr. Gardi noted that the Transportation Alternative Set-Aside (TASA) fund is a federal cost reimbursement program, distributed by the Federal Highway Administration (FHWA) and administered by PennDOT and MPOs across the commonwealth. The TASA program is a dedicated funding source for projects that: support pedestrian and bicycle facilities; improve access to public transportation; create safe routes to school; preserve historic transportation structures; provide environmental mitigation; or create trail projects for transportation purposes. Each project must promote safety and mobility. There is \$1,268,244 available to be obligated for Federal Fiscal Year (FFY) 2025 by September 30th, 2025. There is \$1,295,000 available to be obligated for FFY 2026 by September 30th, 2026.

Mr. Gardi stated that the LVTS Technical Committee held a public workshop on March 24 to determine project selection criteria. Utilizing the state and federal criteria as a guide, the Technical Committee determined 20 different selection criterium and weighing for projects to receive the TASA funding available for the 2025-2026 FFYs. Over the month of April, the LVPC staff utilized this criterion to weigh the eligible project list to determine the most viable projects. This weighted list was brought to an additional workshop on May 21, 2025 in which the LVTS Technical Committee chose which projects would receive funding from those eligible. The process was documented in a report included in the meeting packet. The Technical Committee voted to recommend the project list to the Coordinating Committee during the May 21 workshop.

Mr. Molchany asked Mr. Cotter if there was anything he would like to say before the Coordinating Committee vote. Mr. Cotter reiterated that the Technical Committee had two productive workshops, the first focusing on criteria and the second taking time to go through the project list line by line to evaluate the readiness of the project. The list proposed includes projects that are high priorities and are going to be obligated under the timeframe required.

Mr. Molchany asked for a motion to approve the TASA project list as forwarded by the Technical Committee. Mr. Raio made a motion to approve the TASA project list as forwarded by the Technical Committee, seconded by Mr. O'Neil. Mr. Molchany asked if there were any questions from LVTS members or the public. Mr. Slingerland and Ms. Felker, of the Coalition for Appropriate Transportation (CAT), and Mr. Edinger, of Community Bike Works, expressed their gratitude for the LVTS's continued support for youth bike education in the Lehigh Valley. There were no additional questions from Coordinating Committee members or the public. Ms. Bradley called the vote, and the motion carried.

INFORMATION ITEM: Carbon Reduction Program Funds Reallocation

Ms. Milagio noted that the LVTS Technical Committee workshops for the Carbon Reduction Program (CRP) funding criteria development and project allocation will be held on June 25 at 9 am and July 16 at 10:30 after the normal Technical Committee monthly meeting. The first workshop will set scoring criteria if time allows the Technical Committee will begin evaluating projects for funding. Any overflow on project selection will occur at the July 16th workshop. If the Technical Committee completes its work on June 25th the project selection recommendation to the Coordinating Committee will occur on July 16th and the 2nd workshop will not be necessary. If the 2nd workshop is needed, then the anticipated Coordinating Committee vote for the Carbon Reduction project list to take place at the August 20th LVTS meeting.

Mr. Molchany asked how the public were submitting projects for CRP consideration. Ms. Bradley noted that projects considered for CRP funding will come from the adopted MTP, *FutureLV: The Regional Plan*, and that staff are already starting to identify eligible projects based on federal and state criteria. Mr. Molchany noted that this highlights the importance of a project's inclusion in *FutureLV: The Regional Plan*, and Ms. Bradley agreed. There were no additional questions from LVTS members or the public.

INFORMATION ITEM: Functional Classification Update

Ms. Urmy reminded meeting participants that the Functional Classification Update is the process of reviewing and revising how roadways are categorized based on their current use and role within the transportation network, ensuring accurate planning, funding allocation, and performance monitoring. To ensure that roadways in the region meet appropriate standards, LVPC staff are working on identifying roads that require functional classification upgrades, using factors such as major traffic generators, centers and corridors in *FutureLV: The Regional Plan*, and the Average Annual Daily Traffic (AADT).

Ms. Urmy stated that, following the FHWA's *Highway Functional Classification: Concepts, Criteria and Procedures (2023 Edition)* and PennDOT's *Procedures for Revisions to Functional Classification, National Highway System, and Intermodal Connectors (2025 Edition) guidelines*, LVPC staff are compiling detailed information for each road segment to support a clear justification for each proposed change. LVPC staff are also creating maps for each roadway segment, as required for the functional classification update package, and a slider tool in ArcGIS Online to view proposed functional classification updates and compare current and proposed roadway categories. She also noted that LVPC staff is meeting with PennDOT in July to begin the coordination step in the process and will bring the functional classification system analysis and proposed changes to the LVTS later this year. There were no questions from LVTS members or the public.

INFORMATION AND ACTION ITEM: 2025-2028 Transportation Improvement Program

Ms. Ruth stated that TIP Amendment #1 was for PA Route 33 Bushkill Creek Bridges, with an increase of \$3,647,000. This increase is due to heavy rain and flooding washing away the dewatering facility and causeway at abutment #2, 12 inch temporary asphalt base course, additional dewatering at abutment #1 due to flooding overtopping dewatering facilities, additional dewatering at abutment #1, the removal of additional dewatering facilities, and design modification of the stage 1B phase 2 mat foundation. The funding source of the amendment is the construction phase of the Hill to Hill Bridge Rehabilitation project (MPMS #93630) the funding which is being aligned with the anticipated need due to having a let date of April 9, 2026, and the LVTS Highway & Bridge Reserve Line Item (MPMS #102201).

Mr. Cotter asked for a motion to recommend TIP Amendment #1 for the PA Route 33 Bushkill Creek Bridges to the Coordinating Committee. Mr. Meyer made a motion to recommend TIP Amendment #1 for the PA Route 33 Bushkill Creek Bridges to the Coordinating Committee, seconded by Ms. Bradley. There

were no questions from Technical Committee members or the public. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to approve TIP Amendment #1, as forwarded by the Technical Committee. Mr. Raio made a motion to approve TIP Amendment #1, as forwarded by the Technical Committee, seconded by Mr. O'Neil. There were no questions from Coordinating Committee members or the public. Ms. Bradley called for the vote, and the motion carried.

Ms. Ruth noted that, from April 5 to June 6, there were eight administrative actions, four statewide actions, and two interstate administrative actions:

- Statewide Administrative Action #1: Bogert's Bridge Rehabilitation, Lehigh County
- Statewide Administrative Action #2: PA Route 309 and Tilghman Street Interchange Reconstruction, Lehigh County
- Administrative Action #1: Hecktown Road Bridge over US Route 22 (Construction Phase), Northampton County
- Administrative Action #2: LVTS Highway and Bridge Line Item
 - Funding returned to the line item from completed and funded projects in both counties
- Statewide Administrative Action #3: PA Route 309 Center Valley Interchange, Lehigh County
- Statewide Administrative Action #4: Easton/Lafayette College Pedestrian Safety Project – Phase 3, Northampton County
- Administrative Action #1: Hecktown Road Bridge over US Route 22 (Utility Phase), Northampton County
- Interstate Administrative Action #1: I-78 Reconstruction from the Berks County line to PA Route 100, Lehigh County
- Interstate Administrative Action #2: I-78 Patching from the Berks County line to PA Route 100, Lehigh County
- Administrative Action #4: Jordan Creek Bridge Replacement, Lehigh County
- Administrative Action #5: US Route 22 Fullerton Interchange, Lehigh County
- Administrative Action #6: Cementon Bridge, Lehigh County
- Administrative Action #7: Walnut Street Bridge, Lehigh County
- Administrative Action #8: LVTS Urban Intelligent Transportation System (ITS) Line Item

There were no questions from LVTS members or the public. Mr. Molchany thanked Ms. Ruth for her work.

