



Transportation Project Selection Methodology & Criteria

**Prepared by the Lehigh Valley Transportation Study
Technical Committee**

Adopted by the Lehigh Valley Transportation Study on _____

2026 TRANSPORTATION PROJECT SELECTION METHODOLOGY

FutureLV: The Regional Plan, or *FutureLV*, is the bi-county comprehensive regional plan for Lehigh and Northampton Counties. It includes the federally required Metropolitan Transportation Plan (MTP), which is developed by the Lehigh Valley Transportation Study (LVTS) in partnership with the Lehigh Valley Planning Commission. *FutureLV* is organized around five overarching goals, each supported by a set of policies and actions that guide transportation, land use, housing, economic development, environmental protection, preservation, and agriculture in the Lehigh Valley. These include:

1. ***Efficient and Coordinated Development Pattern:*** Focuses on directing growth to appropriate locations, encouraging redevelopment and infill, coordinating land use decisions, and making efficient use of existing infrastructure and public services. The plan generally favors revitalization and reuse of developed areas over greenfield development.
2. ***Connected Mixed-Transportation Region:*** Promotes a transportation system that connects people and goods through multiple travel options, including roads, bridges, transit, bicycle facilities, pedestrian networks, freight infrastructure, and airports. It emphasizes safety, accessibility, system maintenance, mobility, and resilience.
3. ***Protected and Vibrant Environment:*** Focuses on conserving natural resources, protecting water quality, preserving farmland and open space, reducing environmental impacts, enhancing resilience to hazards, and maintaining environmental health while accommodating growth.
4. ***Competitive, Creative, and Sustainable Region:*** Supports economic development, workforce opportunities, innovation, infrastructure investment, and sustainable growth. Policies seek to strengthen the regional economy while ensuring that development is supported by adequate infrastructure and public services.
5. ***Safe, Healthy, Inclusive, and Livable Communities:*** Promotes public health, housing choice, equity, access to jobs and services, community facilities, recreation, and quality of life. The goal is to ensure that residents of all ages, incomes, and abilities can access daily needs and opportunities.

Additional information regarding the specific goals, policies, and actions used to assess project alignment is available in the 2023 *FutureLV: The Regional Plan* document published on LVPC's website.

To support the *FutureLV* update, this document outlines the draft project selection methodology that LVTS will use to evaluate and prioritize transportation projects for inclusion in both the Transportation Improvement Program (TIP) and the MTP components of the plan. The process begins by reviewing our previous project selection

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process. Then it discusses the current financial guidance provided by Pennsylvania Department of Transportation (PennDOT) in partnership with the Federal Highway Administration (FHWA) regarding the allocation of funds. Finally, the document proposes practical refinement to our previous method, with the goal of steadily improving how we select and prioritize projects for the region.

In short, each project is weighed against a lengthy list of applicable criteria. If it satisfies the criteria, it gets one point, and zero if it does not. For example, a bridge may receive a point for being on a LANTA bus route, and zero if it is not. Or it may get a point for improving safety, but zero if it does not.

Project Selection During the Previous *FutureLV* update

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based and multimodal, and to address challenges facing the U.S. transportation system, including safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The Fixing America's Surface Transportation (FAST) act builds on the changes made by MAP-21, which forms the basis for the Infrastructure Investment and Jobs Act (IIJA). IIJA is the federal funding structure that needs to be followed to develop a new version of *FutureLV*.

Federal-aid highway program, during the last updates, primarily focused on the following national goals:

1. **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair.
3. **System Reliability** – Improve the efficiency of the surface transportation system.
4. **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System.
5. **Freight Movement and Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.
6. **Environmental Sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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To support these goals of the FAST act, the previous iteration of the project selection process, developed during the 2019 update of *FutureLV* and amended in 2023, divided projects into nine buckets:

- Bridges
- Road Reconstruction, Modernization & Automation
- Roadway Expansion
- Multimodal
- Planning & Research
- Safe Routes to School
- Rail
- Transit

A questionnaire-based evaluation framework was developed for municipalities to provide information on proposed projects. Each question corresponded to a specific project criterion and was answered using a binary (Yes/No) response. Then, the LVTS Technical and Coordinating Committees assigned weights to each criterion within each funding category based on regional planning priorities, with the total criterion weights summing to 100 points. A project's final score was calculated by summing the weights of all criteria for which the project received a "Yes" response, resulting in a maximum possible score of 100 points. This approach was adopted because each category of transportation project serves different functions and therefore requires different evaluation measures. For example, the safety performance of a bridge project is best assessed based on structural condition and integrity, whereas the safety benefits of a multimodal project are more appropriately evaluated using factors such as vulnerable road user crash history and improvements to pedestrian and bicycle safety.

However, in 2021, the Infrastructure Investment and Jobs Act (IIJA) directed funding toward new investments and programs that were not included in previous legislation. As current transportation funding is now structured around the IIJA, Metropolitan Planning Organizations (MPOs), including the LVTS, must consider new funding categories beyond those established under the FAST Act. Consequently, the project selection process must be adapted to align with IIJA requirements.

In addition, the weighted scoring methodology used previously was effective in prioritizing projects within individual funding categories by emphasizing the primary objectives of each funding program. However, because this version of the *FutureLV* evaluates projects across multiple funding categories with different eligibility requirements and performance objectives, a weighted scoring approach could disproportionately favor certain types of projects over others. Additional information on the new funding categories introduced under the IIJA is provided in the next section, Financial Guidance. To provide a more consistent evaluation across all funding categories, this version of *FutureLV* uses a binary

(Yes/No) scoring methodology, in which projects receive credit only for meeting applicable criteria.

Financial Guidance and Fund Distribution Methodology

Financial guidance, developed by Pennsylvania Department of Transportation in consultation with federal, regional, and local agencies, provides information on the Twelve-Year Program (TYP) funding allocations across various funding categories, broken down by Transportation Improvement Plan (TIP) cycles, as well as by a year-to-year breakdown.

The distribution of federal funds at the state level is determined through formulas and policy decisions established during meetings of the Financial Guidance Work Group. Financial guidance assumes the practice of programming funds at the authorized level rather than at a lower obligation level. Therefore, although federal and state governments use formula funding to allocate resources at the federal and state levels, project specifications vary at the regional level. As a result, a detailed project selection process must be developed to apportion funds and allocate them to individual projects.

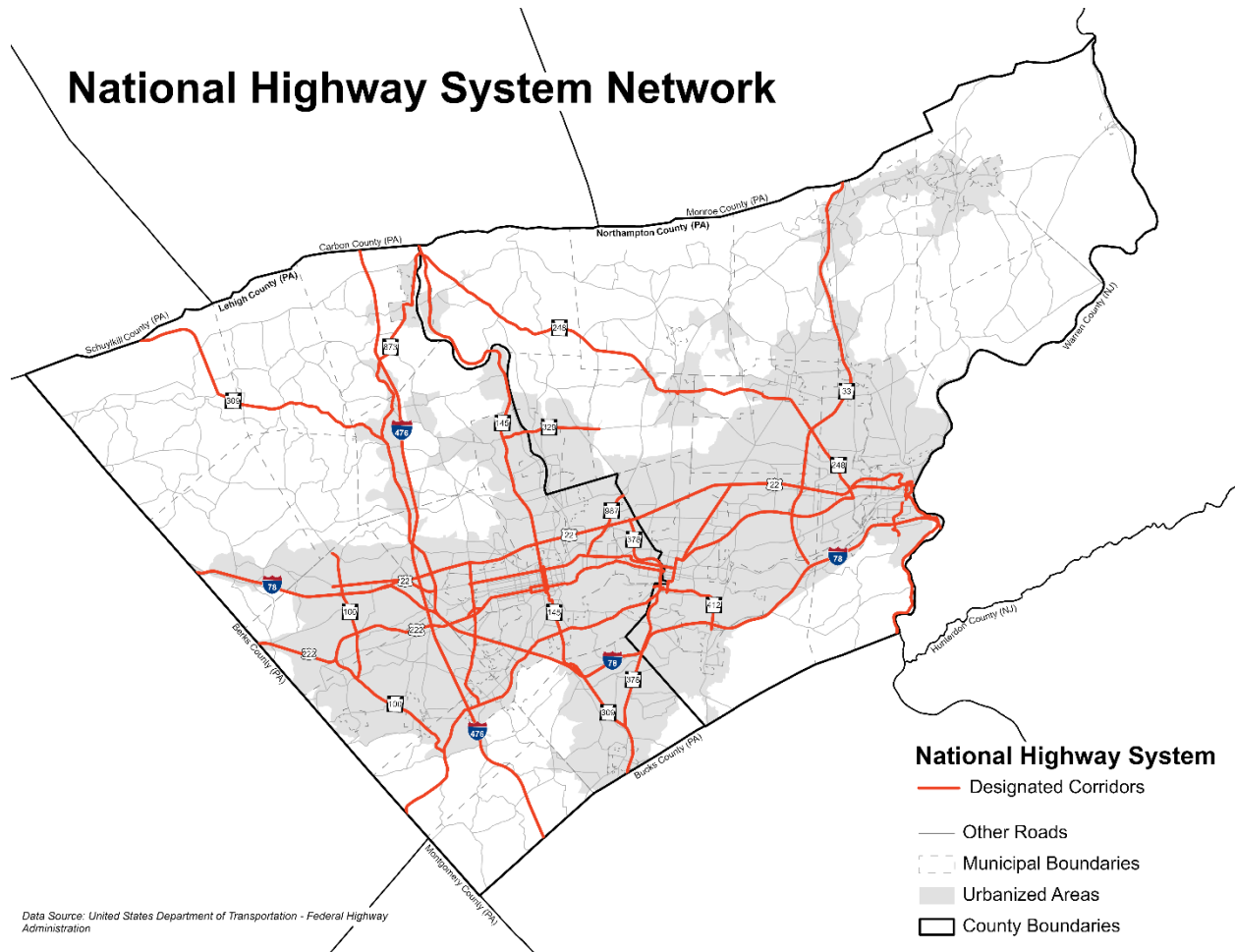
It is important to be familiar with the eligibility requirements and intended purposes associated with the various federal funding programs, as each funding category is designed to address specific transportation needs. For instance, the Surface Transportation Block Grant Program (STP) is among the most flexible funding categories and may be used for a broad range of roadway and multimodal projects on facilities classified above minor collectors. The Surface Transportation Program – Urban (STP-U) represents the urbanized-area allocation of STP funds and is directed toward projects within urban areas.

In addition to capital improvement projects, STP funds may also be used to support transportation planning and related activities. Pursuant to 23 U.S.C. § 133, eligible uses of STP funding include surface transportation planning programs, highway and transit research and development, technology transfer activities, and workforce development, training, and education programs authorized under Chapter 5 of Title 23. Accordingly, transportation studies and planning initiatives are eligible for STP funding when they are consistent with federal program requirements.

Similarly, the Carbon Reduction Program (CRP) and Carbon Reduction Program – Urban (CRP-U) support projects intended to reduce transportation-related carbon emissions, including bicycle and pedestrian infrastructure, traffic signal optimization, transit-supportive improvements, and electric vehicle infrastructure, with CRP-U specifically focused on urbanized areas. The urbanized area refers to the agreed urbanized boundary (shown in the map below), developed in consultation with PennDOT and FHWA, that not

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only includes the three cities, but many other boroughs and townships that are densely developed.



Note: This project selection process is working from the current guidelines outlined in the IIJA and the PennDOT Regional Long-Range Transportation Plan Guidance. The IIJA is due to be reauthorized this October. It is possible that the reauthorization may discontinue some of the funding buckets. It may also add new buckets. LVTS may need to adjust this project selection process to meet these new guidelines.

The National Highway Performance Program (NHPP) is more restrictive, as funds may only be used on projects located on the National Highway System (NHS). These projects typically focus on preserving and improving major highway corridors and freight routes. Bridge-related funding is divided between the Bridge Investment Program (BIP), which supports rehabilitation and replacement of state-owned bridges, and Off-System Bridges (BOF), which funds locally owned bridges not located on the federal-aid highway system.

BIP funding can only be allocated to bridges that have a functional classification of at least an “other principal arterial”, that are on the National Bridge Inventory (NBI), which is

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an extensive repository of information on the composition, location and condition of all bridges in excess of 20 feet located on public roadways, collected by states and bridge owning agencies as part of the BIP program (Report No. FHWA-PD-96-001, Federal Highway Administration).

The following table shows the differences among various functional classifications as described by the Federal Highway Administration (FHWA, 2023).

Functional Class	Lane Width (ft)	Inside Shoulder Width (ft)	Outside Shoulder Width (ft)	AADT (Rural)	AADT (Urban)	Roadway Divide and Access Control
Interstate	12	4 - 12	10 - 12	12 - 34	35 - 129	Full
Other Freeways & Expressway	11 - 12	0 - 6	8 - 12	4 - 18.5	13 - 55	Full or Partial
Other Principal Arterial	11 - 12	0	8 - 12	2 - 8.5	7 - 27	Full or Partial
Minor Arterial	10 - 12	0	4 - 8	1.5 - 6	3 - 14	None
Major Collector	10 - 12	0	1 - 6	0.3 - 2.6	1.1 - 6.3	None
Minor Collector	10 - 11	0	1 - 4	0.15 - 1.11	1.1 - 6.3	None
Local	8 - 10	0	0 - 2	0.015 - 0.4	0.08 - 0.7	None

***AADT refers to Annual Average Daily Traffic, and AADT numbers are shown in thousands*

The Highway Safety Improvement Program (HSIP) is dedicated exclusively to projects that reduce roadway fatalities and serious injuries through data-driven safety improvements such as intersection upgrades, roadway departure countermeasures, and pedestrian safety enhancements. Transportation Alternatives Set-Aside (TASA) funds are generally reserved for bicycle, pedestrian, and community-oriented transportation improvements, while Congestion Mitigation and Air Quality (CMAQ) funds are intended for projects that reduce congestion and improve regional air quality, particularly through reductions in ozone precursors and fine particulate matter (PM_{2.5}) emissions.