INFORMATION ITEM: 2025-2027 Unified Planning Work Program

Ms. Bradley stated that the work order for the Route 22 Study has been approved, and the Request for Proposals (RFP) will be issued onto PennBid in July. She reminded participants that funding for this study was secured by PennDOT Secretary Carroll, Governor Shapiro and Senator Miller, and that the study will provide recommendations on how to address congestion and other issues on Route 22.

Ms. Bradley stated that the LVPC was preparing to submit a Safe Streets and Roads for All (SS4A) grant to create a regional, comprehensive transportation safety action plan for the region. This initiative is critical to address the rise in transportation-related fatalities and serious injuries amid sustained economic and population growth. LVPC staff has asked for letters of support, and the application is due next week.

There were no questions from LVTS Members or the public.

New Business

INFORMATION ITEM: Presentation & Event Requests

Ms. Bradley noted that the LVPC staff have received quite a lot of requests for presentations in 2025 for a variety of local, state and national organizations. Mr. Gardi provided a few examples from the overall listing:

- The Eastern Transportation Coalition's Freight Academy
- National Association of Regional Councils
- Greater Lehigh Valley Chamber of Commerce
- American Association of Metropolitan Planning Organizations

- Transportation Research Board
- American Society of Highway Engineers (ASHE) Lehigh Valley
- Rotary Clubs in Allentown and Emmaus
- Cities and Counties Conference in the California Inland Empire
- Port Authority of New York and New Jersey

INFORMATION ITEM: Statewide Transportation Funding

Ms. Bradley and Mr. O'Neil gave an overview of how state transportation funding is allocated for highway, bridge and transit projects in Pennsylvania. Mr. O'Neil state that, for transit, funding that came through COVID-19 relief programs were essential to supporting LANTA's capacity for service, but that those sources of funding have expired. He also noted that there are currently efforts at the state level to advocate for increased allocations to transit agencies across Pennsylvania. Mr. Molchany asked if increased funding from the state would allow LANTA to expand service. Mr. O'Neil stated that increased funding from the state would allow LANTA to continue its current level of service without making changes.

Mr. Molchany commented that revenue from the gas tax is likely to decrease as vehicles become more fuel efficient and EVs become more commonplace. He expressed concern for the impact that decreased funding may have on the regional Express Bus Service (EBS). Mr. O'Neil stated that EBS routes are looking to decrease the time between service from 30 minutes to 20 minutes, and that increased demand would drive this decrease. Mr. Molchany reiterated his concern for LANTA and the EBS, and stated that the LVTS was a strong supporter of LANTA and understands how vital LANTA is to the Lehigh Valley. There were no additional questions from LVTS members or the public.

Status Reports

Mr. Molchany said the status reports on PennDOT District 5 Bridge Projects and the Public Engagement, Grants and Education were included in the meeting packet. There were no questions or comments from the committees or public.

Adjournment

Mr. Molchany stated that the next LVTS meeting would be a Technical Committee workshop meeting for the Carbon Reduction Program on June 25, at 9 AM, with a second workshop held on July 16 at 10:30, if needed. He noted that the next Joint Technical and Coordinating Committee Meeting would be held on July 16 at 9 AM. Mr. O'Neil made a motion to adjourn, and the meeting was adjourned.



Lehigh Valley Transportation Study

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Lehigh Valley Transportation Study Minutes from Wednesday, June 25, 2025 Technical Committee Workshop #1: Carbon Reduction Program

Mr. Cotter chaired the workshop and welcomed the members and the public participants and called the workshop to order at 9:00 am. Mr. Gardi reviewed meeting protocol.

Roll Call: Ms. Milagio took Roll Call for the LVTS Technical Committee.

Attendees:

Brendan Cotter (Chair)	LANTA
Becky Bradley (Secretary)	LVPC
David Petrik (Alt)	City of Allentown
Basel Yandem (Alt)	City of Bethlehem
Nick Raio	PennDOT Central Office
Jennifer Ruth	PennDOT District 5

Members Absent:

Ryan Meyer	LNAA
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore J. Panto Jr.	City of Easton
Dave Hopkins (Alt)	City of Easton

Staff Present: Becky Bradley, Faria Urmy, Evan Gardi, Hannah Milagio, Susan Myerov, Christian Martinez, Subham Kharel, Enzo Fantozzi

Public Present: None

Workshop

INFORMATION ITEM: Carbon Reduction Program Overview and Criteria

Mr. Gardi presented the Carbon Reduction Program (CRP) Overview and Criteria, which was developed through the Infrastructure Investment and Jobs Act (IIJA) to find projects that reduce carbon emissions on road and highway sources. Mr. Gardi gave example project types of (1) to establish or operate a traffic monitoring, management, and control facility or program; (2) a public transportation project; (3) a transportation alternatives project; and (4) for advanced transportation and congestion management technologies.

Eligible project sponsors may include the following: local governments, transportation authorities, transit agencies, and tribal governments.

Mr. Gardi explained the source of CRP funds, which are congressionally directed funds from IIJA, distributed by the Federal Highway Administration (FHWA) and administered by PennDOT and the Lehigh Valley Transportation Study. For Federal Fiscal Year (FFY) 2025, \$2,166,000 are available; \$2,219,000 for FFY 2026; \$2,219,000 for FFY 2027; \$2,219,000 for FFY 2028.

A discussion was had on setting two (2025, 2026) out of the four years (2025-2028) of funding. Ms. Bradley expressed concern on including 2027 and 2028 because the funding may expire before the projects begin. However, if project sponsors are not planning for these projects now, the projects may not be able to utilize funding available in FFY 2027 and 2028. The Transportation Improvement Program (TIP) will also be updated this fall. Mr. Cotter noted that at least two years should be discussed to keep in line with the Transportation Alternative Set-Aside (TASA) process. Four years could be allocated as long as the uncertainty of the funding is communicated to the sponsors. Ms. Bradley noted that funding could be reallocated from other funding buckets, for which the projects are already eligible. There was general consensus that allocating FFY 2025 and 2026 would be best, and FFY 2027 and FFY 2028 allocations with the understanding that these funds may need to be allocated from other sources. Mr. Raio noted that the Federal Highway Administration had not released final guidance on the program.

Mr. Gardi reminded participants that the Transportation Needs Assessment included an open call for projects in early 2023. This supported the update to the Metropolitan Transportation Plan (MTP) *FutureLV: The Regional Plan*, which was then adopted in October 2023. The CRP outreach strategy included email and phone communication to gather information for each eligible project. Twenty-four project sponsors responded to the outreach.

INFORMATION ITEM: Criteria Weighing Discussion

Ms. Army presented on project criteria & weighing. She reviewed the criteria, most of which was developed by FHWA in partnership with PennDOT. A few additional criteria that were developed by the LVTS for the TASA project selection process were added, as well. They were as follows:

- "Project Value – If the project or phase of the project can be fully covered by the CRP funds allocated to the region"
- "Leveraging other funds"
- "Project Delivery: Demonstration of experience of project delivery in a timely manner by the sponsor"
- "Is the project shovel ready? Have necessary clearances been obtained?"

Ms. Army explained examples for each option within each category, as illustrated in the handout. No questions were asked about the criteria, and Mr. Cotter noted that the final criterium for LVTS ("shovel ready") is very important to help push projects to the forefront.

Dr. Kharel presented on criteria weighting and scoring. He noted that the Technical Committee would determine the weighting. The weighting logic could be established by adding the criteria in each subcategory of criteria, or "bucket", and then adding the buckets together to get a total weight for the final project list. The two buckets proposed here were: (1) sustainable transportation and (2) ITS/Technology. Next, the criteria for each bucket and their respective weights have to be established. So: (1) each criterium within each bucket is weighted, and (2) each bucket is weighted.