Methodology for estimating the value of *FutureLV*

It is important to note that the overall Transportation Improvement Program (TIP) funding levels remain relatively consistent across different funding periods, and that the distribution of funds across major funding categories generally remains stable throughout the 12-year planning horizon.

To project long-range funding allocations by bucket and sub-bucket for the Metropolitan Transportation Plan update through 2050, a straight-line average growth method was applied using the finalized 2035–2038 funding cycle as the steady-state baseline. For the observed years covering the 2027–2030, 2031–2034, and 2035–2038 cycles, funding levels reflect programmed allocations derived directly from Financial Guidance.

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Beginning in fiscal year 2039, out-year funding levels were projected using a flat growth rate based on 2038 values to each preceding year's estimated value to come up with the projected value for the next year. Because the planning framework organizes financial data into four-year program cycles, these projected annual values were then aggregated into standard four-year blocks. Finally, all figures were rounded to the nearest whole dollar. To maintain absolute mathematical accuracy, any fractional dollar differences caused by this rounding were balanced within the sub-categories to ensure all rows and columns sum exactly to the locked cycle totals presented in the Appendix.

The guidance further indicates that financial allocations are reasonably balanced across funding categories. As such, these allocations can serve as a practical framework for guiding the project selection process. One notable observation from the guidance is that the reserve funding available for urbanized areas across the funding categories is nearly two to three times greater than the funding allocated to programs available for the entire region. This is evident when comparing the STP with the STP-U, as well as the CRP with the CRP-U.

It is important to keep in mind that 581 (NHPP /STP) – or the Highway Capacity Funding, and 185 / 183 – or the Bridge Funding buckets, are a requirement of Pennsylvania Act 89 of 2013 that requires 15% of the available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation. Likewise, twenty percent of the STP and the NHPP funding are also held in reserve. The Secretary of Transportation, in consultation with the State Transportation Commission (STC), distributes the funding to offset the impact of high-cost projects or programs ("spikes") which are beyond a region's allocation, or for other statewide priorities. The Secretary will evaluate statewide priorities and will determine the distribution of the balance of "spike" funding prior to the MPOs submission of draft programs and the air quality conformity analysis period.

The guidance also demonstrates the funding structure for off-system bridge infrastructure, as reflected in the relationship between the Bridge Investment Program (BIP) and the Off-System Bridges (BOF) funding categories. Specifically, BIP resources are allocated across a large backlog of high-cost, state-owned bridge projects, while federal mandates under the IIJA provide a dedicated allocation to BOF. Because local off-system bridges generally have lower average project costs, the BOF pool supports a larger share of locally identified needs compared to the BIP pipeline. For context, the region currently has 455 on-system bridges, with 66 bridges that are in poor condition or have no assigned condition rating. In contrast, the region has 277 off-system bridges, of which 105 are in poor condition or have no assigned condition rating. Consequently, while the off-system network has a higher percentage of structures in poor condition (roughly 38% compared to 15% on-system), the lower cost and complexity of these local projects allow the BOF

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funding structure to address a larger share of the backlog of off-system bridges. Similarly, a dedicated funding category is reserved for projects implemented through the Highway Safety Improvement Program (HSIP).

The following table outlines the fund types, their match requirements, and key rules.

Fund Type	Match Requirements	Key Rules
BOF	80% Federal, 20% State	100% based on bridge deck area - covers local bridges over 20 feet
BIP	80% Federal, 20% State	40% non-NHS bridge deck area >20 feet and 60% NHS/Interstate Bridges over 20 feet, weighted by deck area and AMF
HSIP	90% Federal, 10% State	\$50 million reserved statewide for safety
NHPP	80% Federal, 20% State	\$150 million set-aside for interstate management in 2021, +\$50M annually until \$1B
STP	80% Federal, 20% State	20% held in statewide reserve (spikes/high-cost projects)
STP-U	80% Federal, 20% State	Formula allocation based on 2020 census population
TASA	80% Federal, 20% State	IIJA requires 59% suballocated by population, 41% statewide
CMAQ	80% Federal, 20% State	\$25 million/year flexed to transit (mostly CMAQ funds)
CRP	80% Federal, 20% State	\$10 million reserved statewide for TSMO initiatives
CRP-U	80% Federal, 20% State	Specifically reserved for larger urbanized areas

Further, some funding buckets including the NHPP, STP, and BIP can be allocated to a broader range of projects. For example, roughly 40% of the NHPP and STP funds can be used for bridges, while the remaining 60% of these funds can be used for highways. Similarly, roughly 60% of the BIP funds can be used for NHS Bridges while the remaining 40% can be used for non-NHS bridges. This allocation further expands the scope of the funding buckets that might be used for this project cycle. For each funding bucket, relevant FHWA guidance documents were reviewed using the links below to develop the following table and identify applicable scoring criteria.

- *Off system Bridges (BOF):* <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#g>
- *Bridge Investment Program (BIP):* <https://www.fhwa.dot.gov/bridge/bip/>

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- *Carbon Reduction Program (CRP)*: <https://highways.dot.gov/iija/fact-sheets/carbon-reduction-program-crp>
- *Highway Safety Improvement Program (HSIP)*: <https://highways.dot.gov/safety/hsip>
- *National Highway Performance Program (NHPP)*: <https://www.fhwa.dot.gov/specialfunding/nhpp/>
- *Surface Transportation Block Grant Program (STP)*: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#g>
- *Congestion Mitigation and Air Quality Improvement Program (CMAQ)*: <https://highways.dot.gov/iija/fact-sheets/congestion-mitigation-and-air-quality-cmaq-improvement-program>
- *Transportation Alternatives Set-Aside Program (TASA)*: <https://www.pa.gov/content/dam/copapwp-pagov/en/penndot/documents/research-innovation/planning/documents/cpdm/tasa/tasa%20statewide%20program%20guidance.pdf>
- *Surface Transportation Block Grant Program Program Set-Aside (former Transportation Alternatives Program)*: <https://highways.dot.gov/iija/fact-sheets/surface-transportation-block-grant-STP>

Integration of Performance Measures into the Project Selection Criteria for Each Bucket

FHWA and the FTA require states and MPOs to implement a Performance-Based Planning and Programming (PBPP) framework that links transportation investments to measurable outcomes. Under this framework, PennDOT establishes statewide performance targets, while MPOs monitor regional performance and ensure that the TIP and *FutureLV* are developed in a manner that supports these targets. *FutureLV* incorporates three federally required performance measure categories that evaluate transportation system safety, infrastructure condition, and system performance. These measures guide investment decisions by promoting safer travel, preserving transportation assets, improving system reliability and efficiency, and advancing state and federal transportation goals.

Performance Measure 1 (PM1) – Safety: Safety performance measures have been established and are updated annually to monitor transportation safety outcomes. These measures are based on crashes resulting in fatalities and serious injuries and provide a framework for LVTS and PennDOT to assess safety performance, identify areas of concern, and prioritize investments aimed at reducing fatal and serious injury crashes. These measures are:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled

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

Performance Measure 2 (PM2) – Pavement/Bridge: The Pavement and Bridge Performance Measures (PM2) evaluate the condition of infrastructure on the NHS. These measures track the percentage of NHS pavements and bridges classified as being either in Good or Poor condition, providing an objective assessment of the system's overall state of repair. The resulting performance targets support PennDOT's asset management strategy by promoting timely maintenance and preservation investments, minimizing life-cycle costs, and ensuring that the transportation system continues to meet state and national performance objectives.

Performance Measure 3 (PM3) – System Performance: The System Performance Measures (PM3) consist of six federally required measures that evaluate the performance and reliability of the NHS, freight movement on the Interstate System, and the effectiveness of the CMAQ Program. LVTS and PennDOT incorporate these measures into the development and management of the TIP and *FutureLV* to support progress toward achieving statewide performance targets. The PM3 measures include:

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

The purpose of the Performance Measures framework is to use data-driven analysis to guide transportation investment decisions and improve the overall performance of the transportation system. In this *FutureLV*, performance-based planning is implemented by aligning project selection with the goals, priorities, and identified investment locations established in LVTS's adopted plans. In addition, the project selection process incorporates objective evaluation criteria and funding eligibility requirements consistent with FHWA guidance, ensuring that proposed investments support federal performance objectives and contribute to achieving regional and statewide transportation goals.

Project Selection Methodology

This section describes the project selection methodology. It begins by introducing two key concepts: carryover and existing *FutureLV* projects and projects of regional significance. The purpose of introducing these concepts is to highlight how they influence the project selection process. The section then presents the conceptual framework for project

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selection before concluding with the implementation guidelines used to evaluate and prioritize projects.

Carry Over and Existing FutureLV Projects

Carryover projects, defined as projects that are already included in the TIP or have previously received federal, state, or discretionary funding allocations, must remain in the TIP, TYP, as well as *FutureLV*. Accordingly, previously committed funding should first be allocated to these carryover projects before any remaining funds are considered for new projects. In addition, all projects included in the previous *FutureLV*, as well as any proposed amendments to those projects, including project phasing and costs, should be carried forward into the updated *FutureLV* and funded accordingly. This ensures continuity of long-range planning and maintains consistency with prior commitments and adopted plan amendments. Only after existing funding commitments have been accounted for, should new projects be added to the *FutureLV* project list.

Following this step, municipalities will be asked to review existing *FutureLV* projects and indicate whether they should continue to be included in the current project selection cycle as active projects. Projects not reaffirmed by municipalities may be considered for removal from the project list, allowing for refinement of the program based on updated local priorities.

The project selection process described in the following sections applies exclusively to new candidate projects. It does not apply to existing projects already included in the *FutureLV* or TIP, projects with previously committed funding, or projects carried forward from the previous *FutureLV* cycle. However, previously identified projects that did not have an identified sponsor at the time of prior evaluation but now have a confirmed sponsor will be treated as new candidate projects and re-evaluated under the current project selection process to support regional priorities and appropriate funding programming decisions.

Projects of Regional Significance

40 CFR 93.101 defines a regionally significant project as “a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including, at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.” Furthermore, the Pennsylvania Conformity SIP designates the determination of whether a project is regionally significant as a subject of

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interagency consultation. It also allows the definition of a regionally significant project to be expanded through the interagency consultation process (PennDOT Project-Level Air Quality Handbook, Publication No. 321). Following this guidance, a project is considered regionally significant if it meets one or more of the following criteria:

- The project serves as the only transportation link connecting a significant population to major employment/business centers.
- The project is located on a major transportation corridor connecting the Lehigh Valley to other large metropolitan areas.
- The project serves as a transportation connection between multiple municipalities.

It is important to note that all proposed projects are screened for regional significance using the three criteria described above. These criteria identify projects with the potential to significantly shape regional travel patterns, improve cross-jurisdictional mobility, and enhance access to key destinations for large numbers of users. To support a consistent application of these concepts, the three criteria are incorporated directly into the *General Questions* section of the *Implementation* portion of this document, where they are applied as part of the overall project selection process.

Conceptual Framework for Project Selection

Given the distribution of funds across funding categories, and the different buckets of funds identified in the Financial Guidance, their intended purposes, and the methodology used during previous iterations of *FutureLV: The Regional Plan* for project selection, the proposed project selection framework is structured around two primary components: funding type and bucket-specific project eligibility.

Each funding type is associated with a defined “bucket,” and projects are assigned accordingly based on eligibility criteria established for that funding category.

When a project is submitted, it is first evaluated against the goals, policies, and actions identified in *FutureLV*. Projects that do not align with these identified goals do not advance further in the process.

Projects that pass the initial screening are then assigned to a funding bucket by evaluating them against the criteria outlined in the Financial Guidance section for eligibility within a specific funding category.

Once a project clears the second screening, it is evaluated using a set of criteria derived from FHWA guidance, which identifies key factors for weighting and prioritizing projects.

In addition to these federal criteria, LVTS specific criteria are incorporated to reflect regional priorities. LVTS assigns scores to all applicable criteria within each bucket to generate a comprehensive evaluation.

Following this broader scoring process, bucket-specific variables drawn from our available pool of collected datasets are applied, ensuring consistency with the broader scored categories while maintaining alignment with funding eligibility requirements. These variables are tailored to the intent of each funding category.

Implementation Guidelines

The following section outlines the implementation guidelines for project selection, organized into General Questions and funding bucket-specific questions. The General Questions are presented separately to avoid repeating the same evaluation questions within each funding bucket. These questions apply across all funding buckets and are considered alongside the applicable bucket-specific questions during project evaluation.

Within each funding bucket, the evaluation begins with a bucket eligibility question that serves as a go/no-go screening criterion. A project must satisfy this eligibility requirement to be considered for funding under that bucket. Projects that meet the eligibility requirement are then evaluated using both the applicable General Questions and the bucket-specific questions. Each question is scored independently, with a project receiving a score of 1 if it satisfies the criterion and 0 if it does not. The individual scores are then summed up to produce a cumulative score that provides a consistent and transparent measure of the project's overall significance and its alignment with the objectives of the funding bucket.

The cumulative score is intended to support project evaluation by identifying projects that address multiple funding priorities and demonstrate greater potential to advance the goals of the applicable funding program. Higher scores indicate projects with stronger alignment with the funding objectives and broader overall benefits.

General Questions & Common Criteria

- Does the project have a sponsor, or endorsement from a municipality, or any other form of government?
- What is the project timeline?
- What is the phase-wise cost estimate of the project?
- Does the project leverage additional funds from outside of buckets of funding?
- Does the project Implement *FutureLV: The Regional Plan* goals?
- Does the project align with Pennsylvania Municipalities Planning Code (MPC) required plan or other legally adopted planning documents in Pennsylvania (e.g., Municipal and/or Multi-municipal Comprehensive Plan, Official Map/Zoning Map, Traffic Impact Fee Ordinance, Municipal or County Capital Plan, etc.)?
- Does the project align with adopted state or federally recognized transportation plans and programs (Federal and State Strategic Highway Safety Plan, Transportation Safety Plan, Freight Plan, Congestion Management Plan, adopted

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Transportation Performance Measures; FTA-accepted Transit Agency Plans; Federal Aviation Administration-approved Airport Plans; USDOT-funded planning studies such as Local Technical Assistance Program)?