After extensive discussion regarding the weighting of the criteria, Mr. Yandem proposed that the LVTS criteria should be worth 40% of the scoring, whereas the other 12 criteria should split the remaining 60%. The committee agreed on this 40-60 split, but the criterium-split was put into question, as some criteria, such as "shovel ready" should be prioritized, per Mr. Cotter and Mr. Yandem. Ultimately, the committee decided to give both "shovel ready" and "project delivery" 15% each, and "project value" and "leveraging other funds" were given 5% each, for the total of 40% for LVTS. Ms. Myerov suggested that the remaining 12 criteria could be primarily based on carbon reductions. Ms. Bradley and Ms. Myerov discussed the goals of the 2024 Priority Climate Action Plan and the carbon emission reduction estimate in order to continue ranking and distributing percentages. Ms. Myerov and Mr. Martinez used the estimated carbon reduction from goals of the 2024 Priority Climate Action Plan (PCAP) [to create the rankings](#). Mr. Fantozzi created the distributions to ensure they add up to 60, as follows:

Rank 1 (3 criteria) = 7 points each (21 total)

- "A project described to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems"
- "Efforts to reduce the environmental and community impacts of freight movement"
- "Projects to Support Alternative Fuel Vehicles, including the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle infrastructure, and the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities"

Rank 2 (5 criteria) = 6 points each (30 total)

- "A project for advanced transportation and a congestion management technologies"
- "A project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications technology deployed as part of an existing pilot program to cellular vehicle-to-everything technology"
- "A project to replace street lighting and traffic control devices with energy-efficient alternatives"
- "A project or strategy designed to support congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs"
- "Certain types of project to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity"

Rank 3 (1 criterium) = 4 points each (4 total)

- "Other (Carbon sequestration, using local material, using renewable energy generation facilities, utilizing micromobility & electric alternative vehicle projects)"

Rank 4 (2 criteria) = 2 points each (4 total)

- "A public transportation project (construction of lanes, shelters, or lot facilities, or within .25 mile of a LANTA fixed route)"
- "Public Transportation Project within/along an EBS corridor"

Rank 5 (1 criterium) = 1 point (1 total)

- "A transportation alternatives project, including the construction, planning, and design of on-road, and off-road trail facilities for pedestrian, bicyclists, and other motorized forms of transportation"

Federal Criteria Total = 60 points

LVTs 'Project Readiness Criteria = 40 points

Total Points = 100

Here, rank 1 is the most effective while rank 5 is the least effective.

DISCUSSION ITEM: Project List Discussion:

Dr. Kharel created an automated process so that the ranking calculations would be done in real time.

There was a spreadsheet that included responses from project sponsors for Technical Committee members to review and consider during the Project List Discussion.

While the committee reviewed each project from the highest scores down to allocate funding for FFY 25-28. After extensive discussion of projects and review of input gathered from project sponsors, the following project allocation list was developed:

2025

- #5 "Linden Street Two-Way Conversion" sponsored by the City of Bethlehem, \$1,800,000
- #49 "Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements" sponsored by the Lehigh Valley Transportation Study, \$366,000

2026

- #27 “Main Street (State Route 412) and Polk Valley Road (State Route 2002) Improvements” sponsored by Hellertown Borough, \$600,000
- #28 “Martin Luther King, Jr. Drive Pedestrian Improvements” sponsored by the City of Allentown, \$300,000
- #49 “Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements” sponsored by the Lehigh Valley Transportation Study, \$319,000
- #52 “Allentown LED Streetlight Conversion” sponsored by City of Allentown, \$500,000
- #61 “Traffic-Calming and Pedestrian Accommodation Improvements” sponsored by the City of Easton, \$500,000

2027

- #25 “Broad Street Multimodal Project” sponsored by the City of Bethlehem, \$1,400,000
- #49 “Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements” sponsored by the Lehigh Valley Transportation Study, \$300,000
- #52 “Allentown LED Streetlight Conversion” sponsored by City of Allentown, \$219,000
- #61 “Traffic-Calming and Pedestrian Accommodation Improvements” sponsored by the City of Easton, \$300,000

2028

- #1 “Riverside Drive RAISE Grant” sponsored by the City of Allentown & Whitehall Township, \$1,800,000
- #49 “Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements” sponsored by the Lehigh Valley Transportation Study, \$219,000
- #61 “Traffic-Calming and Pedestrian Accommodation Improvements” sponsored by the City of Easton, \$200,000

Mr. Cotter asked for a motion to recommend the Carbon Reduction Program selection process and project list to the Coordinating Committee for approval at the July 16th meeting. Mr. Yandem made the motion that was seconded by Mr. Raio. Ms. Bradley called for a vote and the motion was approved unanimously.

Adjournment

Mr. Cotter stated that the next LVTS meeting would be a Joint Technical and Coordinating Committee Meeting on July 16, 2025, at 9:00 am. As the workshop was completed this afternoon, the LVTS Technical Committee Carbon Reduction Program Workshop #2 originally scheduled following the aforementioned meeting was cancelled. Mr. Cotter asked for a motion to adjourn the workshop meeting, Mr. Yandem made a motion to adjourn the meeting, seconded by Mr. Raio, and the meeting was adjourned.

Lehigh Valley Transportation Study's Federal Fiscal Year 2025, 2026, 2027 and 2028 Carbon Reduction Program (CRP) Disbursement Program

Executive Summary

Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP) fund is a federal cost reimbursement program, distributed by the Federal Highway Administration (FHWA) and administered by the Pennsylvania Department of Transportation and Metropolitan Planning Organizations (MPO) across the commonwealth. The CRP was authorized under the Federal Infrastructure Investment and Jobs Act (IIJA) with the purpose of reducing Carbon Dioxide (CO₂) and greenhouse gas emissions (GHG) from the nation's transportation system. The CRP requires states to develop a Carbon Reduction Strategy (CRS) and offers formula funds for projects that reduce GHG emissions. Funds are allocated to the states based on the state's population and further allocated to the MPOs in the states based on the population of the state's urban areas (UAs).

Projects utilizing CRP funds must meet the program's eligibility requirements. The CRP guidance allows MPOs to develop a regional funding strategy that supports the state CRS goals and prioritizes funding for transportation projects that are relevant to the region's demographics and emissions reductions goals.

The Lehigh Valley Carbon Reduction Funding Strategy

The Lehigh Valley's regional carbon reduction strategy for transportation is outlined in the *Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization* (PCAP) adopted by the LVTS on April 17, 2024, and the Lehigh Valley Planning Commission on February 22, 2024. This *Priority Climate Action Plan* (PCAP) is supported the *Regional Greenhouse Gas Inventory*, most recently published on September 24, 2024. These data and policy documents are supported by the Metropolitan Transportation Plan, *FutureLV: The Regional Plan* (2023), where the transportation priorities from safety to asset management to growth management to air quality are balanced and prioritized for federal and state funding through the LVTS.

Specific transportation emissions reduction goals in the PCAP, if implemented through a combination of efforts and funding sources, including the Carbon Reduction Program funding allocated through the IIJA, can reduce transportation emissions by nearly 300,000 metric tons of carbon dioxide equivalent (MTCO₂e) by 2030 and more than 321,000 MTCO₂e by 2050. It represents roughly 12% of the 2.7 million MTCO₂e being created now by transportation sources, according to the most recent LVPC Greenhouse Gas Inventory. The goals of the PCAP are to reduce carbon emissions from transportation projects, invest CRP funds equitably, and improve safety. They reflect the goals and purpose of the federal CRP and the Pennsylvania state CRS.