- Does the project align with other adopted planning documents (Federal state or local Transportation Plans, including Active Transportation Plans, Safety Plans, Congestion Management Plans, Trail Plans, Walk Audits, Bike Audits, Hazard Mitigation Plans, Parks, Recreation and Open Space Plans, Priority Climate Action Plans, Climate Action Plans) that support local and regional priorities?
- Is the project identified within the *Lehigh Valley Congestion Management Plan*?
- Is the project identified within the *Eastern Pennsylvania Freight Alliance: The Freight Infrastructure Plan*?
- Is the project identified within the *Walk Roll LV: The Active Transportation Plan* or has a location in the *Lehigh Valley Walk Audit Initiatives*?
- Is the project identified within the LANTA's adopted plans and LVPC's *Coordinated Public Transit – Human Services Transportation (HST) Plan*?
- Is the project identified within the *Lehigh Valley Hazard Mitigation Plan*?
- Is the project identified within the *Electric Vehicle Infrastructure Report*?
- Is the project identified within the *Greater Lehigh Valley Greenhouse Gas Inventory*?
- Is the project identified within the *Lehigh Valley Trail Connection Strategy*?
- Is the project located in areas with lower potential impact on environmental, historical, or cultural resources, or those that advance a goal, policy, or action in the MPO-adopted *Priority Climate Action Plan for Transportation Decarbonization*?
 - Is the location/project identified in an adopted multi-municipal or municipal comprehensive plan?
 - Is the project identified within the developed area identified in *FutureLV: The Regional Plan*?
 - Is the project identified within the preservation buffer identified in *FutureLV: The Regional Plan*?
 - Is the project located within a quarter mile buffer of a school, hospitals/urgent care centers, senior centers, parks, or a publicly owned community center, library, or publicly owned facilities?
 - Is this project the only link for a significant population/business?
 - Is the project on major routes connecting Lehigh Valley to other large metro areas?
 - Does the project serve to connect multiple municipalities, one county, both counties, other regions?

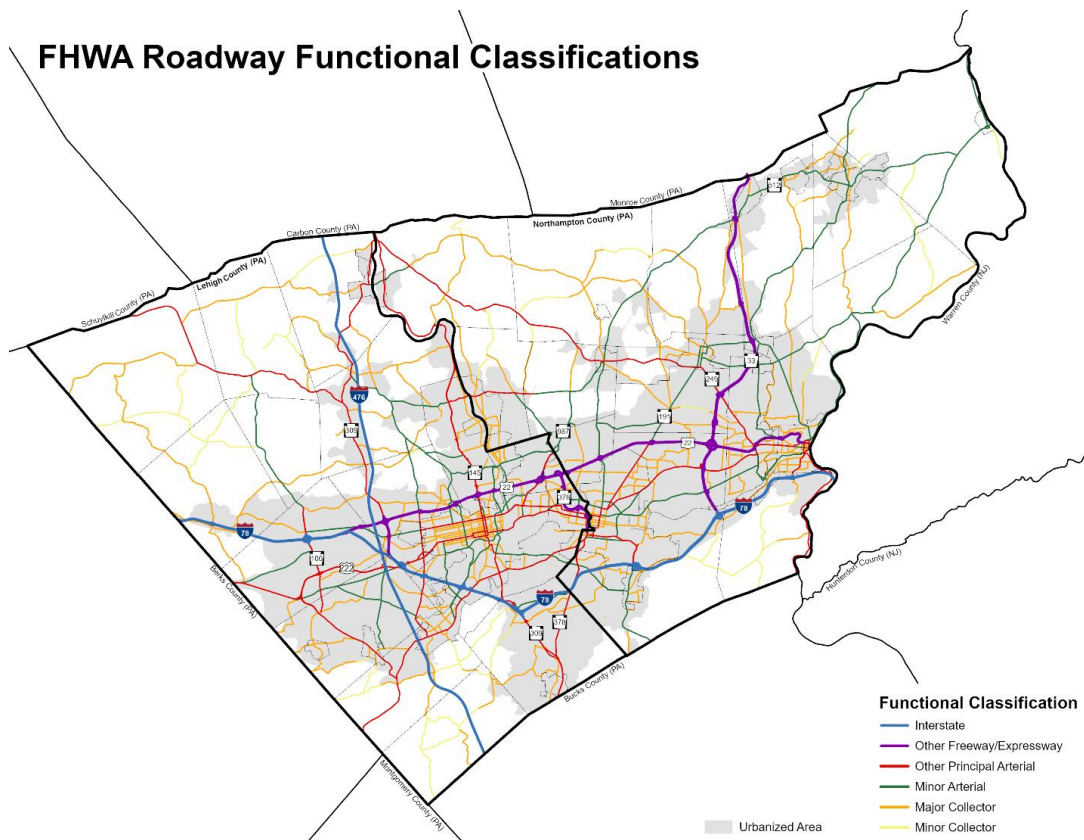
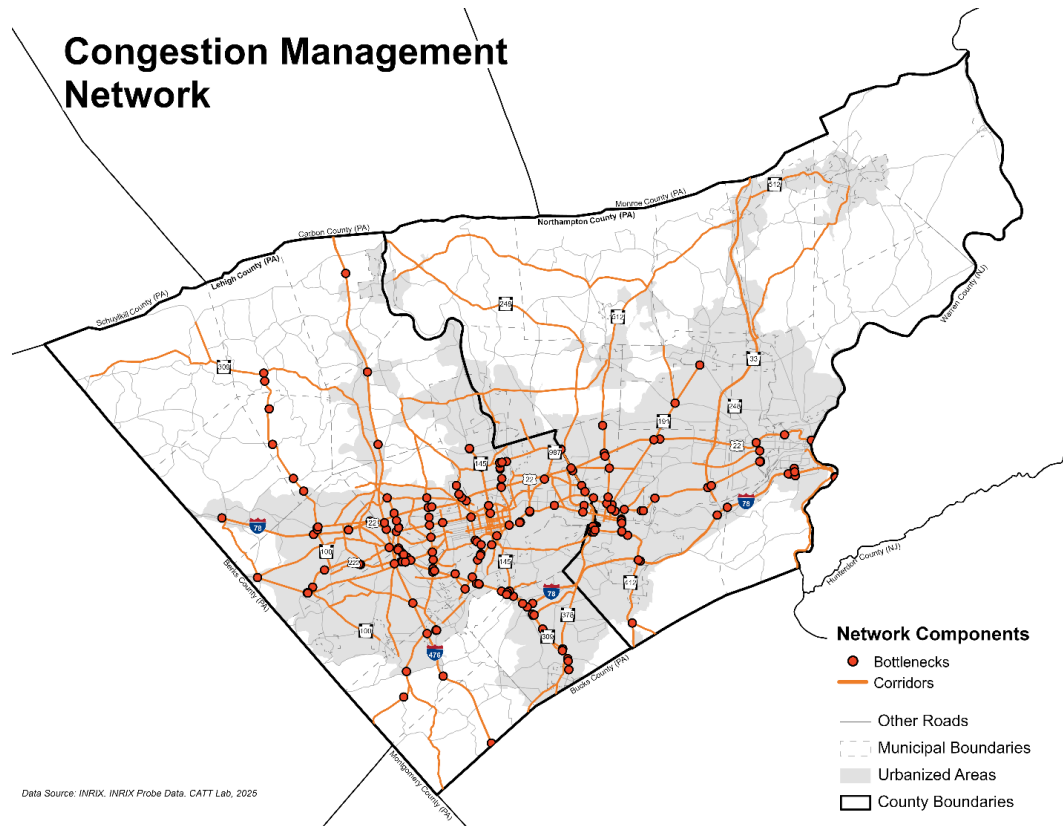
Bucket Specific Questions

Fund Type: Off System Bridges (BOF)

One of the primary eligibility requirements for a BOF project is that it be identified through the Bridge Asset Management System (BAMS). This system is a statewide database used to inventory, monitor, and assess the condition of bridges to support maintenance, preservation, and investment decision-making. To ensure consistency with this requirement, the project selection process incorporates BAMS-derived bridge condition rating information as a key evaluation criterion.

1. **Bucket Eligibility:** Proposed projects must be a locally or state-owned off-system bridge at least 20 feet in length.
2. **Bucket Funding Questions:** Eligible projects must be ranked using this criteria:
 - a. Does the project have a poor or a very poor bridge condition rating (less than 4 out of 10) as identified through the BAMS?
 - b. Does the project address a poor rating on any bridge component?
 - c. Upon completion, will the project bring the bridge to a state of good repair as classified by the FHWA?
 - d. Does the project maintain connectivity to character-defining areas and scenic drives as identified in *FutureLV*?
 - e. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
 - f. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?
 - g. Is the bridge on a LANTA bus route?
 - h. Is the bridge in a location on the adopted Congestion Management Network shown in the map on the next page?
 - i. Is the bridge on the major corridors network as identified in the Transportation Map of *FutureLV*?
 - j. Is the bridge on a minor collector or higher (see map on the next page)?
 - k. Is the bridge/highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan* and/or is included in the *Eastern Pennsylvania Freight Alliance Freight Infrastructure Plan*, *Lehigh Valley Traffic Safety Plan*, *Lehigh Valley Hazard Mitigation Plan* or other adopted state or municipal transportation plan?

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Fund Type: Bridge Formula Improvement Program (BIP)/On-System Bridges

One of the primary eligibility requirements for a BIP project is that it be identified through the Bridge Asset Management System (BAMS). This system is a statewide database used to inventory, monitor, and assess the condition of bridges to support maintenance, preservation, and investment decision-making. To ensure consistency with this requirement, the project selection process incorporates BAMS-derived bridge condition rating information as a key evaluation criterion.

- 1. Bucket Eligibility Questions:** Proposed projects must on a National Highway System (NHS) bridge, at least 20 feet in length.
- 2. Bucket Funding Questions:** Eligible projects must be ranked using the following criteria:
 - a. Does the project have a poor or a very poor bridge condition rating (less than 4 out of 10) as identified through the BAMS?
 - b. Does the project address a poor rating on any bridge component?
 - c. Upon completion, will the project bring the bridge to a state of good repair as classified by the FHWA?
 - d. Does the project maintain connectivity to character defining areas and scenic drives as identified in *FutureLV*?
 - e. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
 - f. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?
 - g. Is the bridge on a LANTA bus route?
 - h. Is the bridge in a location on the adopted Congestion Management Network (see map above)?
 - i. Is the bridge on the major corridors network as identified in the Transportation Map of *FutureLV*?
 - j. Is the bridge on a minor collector or higher (see map above)?
 - k. Is the bridge/highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan* and/or is included in the *Eastern Pennsylvania Freight Alliance Freight Infrastructure Plan*, *Lehigh Valley Traffic Safety Plan*, *Lehigh Valley Hazard Mitigation Plan* or other adopted state or municipal transportation plan?

Fund Type: Highway Safety Improvement Program (HSIP)

1. **Bucket Eligibility:** Proposed projects must be on a publicly owned road and address a need in the PennDOT's *Strategic Highway Safety Plan* priority.
2. **Bucket Funding Questions:** Eligible projects must be ranked using the following criteria:
 - a. Is the project located in a Head-On Crash Safety Focus Area as identified in the LVTs Adopted *Traffic Safety Plan*?
 - b. Is the project in a location identified through Pennsylvania's *Highway Safety Network Screening* tool?
 - c. Is the project located in a Pedestrian Crash Safety Focus Area as identified in the LVTs Adopted *Traffic Safety Plan*?
 - d. Is the project located at a high crash corridor / intersection as identified in the LVTs Adopted *Traffic Safety Plan*?
 - e. Is project located at a location with one or more reported Fatal or Suspected Serious Injury crashes where roadway infrastructure or operational characteristics are identified as contributing factors?
 - f. Is project located at a location with one or more reported Fatal or Suspected Serious Injury crashes involving pedestrians and/or cyclists, where roadway infrastructure or operational characteristics are identified as contributing crashes factors?
 - g. Does the project maintain connectivity to character-defining areas and scenic drives as identified in *FutureLV*?
 - h. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
 - i. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?
 - j. Is the project located in an area at or above the area median percentage of car free households?
 - k. Is the project located in an area above the area median percentage of population aged 65 and above or 17 and below?
 - l. Does the project support infrastructure improvements that address crashes where roadway infrastructure or operational characteristics are identified as contributing factors?
 - m. Does the project support infrastructure improvements that address crashes where roadway infrastructure or operational characteristics are identified as contributing factors?

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- n. Does the project support infrastructure improvements that address lane departure crashes where roadway infrastructure or operational characteristics are identified as contributing factors?
- o. Does the project incorporate one or more engineering or emerging technology strategies identified in LVPC's *Traffic Safety Plan*, or Pennsylvania's *Strategic Highway Safety Plan*?
- p. Does the project incorporate features that will reduce crashes at signalized and unsignalized intersections, where roadway infrastructure or operational characteristics are identified as contributing to crashes factors?

Fund Type: National Highway Performance Program

One of the primary eligibility requirements for a NHPP project is that it be identified through the Pavement Asset Management System (PAMS) or the BAMS. These systems are statewide databases used to inventory, monitor, and assess the condition of bridges and highways to support maintenance, preservation, and investment decision-making. To ensure consistency with this requirement, the project selection process incorporates BAMS- derived bridge condition information and PAMS-derived International Roughness Index (IRI) as a key evaluation criterion.

1. **Bucket Eligibility:** Proposed projects must be on the National Highway System (NHS) or with functional classification as minor arterials and higher located within a one-mile buffer of the NHS.
2. **Bucket Funding Questions:** Eligible projects must be ranked using the following criteria:
 - a. Does the project have a poor bridge/road condition rating (lower than 4 out of 10) or international roughness index (less than 55) as identified through the BAMS and PAMS?
 - b. Does the project address a poor rating on any bridge/pavement component?
 - c. Upon completion, will the project bring the bridge / road to a state of good repair as classified by the FHWA?
 - d. Does the project include elements that will reduce congestion without adding roadway capacity?
 - e. Does the project facilitate more efficient freight and commercial vehicle movement?
 - f. Does the project support multimodal transportation systems located on an NHS facility?
 - g. Does the project maintain connectivity to character defining areas and scenic drives as identified in *FutureLV*?