In addition, Lehigh Valley Planning Commission (LVPC) staff researched multiple state and federal sources (specifically, Federal Carbon Reduction Program and Pennsylvania Carbon Reduction Strategy) to develop a set of strategies that reduce CO₂ emissions from the transportation network. The regional carbon reduction strategy is aligned with and supports the priority strategies outlined in the Pennsylvania state CRSs' as well as Lehigh Valley PCAP. The Lehigh Valley's first-ever PCAP is designed to improve air quality, support the economy and economic development while improving public health and safety through mode shift, using

technology to reduce congestion, and creating green infrastructure along the region's busiest highways, among other strategies.

The transportation sector was chosen as a focus of the PCAP as the Lehigh Valley grows in terms of population and is experiencing mass reindustrialization. In addition, priority focus on the transportation sector allowed the LVTS to develop a specific plan for the allocation of the Carbon Reduction Program funding managed through the Metropolitan Transportation Plan and the Transportation Improvement Program. This specific plan supports the long-range transportation plan, *FutureLV: The Regional Plan*, and its fiscally constrained list of regionally significant transportation projects.

CRP Project Selection Process

The Lehigh Valley Transportation Study (LVTS) developed a transparent, data-driven project selection process for allocating funds from the federal Carbon Reduction Program (CRP). This process was guided by federal, state, and regional priorities, including *FutureLV: The Regional Plan*, the Lehigh Valley PCAP, the Pennsylvania Carbon Reduction Strategy, and relevant federal regulations (23 U.S.C. 134 and 175).

A publicly advertised and accessible LVTS Technical Committee workshop was held on June 25, 2025, to:

- Discuss federal program requirements and guidance, including example projects eligible for funding provided by PennDOT
- Utilize known federal project selection criteria, discuss additional regional criteria and weight the same to create a comprehensive methodology for project selection
- Develop and review the list of eligible projects from *FutureLV: The Regional Plan*, including project sponsor information related to project readiness collected in May 2025
- Select project based on the developed selection methodology
- Vote to recommend selected projects to the LVTS Coordinating Committee.

Projects were limited to those already identified in *FutureLV* through previous planning processes, including the 2019 Call for Projects and the 2023 Transportation Needs Assessment.

Introduction

Carbon Reduction Program (CRP)

The IIJA was passed by the U.S. Congress in 2021. It includes \$6.4 billion for the CRP to fund projects that directly reduce CO2 emissions from the nation's transportation system. The CRP provides formula funds to states, "to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions". The IIJA ultimately resulted in the allocation of \$265 million in CRP funds to the Commonwealth of Pennsylvania. 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]. The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)].

Lehigh Valley Transportation Study Apportionment

In the case, of the Lehigh Valley, the population exceeds 200,000 and PennDOT distributes CRP funds to the LVTS based on a formula derived from federal regulations.

The MPO is responsible for programming the CRP funds allocated to its region and may use them for any eligible CRP projects within its jurisdiction. Additionally, eligible entities in a region may apply for statewide CRP funds, depending on project eligibility and available funding.

LVTS is committed to reducing emissions from the transportation sector. The LVTS has incorporated the goals of reducing emissions in the *FutureLV: The Regional Plan* and PCAP. Currently, through coordination with PennDOT, District 5 -0 and Central office, **\$2,166,000** has been identified for funding Lehigh Valley CRP projects for the Federal Fiscal Year (FFY) 2025 allocation, **\$2,219,000** in FFY 2026, **\$2,219,000** in FFY 2027, and **\$2,219,000** in FFY 2028. It is of note that CRP funds are divided into two categories: Urban (CRPU) and general (CRP) categories. CRPU funds are required by the federal government to be utilized in urbanized areas in accordance with approved maps based on the US Census. General CRP funds may be utilized anywhere in the metropolitan planning area boundary, specifically, Lehigh and Northampton counties. Both CRPU and CRP funds may be awarded to qualified projects after going through a selection process managed by the Metropolitan Planning Organization. The figure below illustrates the funding allocation for the FFY 2025-2028 as provided by PennDOT.

CRP Funding Allocated	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total for FFY 2025-2026	Total for FFY 2025-2028
CRP (General)	\$572,000	\$593,000	\$593,000	\$593,000	\$1,165,000	\$2,351,000
CRPU (Urban)	\$1,594,000	\$1,626,000	\$1,626,000	\$1,626,000	\$3,220,000	\$6,472,000
Total	\$2,166,000	\$2,219,000	\$2,219,000	\$2,219,000	\$4,385,000	\$8,823,000

Eligible Sponsors – Carbon Reduction Program (CRP)

Projects funded through the Carbon Reduction Program are locally administered, federal-aid transportation projects. Eligible sponsors are responsible for all aspects of project delivery—including development, quality assurance, contract administration, daily management, construction oversight, and record retention—even if these tasks are outsourced.

Per federal and PennDOT guidelines, the following entities are eligible:

1. Local Governments – Cities, boroughs, townships, and counties.
2. Regional Transportation Authorities – Including Metropolitan Planning Organizations (MPOs; e.g. LVPC).
3. Transit Agencies – Public transportation providers eligible under FTA guidelines (e.g., LANTA).
4. Tribal Governments – Federally recognized tribes.
5. Other Governmental Entities – Local or regional entities with transportation or trail oversight, such as park commissions or trail authorities.

All project sponsors were vetted by the LVPC MPO staff for adherence to these federal requirements.

LVPC Priority Climate Action (PCAP) Plan Goals

LVPC/LVTS Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization (PCAP) focuses on strategies to reduce improve air quality from one of the region's primary sources – the transportation sector.

The Lehigh Valley PCAP incorporates input from planning partners, as well as decades of experience managing the Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Set Aside (TASA) funding programs to recommend a menu of transportation strategies that can effectively reduce transportation emissions, support economic development and improve public health. The PCAP identifies near and long-term approaches for achieving these goals through improvements to the region's transportation network. The PCAP supports the goals of the federal CRP.

Additionally, the *Walk/RollLV: Active Transportation Plan* reinforces the need for a safe, comfortable, and connected active transportation network. It highlights infrastructure improvements such as high-visibility crosswalks, pedestrian refuge islands, accessible curb ramps, and traffic calming measures as essential to creating safe conditions for people walking, biking, and rolling.

Together, with the overarching goals of *FutureLV: The Regional Plan* these strategies inform the LVPC's carbon reduction approach, which is rooted in enhancing safety, connectivity, and accessibility for all users, across all modes of transportation throughout the region.

Project Selection Process:

Overall Objectives

The federal Carbon Reduction Program (CRP) outlines a broad range of eligible projects aimed at reducing transportation-related emissions. At a minimum, projects must meet the eligibility criteria outlined in Federal Highway Administration guidance. Additional criteria, including alignment with *FutureLV: The Regional Plan*, *Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization*, and *Walk/RollLV: Active Transportation Plan*, as well as project readiness were determined by the LVTS Technical Committee as priority factors for selection.

State Climate Resilient Strategies (CRS)

The Pennsylvania CRS encourages LVPC to develop a transparent framework for identifying projects that utilize CRP funds. This framework could mirror the approach used to allocate funding for programs such as the Congestion Mitigation and Air Quality (CMAQ) program or other federal transportation initiatives where LVPC has local programming authority. The purpose of this framework is to ensure transparency in how CRP funds are prioritized and to demonstrate how selected projects align with broader federal goals to reduce emissions, promote fairness, and improve safety.