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- h. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
- i. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?
- j. Is the bridge/highway project on a LANTA bus route?
- k. Is the bridge/highway project in a location on the adopted Congestion Management Network (see map above)?
- l. Is the bridge/highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan* and/or is included in the *Eastern Pennsylvania Freight Alliance Freight Infrastructure Plan*, *Lehigh Valley Traffic Safety Plan*, *Lehigh Valley Hazard Mitigation Plan* or other adopted state or municipal transportation plan?
- m. Is the bridge/highway project on a minor collector or higher (see map above)?
- n. Will the project improve the bridge or roadway's heavy vehicle (bus or trucks) weight rating and/or dimensional limits post-construction?

Fund Type: Surface Transportation Block Grant Program (STP)

One of the primary eligibility requirements for a STP project is that it be identified through the Pavement Asset Management System (PAMS) or the BAMS. These systems are statewide databases used to inventory, monitor, and assess the condition of bridges and highways to support maintenance, preservation, and investment decision-making. To ensure consistency with this requirement, the project selection process incorporates BAMS- derived bridge condition information and PAMS-derived International Roughness Index (IRI) as a key evaluation criterion.

1. **Bucket Eligibility:** Proposed projects must be on a highway that has a functional classification of minor arterials or higher or with a functional class of at least a minor collector located within a one-mile buffer of the NHS route.
2. **Bucket Funding Questions:** Eligible projects must be ranked using the following criteria:
 - a. Does the project have a poor bridge/road condition rating (lower than 4 out of 10) or international roughness index (less than 55) as identified through the BAMS and PAMS?
 - b. Does the project address a poor rating on any bridge/pavement component?
 - c. Upon completion, will the project bring the bridge / road to a state of good repair as classified by the FHWA?

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- d. Does the project include elements that will reduce congestion without adding roadway capacity?
- e. Does the project maintain connectivity to character-defining areas and scenic drives as identified in *FutureLV*?
- f. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
- g. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?
- h. Is the bridge/highway project in a location on the adopted Congestion Management Network (see map above)?
- i. Is the bridge/highway project on a LANTA bus route?
- j. Is the bridge/highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan* and/or is included in the *Eastern Pennsylvania Freight Alliance Freight Infrastructure Plan*, *Lehigh Valley Traffic Safety Plan*, *Lehigh Valley Hazard Mitigation Plan* or other adopted state or municipal transportation plan?
- k. Is the bridge/highway project on a minor collector or higher (see map above)?
- l. Will the project improve the bridge or roadway's heavy vehicle (i.e. bus, fire apparatus, trucks) weight rating and/or dimensional limits post-construction?

Fund Type: Surface Transportation Block Grant Program – Urban (STP-U)

One of the primary eligibility requirements for a STP-U project is that it be identified through the Pavement Asset Management System (PAMS) or the BAMS. These systems are statewide databases used to inventory, monitor, and assess the condition of bridges and highways to support maintenance, preservation, and investment decision-making. To ensure consistency with this requirement, the project selection process incorporates BAMS- derived bridge condition information and PAMS-derived International Roughness Index (IRI) as a key evaluation criterion.

1. **Bucket Eligibility:** Proposed projects must be on a highway that has a functional classification of minor arterials or higher or with a functional class of at least a minor collector located within a one-mile buffer of the NHS route, and must be located within an urbanized boundary
2. **Bucket Funding Questions:** Eligible projects must be ranked using the following criteria:

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- a. Does the project have a poor bridge/road condition rating (lower than 4 out of 10) or international roughness index (less than 55) as identified through the BAMS and PAMS?
- b. Does the project support multimodal transportation systems located on an NHS facility?
- c. Does the project address a poor rating on any bridge/pavement component?
- d. Upon completion, will the project bring the bridge / road to a state of good repair as classified by the FHWA?
- e. Does the project include elements that will reduce congestion without adding roadway capacity?
- f. Does the project facilitate more efficient freight and commercial vehicle movement?
- g. Is the bridge/highway project on a LANTA bus route?
- h. Is the project located in an area above the area median percentage of population aged 65 and above or 17 and below?
- i. Is the bridge/highway project in a location on the adopted Congestion Management Network?
- j. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
- k. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?
- l. Is the bridge/highway project on a minor collector or higher (see map above)?
- m. Is the bridge/highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan*?
- n. Is the bridge/highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan* and/or is included in the *Eastern Pennsylvania Freight Alliance Freight Infrastructure Plan*, *Lehigh Valley Traffic Safety Plan*, *Lehigh Valley Hazard Mitigation Plan* or other adopted state or municipal transportation plan?

Fund Type: Congestion Mitigation and Air Quality (CMAQ)

- 1. **Bucket Eligibility: Proposed** projects must be located within a census tract that is Ozone and PM 2.5 significant.
- 2. **Bucket Funding Questions:** Eligible projects must be ranked using the following criteria:

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- a. Will the project, after completion, result in a significant improvement in air quality?
- b. Is the highway project on a LANTA bus route?
- c. Is the highway project in a location on the adopted Congestion Management Network (see map above)?
- d. Is the highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan*?
- e. Is the project identified in the *Priority Climate Action Plan for Transportation Decarbonization*?
- f. Is the Project identified in the *Pathway to a Resilient Greater Lehigh Valley plan*?
- g. Does the project include elements that will reduce congestion without adding roadway capacity?
- h. Does the project facilitate more efficient freight and commercial vehicle movement?
- i. Is the project on or adjacent to multimodal transportation systems including intermodal facility connectors that provide connections/or are currently located on an NHS facility?
- j. Does the project support low or zero-emission technologies?
- k. Does the project involve construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation?
- l. Does the project reduce congestion or support advanced transportation and congestion management technologies?
- m. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
- n. Is the bridge/highway project on a minor collector or higher (see map above)?
- o. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?
- p. Is the bridge/highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan* and/or is included in the *Eastern Pennsylvania Freight Alliance Freight Infrastructure Plan*, *Lehigh Valley Traffic Safety Plan*, *Lehigh Valley Hazard Mitigation Plan* or other adopted state or municipal transportation plan?