LVTS Project Selection Strategies

The list of projects was identified as eligible for Carbon Reduction Program (CRP) funding through a project selection process created by LVTS Technical Committee. To organize the projects for presentation, each project was vetted for consistency with several criteria indicated based on state and federal criteria. A more specific step-by-step outline of how the individual

projects were ranked and evaluated can be found in the Eligibility Criteria & Weight section of this document. An LVTS Technical Committee workshop on June 25, 2025, set the groundwork for CRP funding allocation, by reviewing the criteria and setting up the scoring to each criterion to determine a priority list of projects. This included consultation by LVPC staff with the sponsors of projects in *FutureLV*, and evaluation of regional criteria such as project delivery, readiness, and project cost. As an outreach strategy, LVPC staff emailed a survey on May 27, 2025, to project sponsors, with a follow up reminder on June 3rd, to assess project readiness.

The LVTS Technical Committee held a publicly advertised and accessible workshop on June 25, 2025. LVTS Technical Committee members included: Brendan Cotter, Becky Bradley, David Petrik, Basel Yandem, Jennifer Ruth and Nick Raio.

Eligibility Criteria & Weight

The initial list of CRP-eligible projects was limited to those within *FutureLV: The Regional Plan*, which serves as the Metropolitan Transportation Plan (MTP), developed and adopted per federal statute. Projects included in the MTP were identified through a vigorous plan review process that began with an open Call for Projects in 2019. It was followed by a project list update through a Transportation Needs Assessment in 2023. These public open calls for projects allowed for transportation systems need to be sourced across the region and matched with data and quantitative analysis to assess eligibility for federal and state funds by program. Any project determined eligible for state or federal transportation funds, thorough the open call was considered for CRP funding. The current list of CRP-eligible projects is limited to those in the adopted MTP, *FutureLV: The Regional Plan*. Projects were then identified for specific conditions and selected as consistent with 23 U.S.C. 134 of the Federal Code of Regulations. Projects were further scrutinized for consistency with the Pennsylvania Department of Transportation (PennDOT) Pennsylvania Carbon Reduction Strategy, November 2023 and Carbon Reduction Program (CRP) Eligibility Examples: 2025 guidance. Projects that met this criterion were considered eligible for further evaluation.

LVTS, in coordination with LVPC, has established formal project eligibility and evaluation criteria for Carbon Reduction Program (CRP) funding. These criteria are grounded in federal, state, and regional policy and are designed to ensure transparent, objective, and results-driven project selection.

Eligibility Criteria Framework

A total of sixteen (16) criteria has been identified, from the federal and state guidance, and regional priorities. These align with federal and state programmatic goals and address regional priorities specific to LVTS, particularly around implementation and fiscal responsibility and shovel readiness.

The Technical Committee was responsible for determining the weighting. After extensive discussion regarding the weighting of the criteria, the Technical Committee determined that LVTS criteria should be worth 40% of the scoring, whereas the other 12 criteria should split the remaining 60%. Ultimately, the committee decided to give both “shovel ready” and “project delivery” 15% each, and “project value” and “leveraging other funds” were given 5% each, for the total of 40% for LVTS. It was suggested that the remaining 12 criteria could be primarily based on carbon reductions. A discussion was held regarding the goals of the 2024 PCAP and the carbon emission reduction estimate to continue ranking and distributing percentages.

An estimate of carbon reduction from goals of the 2024 PCAP was used to create the rankings. The distributions were created to ensure they add up to 60, as follows:

Rank 1 (3 criteria) = 7 points each (21 total)

- “A project described to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems”
- “Efforts to reduce the environmental and community impacts of freight movement”
- “Projects to Support Alternative Fuel Vehicles, including the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle infrastructure, and the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities”

Rank 2 (5 criteria) = 6 points each (30 total)

- “A project for advanced transportation and a congestion management technology”
- “A project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications technology deployed as part of an existing pilot program to cellular vehicle-to-everything technology”
- “A project to replace street lighting and traffic control devices with energy-efficient alternatives”
- “A project or strategy designed to support congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs”
- “Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity”

Rank 3 (1 criterium) = 4 points each (4 total)

- “Other (Carbon sequestration, using local material, using renewable energy generation facilities, utilizing micromobility & electric alternative vehicle projects)”

Rank 4 (2 criteria) = 2 points each (4 total)

- “A public transportation project (construction of lanes, shelters, or lot facilities, or within .25 mile of a LANTA fixed route)”
- “Public Transportation Project within/along an EBS corridor”

Rank 5 (1 criterium) = 1 point (1 total)

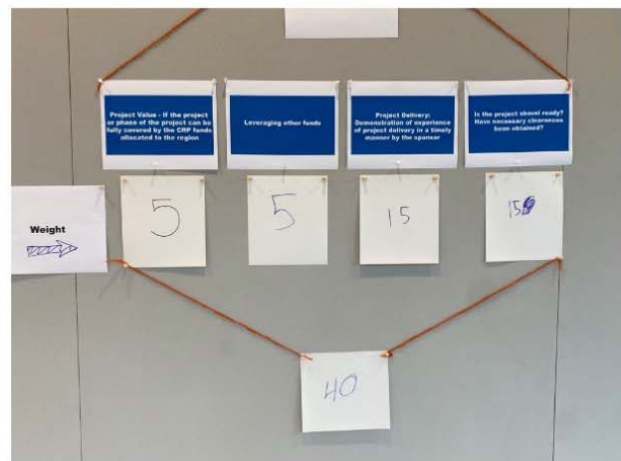
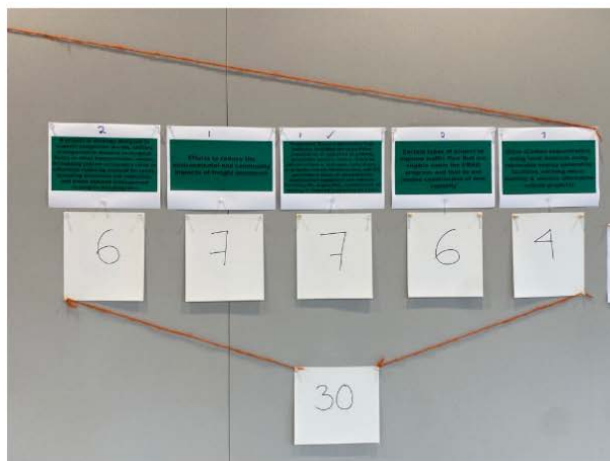
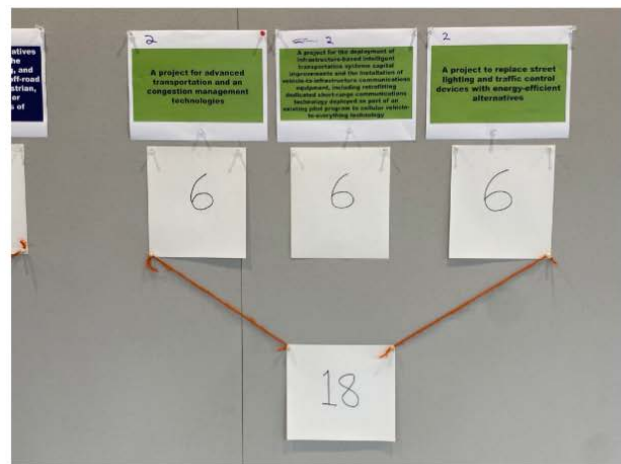
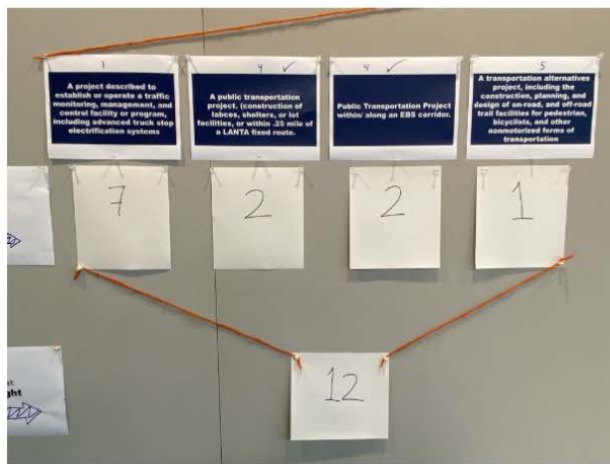
- “A transportation alternatives project, including the construction, planning, and design of on-road, and off-road trail facilities for pedestrian, bicyclists, and other motorized forms of transportation”

Federal Criteria Total = 60 points

LVTS ‘Project Readiness Criteria = 40 points

Total Points = 100

Here, rankings reflect the anticipated carbon emission reduction potential, where rank 1 is the most effective while rank 5 is the least effective. An image of the criteria wall (before/after) on how those criteria have been scored, and points are allocated are shown below.



List of Selected Eligible Projects

LVPC staff created a list of the eligible projects based on the federal, state and regional criteria and a ranking was created once the LVTS Technical Committee decided on weighting. The committee reviewed each project from the highest scores down to allocate funding for FFY 25-28.

Projects that made it through this rigorous and competitive workshop and outreach process were presented to the LVTS Coordinating Committee for final selection on July 16, 2025. The selected project list for the CRP funding allocation is:

Sources:

- 1 - USDOT Federal Highway Administration (FHWA), “Carbon Reduction Program (CRP) Implementation Guidance” (Memorandum), April 21, 2022, [INFORMATION: Carbon Reduction Program \(CRP\) Implementation Guidance](#) (accessed July 3, 2025)
- 2 – Lehigh Valley Priority Climate Action Plan, February 2024, [content.lvpc.org/Publications/2024 Priority Climate Action.pdf](https://content.lvpc.org/Publications/2024%20Priority%20Climate%20Action.pdf) (accessed July 3, 2025)

Carbon Reduction Program (CRP) Funding						
Project Name	Project Description	CRP Funding Recommended by LVTS Technical Committee for Federal Fiscal Year (FFY) 2025	CRP Funding Recommended by LVTS Technical Committee for Federal Fiscal Year (FFY) 2026	CRP Funding Recommended by LVTS Technical Committee for Federal Fiscal Year (FFY) 2027	CRP Funding Recommended by LVTS Technical Committee for Federal Fiscal Year (FFY) 2028	Project Sponsor
Linden Street Conversion Project	This project involves 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, Northampton County. Linden Street is currently a one way southbound street from Fairview Street to East Church Street. There is no parallel one way northbound street.	\$1,800,000				City of Bethlehem
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements	Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT	\$366,000				LVTS
Main Street (State Route 412) and Polk Valley Road (State Route 2002) Improvements	Construct new sidewalk to connect to Saucon Rail Trail and installation of a new traffic signal		\$600,000			Hellertown Borough
Martin Luther King, Jr. Drive Pedestrian Improvements	Improve multimodal transportation infrastructure along the corridor, including Americans with Disabilities Act ramps, traffic control devices and crosswalks		\$300,000			City of Allentown
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements	Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT		\$319,000			LVTS
Allentown LED Streetlight Conversion	Upgrade all pedestrian lighting infrastructure to high-efficiency LED technology across the city		\$500,000			City of Allentown
Traffic-Calming and Pedestrian Accommodation Improvements	Install traffic-calming and pedestrian improvement measures along Northampton Street from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street		\$500,000			City of Easton
Broad Street Multimodal Project	Construct improvements along Broad Street from Hanover Avenue to Stefko Boulevard as recommended in the Broad Street Active Transportation Plan of 2021			\$1,400,000		LVTS & City of Bethlehem
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements	Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT			\$300,000		LVTS
Allentown LED Streetlight Conversion	Upgrade all pedestrian lighting infrastructure to high-efficiency LED technology across the city			\$219,000		City of Allentown
Traffic-Calming and Pedestrian Accommodation Improvements	Install traffic-calming and pedestrian improvement measures along Northampton Street from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street			\$300,000		City of Easton
Riverside Drive RAISE Grant	The project will convert approximately 2 miles of an abandoned railroad bed along the west side of the Lehigh River in Whitehall Township and the City of Allentown, Lehigh County, 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 (D&L) 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 (north/south) and allowing for turn lanes where warranted. The proposed speed limit will be 25 MPH. The multi-use path will be 10 feet wide and located between Riverside Drive and the Lehigh River. The Right-of-Way will be variable in width, with most of the required Right-of-Way falling within the boundaries of the former RJ Corman Railroad parcels, which will be donated to the City of Allentown, Whitehall Township, and Lehigh County by a private entity. The new roadway will be owned by the City of Allentown and Whitehall Township within their respective municipal boundaries, while the multi-use path will be owned by Lehigh County within Whitehall Township and by the City of Allentown within its limits. The area type is urban. The project includes \$19.34 million matching funds provided as a real property donation.				\$1,800,000	LVTS
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements	Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT				\$219,000	LVTS
Traffic-Calming and Pedestrian Accommodation Improvements	Install traffic-calming and pedestrian improvement measures along Northampton Street from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street				\$200,000	City of Easton
Total Funding Recommended		\$2,166,000	\$2,219,000	\$2,219,000	\$2,219,000	

2025-2028 Transportation Improvement Program Amendment

Coalition for Appropriate Transportation (CAT) Bike Education (MPMS #122781) - \$634,122

Project Sponsor: Coalition for Appropriate Transportation (CAT)

Addition of the CAT Bike Education – MPMS #122781 Transportation Alternatives Set Aside Program regionally selected project to the Transportation Improvement Program (TIP).

Funding Source:

- \$634,122 of Transportation Alternatives-Urban (TAU) funding is being moved from the construction phase of the TAP Line Item (MPMS #82806).

South Bethlehem Greenway Trail Extension (MPMS #122782) - \$500,000

Project Sponsor: City of Bethlehem

Addition of the South Bethlehem Greenway Trail Extension - MPMS #122782 Transportation Alternatives Set Aside Program regionally selected project to the Transportation Improvement Program (TIP).

Funding Source:

- \$500,000 of Transportation Alternatives-Urban (TAU) funding is being moved from the construction phase of the TAP Line Item (MPMS #82806).

Albert Street D&L Trail (MPMS #122785) - \$95,000

Project Sponsor: City of Allentown

Addition of the Albert Street D&L Trail – MPMS #122785 Transportation Alternatives Set Aside Program regionally selected project to the Transportation Improvement Program (TIP).

Funding Source:

- \$95,000 of Transportation Alternatives-Urban (TAU) funding is being moved from the construction phase of the TAP Line Item (MPMS #82806).

Downtown Easton Intersection Improvements (MPMS #122839) - \$300,000.

Project Sponsor: City of Easton

Addition of the Downtown Easton Intersection Improvements – MPMS #122839 Transportation Alternatives Set Aside Program regionally selected project to the Transportation Improvement Program (TIP).

Funding Source:

- \$300,000 of Transportation Alternatives-Urban (TAU) funding is being moved from the construction phase of the TAP Line Item (MPMS #82806).