Fund Type: Transportation Alternatives Set Aside

1. **Bucket Eligibility:** Proposed projects must be in a location identified through the *Lehigh Valley Trail Connection Strategy*, *WalkRollLV: The Active Transportation*

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Plan, or be located within a quarter-mile buffer of the multi-modal accessibility buffer or the commuter trail buffer in *FutureLV: The Regional Plan*

2. Bucket Funding Questions: Eligible projects must be ranked using the following criteria: -

- a. Is the project located in a Pedestrian or Cyclist Crash Safety Focus Area as identified in the LVTs Adopted *Traffic Safety Plan*?
- b. Is project located at a location with one or more reported Fatal and Suspected Serious Injury crashes involving pedestrians and/or cyclists?
- c. Does the project support or advance K–12 traffic safety education, including parent/caregiver tools?
- d. Is the project identified in the *Priority Climate Action Plan for Transportation Decarbonization*?
- e. Is the Project identified in the *Pathway to a Resilient Greater Lehigh Valley plan*?
- f. Is the project identified in the *Lehigh Valley Trail Connection Strategy*?
- g. Is the project identified in the *WalkRollLV: The Active Transportation Plan*?
- h. Does the project support infrastructure improvements that are likely to reduce crashes where roadway infrastructure or operational characteristics are identified as contributing factors?
- i. Does the project maintain connectivity to character defining areas and scenic drives as identified in *FutureLV*?
- j. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
- k. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?
- l. Is the bridge/highway project on a minor collector or higher (see map above)?
- m. Will the project improve pedestrian and bicycle facilities?
- n. Is the project on a LANTA bus route/stops?
- o. Is the project located in an area above the area median percentage of population aged 65 and above or 17 and below?
- p. Does the project incorporate one or more pedestrian- or cyclist-related engineering or emerging technology strategies identified in LVPC's *Traffic Safety Plan*, or Pennsylvania's *Strategic Highway Safety Plan*?

Fund Type: Carbon Reduction Program

- 1. Bucket Eligibility:** Proposed projects must be identified through the *Lehigh Valley Trail Connection Strategy*, *Priority Climate Action Plan for Transportation Decarbonization*, *Pathway to a Resilient Greater Lehigh Valley*, or must be within quarter-mile buffer of a multimodal facility, or within a quarter mile buffer of a commuter trail facility, and must be within Ozone and/or PM 2.5 significant census tracts (except in urban areas)
- 2. Bucket Funding Questions:** Eligible projects must be ranked using the following criteria:
 - a. Does the project involve construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation?
 - b. Does the project reduce congestion or support advanced transportation and congestion management technologies?
 - c. Does the project support low or zero-emission technologies?
 - d. Will the project, after completion, result in a significant improvement in air quality?
 - e. Is the bridge/highway project on a LANTA bus route?
 - f. Is the highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan*?
 - g. Is the project Identified in the *Priority Climate Action Plan for Transportation Decarbonization*?
 - h. Is the Project identified in the *Pathway to a Resilient Greater Lehigh Valley plan*?
 - i. Is the project identified in the *Lehigh Valley Trail Connection Strategy*?
 - j. Is the bridge/highway project on a minor collector or higher (see map above)?
 - k. Is the bridge/highway project in a location on the adopted Congestion Management Network (see map above)?
 - l. Does the project maintain connectivity to character defining areas and scenic drives as identified in *FutureLV*?
 - m. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
 - n. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?

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- o. Is the project located in an area above the area median percentage of population aged 65 and above or 17 and below?
- p. Does the project include elements that will reduce congestion without adding roadway capacity?
- q. Does the project facilitate more efficient and/or lower-impact freight and commercial vehicle movement?
- r. Is the project on or adjacent to multimodal transportation systems including intermodal facility connectors?

Fund Type: Carbon Reduction Program-Urban

- 1. Bucket Eligibility Questions:** Proposed projects must be identified through the *Lehigh Valley Trail Connection Strategy*, *Priority Climate Action Plan for Transportation Decarbonization*, *Pathway to a Resilient Greater Lehigh Valley*, or be within a quarter-mile buffer of a multimodal facility, or within a quarter-mile buffer of a commuter trail facility, and must be within Ozone and/or PM 2.5 significant census tracts (in urban areas)
- 2. Bucket Funding Questions:** Eligible projects must be ranked using the following criteria:
 - a. Does the project involve construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation?
 - b. Does the project reduce congestion or support advanced transportation and congestion management technologies?
 - c. Is the highway project on the major corridors network as identified in the Transportation Map of *FutureLV: The Regional Plan*?
 - d. Is the project identified in the *Priority Climate Action Plan for Transportation Decarbonization*?
 - e. Is the Project identified in the *Pathway to a Resilient Greater Lehigh Valley* plan?
 - f. Is the bridge/highway project on a minor collector or higher (see map above)?
 - g. Is the project identified in the *Lehigh Valley Trail Connection Strategy*?
 - h. Does the project support the operational needs of regional agricultural and/or industrial processing/distribution facilities, schools, major hospitals, major public works or major emergency management facilities?
 - i. Will the project support access to crossroad villages, historic centers, postwar centers, and emerging centers as defined in *FutureLV* or adopted municipal comprehensive or multi-municipal comprehensive plans?
 - j. Does the project support low or zero-emission technologies?

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- k. Will the project, after completion, result in a significant improvement in air quality?
- l. Is the bridge/highway project on a LANTA bus route?
- m. Is the project located in an area above the area median percentage of population aged 65 and above or 17 and below?
- n. Is the bridge/highway project in a location on the adopted Congestion Management Network (see map above)?
- o. Does the project include elements that will reduce congestion without adding roadway capacity?
- p. Does the project facilitate more efficient and/or lower-impact freight and commercial vehicle movement?
- q. Is the project on or adjacent to multimodal transportation systems including intermodal facility connectors?

Process and procedures to evaluate impacts of selected projects

Once the project selection process is finalized, LVTS staff will issue a formal open call for projects to all governments, including the Commonwealth of Pennsylvania, Lehigh County, Northampton County, local governments and legal divisions of government including: the Lehigh and Northampton Airport Authority, Lehigh and Northampton Transportation Authority and Lehigh Valley Planning Commission. During this phase, governments will be asked to:

- **Evaluate Existing Projects:** Review current projects to confirm they should remain on *FutureLV* as well as rank them by proposer's priority.
- **Submit New Projects:** Provide a formal list of any new projects to be considered for inclusion in the *FutureLV* and associated Transportation Improvement Programs.

Submissions received by the posted deadline will be compiled by LVPC staff and presented to the LVTS Technical Committee and public. The LVPC staff will review each project against the selection criteria written herein and adopted by the LVTS Coordinating Committee, as well as applicable state and federal requirements (i.e. air quality requirements). LVPC staff project review for conformity with criteria will be presented to the LVTS Technical Committee. The LVTS Technical Committee will prepare the final draft list of transportation projects for consideration for funding and maintain fiscal constraints in accordance with federal law. Any projects which meet funding criteria but are in excess of the limits of anticipated federal and/or state funding will be compiled into an unmet needs list, which will also be drafted by the LVTS Technical Committee, with LVPC staff support. Final draft fiscally constrained and unmet needs lists will be forwarded by the LVTS Technical Committee to the LVTS Coordinating Committee for

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consideration. After consideration by the LVTS Coordinating Committee, a regionally finalized fiscally-constrained project list and an unmet needs project list will be acted upon.

The regionally-adopted fiscally-constrained project list will be forwarded to the Pennsylvania Department of Transportation and US Department of Transportation, as well as conform with all intergovernmental coordination requirements. Any changes required by the Pennsylvania Department of Transportation and US Department of Transportation to the regionally-adopted fiscally-constrained project list will be presented to the LVTS Technical and Coordinating Committees for discussion and any necessary revisions will follow the process outlined for the development and adoption of the draft list as contained herein.