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from June 7, 2025 through July 4, 2025

MPO Tech Meeting: July 16, 2025

MPO Coord Meeting: July 16, 2025

Administrative Action #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Construction Assistance - Fed				Before	STP	119,978			75,000			75,000			75,000			600,000			944,978.00	Add funds to cover AC'd funds from 2023 TIP.
- CAF	97953	CON	Adjust	STP		75,000															75,000.00	
Lehigh County			After	STP		194,978			75,000			75,000			75,000			600,000			1,019,978.00	Deobligation returned to region for reassignment.
PA 100 Reconstruction	102311	CON	Before																		0.00	
100 - 13M			Adjust	STP		(75,000)															(75,000.00)	
Lehigh County			After																		0.00	
Administrative Action #2				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Hecktown Rd Bridge over US 22	89614	CON	Before	STU	Toll	4,104,300			360,000												4,464,300.00	Increase to cover current estimate.
2027 - 01B			Adjust	STU	Toll				985,700												985,700.00	
Northampton County			After	STU	Toll	4,104,300			1,345,700												5,450,000.00	Release due to receiving August redistribution off the 2023 TIP.
309 & Tilghman I/S Recon			Before	NHPP	581	4,710,000	4,750,000		6,500,000	5,375,000				708,745							22,043,745.00	
			Before	STP		4,806,000			3,694,000												8,500,000.00	
			Before	STU		8,500,000			8,497,136			2,834,980									19,832,116.00	
309 - 12M	96432	CON	Adjust	STU					(985,700)												(985,700.00)	
			After	NHPP	581	4,710,000	4,750,000		6,500,000	5,375,000				708,745							22,043,745.00	
			After	STP		4,806,000			3,694,000												8,500,000.00	
Lehigh County			After	STU		8,500,000			7,511,436			2,834,980									18,846,416.00	
Amendment #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
CAT Bike Education 2025	122781	CON	Before	TAU		0			0												0.00	Add regionally selected project to TIP.
- C25			Adjust	TAU		306,860			327,262												634,122.00	
Lehigh County			After	TAU		306,860			327,262												634,122.00	Add regionally selected project to TIP.
South Bethlehem Greenway Trail Extension	122782	CON	Before	TAU					0			0									0.00	
- SBE			Adjust	TAU					275,000			225,000									500,000.00	
Northampton County			After	TAU					275,000			225,000									500,000.00	Add regionally selected project to TIP.
Albert Street D&L Trail	122785	CON	Before	TAU					0												0.00	
- AST			Adjust	TAU					95,000												95,000.00	Add regionally selected project to TIP.
Lehigh County			After	TAU					95,000												95,000.00	
Downtown Easton Intersection Improvements	122839	CON	Before	TAU					0			0									0.00	Add regionally selected project to TIP.
- EII			Adjust	TAU					197,738			102,262									300,000.00	
Northampton County			After	TAU					197,738			102,262									300,000.00	Source.
TAP Line Item	82806	CON	Before	TAU		1,102,982			1,295,000			1,295,000			1,295,000			10,359,000			15,346,982.00	
Lehigh County			Adjust	TAU		(306,860)			(895,000)			(327,262)									(1,529,122.00)	
			After	TAU		796,122			400,000			967,738			1,295,000			10,359,000			13,817,860.00	
Before FFY Totals						23,343,260	4,750,000	0	20,421,136	5,375,000	0	4,204,980	708,745	0	1,370,000	0	0	10,959,000			71,132,121	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						23,418,260	4,750,000	0	20,421,136	5,375,000	0	4,204,980	708,745	0	1,370,000	0	0	10,959,000			71,207,121	

NOTES:

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: July 16, 2025

MPO Coord Meeting: July 16, 2025

Amendment #1				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
CAT Bike Education 2025 - C25 Lehigh County	122781	CON	Before	TAU		0			0												0.00	Add regionally selected project to TIP.
			Adjust	TAU		306,860			327,262												634,122.00	
			After	TAU		306,860			327,262												634,122.00	
South Bethlehem Greenway Trail Extension - SBE Northampton County	122782	CON	Before	TAU					0			0									0.00	Add regionally selected project to TIP.
			Adjust	TAU					275,000			225,000									500,000.00	
			After	TAU					275,000			225,000									500,000.00	
Albert Street D&L Trail - AST Lehigh County	122785	CON	Before	TAU					0												0.00	Add regionally selected project to TIP.
			Adjust	TAU					95,000												95,000.00	
			After	TAU					95,000												95,000.00	
Downtown Easton Intersection Improvement - EII Northampton County	122839	CON	Before	TAU					0			0									0.00	Add regionally selected project to TIP.
			Adjust	TAU					197,738			102,262									300,000.00	
			After	TAU					197,738			102,262									300,000.00	
TAP Line Item Lehigh County	82806	CON	Before	TAU		468,860			895,000			1,295,000			1,295,000			10,359,000			14,312,860.00	Source.
			Adjust	TAU		(306,860)			(895,000)			(327,262)									(1,529,122.00)	
			After	TAU		162,000			0			967,738			1,295,000			10,359,000			12,783,738.00	
Before FFY Totals						468,860	0	0	895,000	0	0	1,295,000	0	0	1,295,000	0	0	10,359,000	0	0	14,312,860.00	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
After FFY Totals						468,860	0	0	895,000	0	0	1,295,000	0	0	1,295,000	0	0	10,359,000	0	0	14,312,860.00	

NOTES:

LVTS Metropolitan Planning Organization
FISCAL CONSTRAINT TABLE
FFY 2025-2028 TIP Highway Element
PMC Request/Administrative Action Request

MPO Tech Meeting: July 16, 2025

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Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Hecktown Rd Bridge over US 22 2027 - 01B Northampton County	89614	CON	Before	STU	Toll	4,104,300			360,000												4,464,300.00	Increase to cover current estimate.
			Adjust	STU	Toll				985,700												985,700.00	
			After	STU	Toll	4,104,300			1,345,700												5,450,000.00	
309 & Tilghman I/S Recon 309 - 12M Lehigh County	96432	CON	Before	NHPP	581	4,710,000	4,750,000		6,500,000	5,375,000			708,745								22,043,745.00	
			Before	STP		4,806,000			3,694,000												8,500,000.00	
			Before	STU		8,500,000			8,497,136			2,834,980									19,832,116.00	
			Adjust	STU					(985,700)												(985,700.00)	
			After	NHPP	581	4,710,000	4,750,000		6,500,000	5,375,000			708,745								22,043,745.00	
			After	STP		4,806,000			3,694,000												8,500,000.00	
			After	STU		8,500,000			7,511,436			2,834,980									18,846,416.00	
Before FFY Totals						22,120,300	4,750,000	0	19,051,136	5,375,000	0	2,834,980	708,745	0	0	0	0	0	0	54,840,161.00	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
After FFY Totals						22,120,300	4,750,000	0	19,051,136	5,375,000	0	2,834,980	708,745	0	0	0	0	0	0	54,840,161.00		

NOTES:

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway Element

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Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Construction Assistance - Fed - CAF Lehigh County	97953	CON	Before	STP		119,978			75,000			75,000			75,000			600,000			944,978.00	Add funds to cover AC'd funds from 2023 TIP.
			Adjust	STP		75,000															75,000.00	
			After	STP		194,978			75,000			75,000			75,000			600,000			1,019,978.00	
PA 100 Reconstruction 100 - 13M Lehigh County	102311	CON	Before															0.00				Deobligaton returned to region for reassignment.
			Adjust	STP		(75,000)															(75,000.00)	
			After																		0.00	
Before FFY Totals						119,978	0	0	75,000	0	0	75,000	0	0	75,000	0	0	600,000	0	0	944,978.00	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
After FFY Totals						194,978	0	0	75,000	0	0	75,000	0	0	75,000	0	0	600,000	0	0	1,019,978.00	

NOTES:

LEHIGH VALLEY TRANSPORTATION STUDY

HIGHWAY STATUS REPORT

MEETING JULY 16, 2025

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

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

MPMS 96384 – est. let N/A

- Revised Preliminary POA study submitted in late January. Minor comments on narrative issued on February 21, 2024. However, the design year assumed in the POA is 2050. With the now-proposed breakout project delivery approach due to funding limitations, the design year is now projected to be 2058. Since Final POA will be developed for each breakout project and a very conservative traffic growth rate was assumed on SR 22, CO and FHWA have agreed that the traffic projections in the Preliminary POA do not need to be revisited. Revised Preliminary POA recently resubmitted and currently under review
- Preliminary Noise Analysis is being revised to current project limit just west of Airport Road and break-out project strategies discussed with CO and FHWA as well as the 2058 design year noted above, supplement in process for design year change
- FHWA has recently indicated that a streamlined Environmental Assessment is no longer warranted, allowing the project to be cleared under a Categorical Exclusion Evaluation, Level 2. While community engagement and public involvement are still required, a public hearing does not need to be held in conjunction with the project's environmental clearance process
- Design team continuing work to identify community leaders in preparation of public involvement process
- Upon environmental clearance, US 22 Widening will be advanced via a series of breakout projects. First breakout project will be SR 22/Fullerton Interchange (MPMS 117610) anticipated to be let in 2029

SR 145, Section MLT 7th Street Multimodal Corridor (C-R. Prophet)

City of Allentown and Whitehall Township, Lehigh County

MPMS 99697 – est. let April 1, 2027

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

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

North and South Whitehall Townships, Lehigh County

MPMS 102312 – est. let January 15, 2026

- NPDES permit resubmitted to LCCD May 6, 2025
- JPA permit resubmitted to DEP March 26, 2025; remaining comment received and June 3, 2025, is to include NPDES approval
- Traffic Control Plans resubmitted June 19, 2025
- Railroad coordination ongoing, PUC meeting held June 18, 2025
- Traffic signal plans Accepted as Noted by District December 18, 2024
- Signing Plans and Pavement Marking Plan resubmitted April 22, 2025; comments received May 2, 2025
- Final Plan Check submitted May 1, 2025; comments received May 15, 2025
- Right-of-Way Acquisition process ongoing
- Utility coordination is ongoing

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JULY 16, 2025**

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

City of Bethlehem, Lehigh County

MPMS 110398 – est. let April 1, 2027

- Preliminary Lighting Plan submitted March 14, 2025, approved by CO April 28, 2025
- DFV submitted for district review March 21, 2025, approved May 13, 2025
- Safety review waiver submitted for approval March 21, 2025, approved May 13, 2025
- Traffic control plan submitted District for review May 21, 2025, comments received June 13, 2025
- 901-Specs MPT approved by Traffic June 13, 2025, being reviewed by construction
- Utility/URMS coordination is ongoing

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

South Whitehall Township, Lehigh County

MPMS 110174 – est. let December 4, 2025

- Right of way plans have been approved, acquisition is nearly complete
- Utility coordination in progress
- Final Pavement Design is approved
- Final Traffic Signal coordination in progress with South Whitehall Township
- Final Plan Check is approved

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

Bethlehem Township, Northampton County

MPMS 117606 – est. let April 1, 2030

- Working on public involvement plan
- Continuing to refine draft alternatives
- Purpose and Need under approved by FHWA

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

Lower Nazareth Township, Northampton County

MPMS 116936 – est. let March 12, 2026

- Utility Coordination Ongoing
- Working towards CE Clearance
- Archaeology at potential stormwater basin site completed

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

East Allen Township, Northampton County

MPMS 120952 – est. let March 23, 2028

- Traffic counts, survey, and environmental studies complete as of June 2025
- Working on preliminary improvement concepts

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

Bethlehem Township, Northampton County

MPMS 117509 – est. let July 16, 2026

- Final Design agreement was executed on March 10, 2025
- Utility coordination continues
- Development of Final ROW Plans is ongoing
- Preparation of the stormwater management/drainage design and the Individual NPDES Permit application is ongoing
- Supplemental surveys have been completed

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JULY 16, 2025**

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



RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: July 16, 2025
TO: Lehigh Valley Transportation Study
FROM: Lehigh Valley Planning Commission

REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, July 7 on WDIY radio 88.1 FM, showed how environmental issues and economy are connected. The show featured LVPC Director of Environmental Planning Susan Myerov and Ray Minarovic, who chairs the Greater Lehigh Valley Chamber of Commerce Energy and Environment Committee. Susan and Ray showed why initiatives such as the Greater Lehigh Valley Climate Actions Plan that Susan is directing is good business. The show is available at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newsly. The next Plan Lehigh Valley Radio Show will air August 4, at 6:30 pm.

The current **Business Cycle Column** published on Sunday, July 6, giving a detailed look at some of the recommendations that came from the most recent Lehigh Valley Housing Supply and Attainability event to add housing at appropriate price points and in places that work for everyone. In the column, Becky spells out tools that can be used by municipalities, builders, planners, engineers and solicitors, banks and everyone in the community. The column can be found at www.lvpc.org/newsly and mcall.com. The next column in the Morning Call will be published Sunday, August 17.

Educational Opportunities

The following Lehigh Valley Government Academy (LVGA), Local Technical Assistance Program (LTAP) Classes will be held in person at the LVPC Office:

Geosynthetics

- **What:** Attendees will gain the knowledge and understanding of the common types of geosynthetic materials used in road maintenance operations, as well as their applications and functions. Instructors will review the cost benefits in using geosynthetics in the preventive maintenance of roadway structures. Such uses of geosynthetics as subsurface drainage, subgrade stabilization, soil reinforcement, erosion and sedimentation control, and paving fabric will also be discussed.
- **Who:** Individuals who are involved in the planning and execution of maintenance work on asphalt pavements, including: elected officials, public works directors, roadmasters, crew foremen, and select crew members.
- **When:** Tuesday, July 29, 8 AM to noon

Road Surface Management

- **What:** This course provides the basics for developing a road surface management program to help local governments manage their pavements. It provides an understanding of the concept and importance of road surface inventories and condition surveys. The basic components of flexible and rigid pavements are reviewed as well as pavement condition evaluations and how to recognize common pavement distress.
- **Who:** Individuals who perform roadway inventory and condition surveys as well those responsible for planning and programming functions, such as public works directors, street supervisors, roadmasters, and crew foremen, will find this course beneficial.
- **When:** Tuesday, August 19, 8 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) Transportation Alternative Set-Aside

The federal Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects. Draft Applications are required and are due September 5, 2025 at 4:00 PM. More information is available at <https://www.pa.gov/agencies/penndot/research-planning-and-innovation/transportation-alternatives-set-aside-program.html>



Pennsylvania
Department of Transportation

Becky A. Bradley, AICP
Executive Director
Lehigh Valley Planning Commission
615 Waterfront Drive, Suite 201
Allentown, PA 18102

RE: Lehigh County, Lower Milford Township
State Route 2029 Section 04B Bridge Replacement
Notice of Public Plans Display

To whom it may concern:

The Pennsylvania Department of Transportation is conducting preliminary engineering for the bridge replacement of SR 2029 (Limeport Pike) over Hosensack Creek in Lower Milford Township. The purpose of this letter is to invite you to participate in a plans display that will be posted on the PennDOT website between July 22nd and August 19th, 2025 at the following web address:

<https://www.pa.gov/agencies/pennidot/projects-near-you/district-5-projects.html#f-copapwpcounty=Lehigh%20County>.

The purpose of the Public Plans Display will be to obtain public input and fulfill the National Environmental Policy Act (NEPA) requirements. If you should have any questions or concerns regarding the above-mentioned plans display, please contact the Consultant Project Manager, Megan Fallon at 610-783-3757 or email at c-mfallon@pa.gov

We thank you in advance for your time and consideration in this matter. We appreciate your cooperation and assistance in our task of planning and designing better transportation facilities for the citizens of Pennsylvania.

Sincerely,

A handwritten signature in blue ink that reads "Scott Vottero".

Scott Vottero, P.E.
Assistant District Executive- Design
Engineering District 5-0