



## 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, September 17, 2025, at 8:00 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 July 16, 2025 (HM)
2. *ACTION ITEM:* Coordinating Committee approval of the Joint Technical and Coordinating Committee Meeting Minutes of July 16, 2025 (HM)

#### Old Business

1. *ACTION ITEM:* Lehigh and Northampton Transportation Authority (LANTA) Performance Measures (BC)
  - a. Transit Safety Performance Measures
  - b. Transit Asset Management Performance Measures
2. *INFORMATION/DISCUSSION AND ACTION ITEMS:* 2025-2027 Unified Planning Work Program Updates/Active Projects Report
  - a. *DISCUSSION/ACTION ITEM:* Roadway Functional Classification System Update (FU, SK, MG)
  - b. *INFORMATION:* Metropolitan Transportation Plan: Data Updates, including land use, congestion, safety
    - i. Regional Trail Gap Analysis Update (EG)
    - ii. Population and Employment Projections Update (SK)
    - iii. Congestion Management Process Update (SK)
    - iv. Rebuild and Calibration of the Regional Travel Demand, Incorporation of Performance Measures (SK)
  - c. *INFORMATION:* Lehigh County Industrial Land Use Guide (FU)
  - d. *INFORMATION:* US Route 22 Plan (BB)
  - e. *INFORMATION:* Lehigh Valley Government Academy: Calculating Traffic Impacts Workshops (BB)
3. *INFORMATION ITEM:* 2027-2030 Transportation Improvement Program (TIP) Timeline & Tasks (BB, FU)
  - a. LVTS Technical Committee TIP Workshop: Carryover Project, Selection Criteria Development
    - i. October 22<sup>nd</sup>, 2025 8:00am-10:00am, in the LVPC Conference Center
  - b. Joint LVPC Technical and Coordinating Committee TIP Workshop: Project Selection
    - i. November 5<sup>th</sup>, 2025 8:00am-10:00am, in the LVPC Conference Center
4. *INFORMATION ITEM:* 2025-2028 Transportation Improvement Program (TIP) Administrative Actions (JR)
5. *INFORMATION ITEM:* Transportation Alternatives Set-Aside (TASA) & Carbon Reduction Program (CRP) Press Events

6. *INFORMATION/DISCUSSION ITEM*: LANTA Transit Funding and the Pennsylvania Budget

#### **New Business**

1. *DISCUSSION/ACTION*: Reauthorization of the Infrastructure Investment and Jobs Act by US Congress
  - a. Special Guest, Leeann Sinpatanasakul, Policy Director, National Association of Regional Councils (BB)

#### **Status Reports**

1. PennDOT District 5-0 Transportation Alternative Set-Aside + Multimodal Transportation Fund Project Status Report
2. PennDOT District 5-0 Bridge Project Status Report
3. Public Engagement, Education and Grants Report

#### **Adjournment**

#### **Next LVTS Meetings & Workshops**

LVTS Joint Technical and Coordinating Committee Meeting  
October 15, 2025, at 9:00 am

LVTS Technical Committee TIP Workshop  
October 22, 2025 at 8:00 am at the LVPC Conference Center

LVTS Joint Technical and Coordinating Committee Workshop  
November 5, 2025 at 8:00 am at the LVPC Conference Center

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



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### Lehigh Valley Transportation Study Minutes from Wednesday, July 16, 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 June 4, 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
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office

##### LVTS Coordinating Committee

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

#### Members Absent:

##### Technical Committee

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

##### Coordinating Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Lamont McClure	Northampton County
Michael Emili (Alt.)	Northampton County
Owen O'Neill	LANTA

**Staff Present:** Becky Bradley, Evan Gardi, Hannah Milagio, Faria Urmey, Giovanna Rizkallah, Vicent “Enzo” Fantozzi

**Public Present:**

Scott Slingerland, Craig Beavers, Toni Mitman, Jeff Rai, Lee Rackus, Scott Vottero, Heather Heeter, Rich Ames, Brian Hare, Scott Harney, Lawrence Peterson, Brian Miller, Ralph Eberhardt, Kerry Cox

**Courtesy of the Floor**

Mr. Molchany asked if there were comments for items not on the morning’s agenda, and there were none.

**Minutes**

Mr. Cotter stated that the last Technical Committee monthly meeting was held on June 18, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the April 16<sup>th</sup>, 2025, Joint Technical and Coordinating Committee Meeting
- Minutes from the April 30<sup>th</sup>, 2025, Special Joint Technical and Coordinating Committee Meeting
- Minutes from the May 15<sup>th</sup>, 2025, Special Joint Technical and Coordinating Committee Meeting
- Minutes from the May 21<sup>st</sup>, 2025, Technical Committee Workshop Meeting
- Eastern PA Freight Alliance Memorandum of Understanding
- Electric Vehicle Infrastructure Planning List Adoption
- TIP Amendment #1: PA 33 Bushkill Creek Bridges
- Adjournment

Mr. Cotter asked for a motion to approve the June 18, 2025 minutes. Mr. Petrik made the motion, and the motion was 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 stated the last Coordinating Committee monthly meeting was held on June 18, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the April 16<sup>th</sup>, 2025, Joint Technical and Coordinating Committee Meeting
- Minutes from the April 30<sup>th</sup>, 2025, Special Joint Technical and Coordinating Committee Meeting
- Minutes from the May 15<sup>th</sup>, 2025, Special Joint Technical and Coordinating Committee Meeting
- Eastern PA Freight Alliance Memorandum of Understanding
- Electric Vehicle Infrastructure Planning List Adoption
- TIP Amendment #1: PA 33 Bushkill Creek Bridges
- TASA Awards
- Adjournment

Mr. Molchany asked for a motion to approve the June 18, 2025 minutes. Mr. Petrik 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.

Mr. Cotter stated that the Technical Committee met for a Workshop Meeting on June 25, 2025. Ms. Milagio noted the actions voted on:

- Carbon Reduction Program Selection Process and Project List
- Adjournment

Mr. Cotter asked for a motion to approve the June 25, 2025 minutes. Mr. Raio 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**

***INFORMATION/ACTION ITEMS: 2025 Work Program Updates***

**ACTION ITEM: Carbon Reduction Program Funds Project Selection Criteria and Allocations**

Ms. Urmey explained the purpose of the Carbon Reduction Program (CRP) and the eligible uses for funding. She outlined the LVTS Technical Committee's criteria and project selection process for the CRP, noting that the Technical Committee held a public workshop on June 25, 2025 to allocate CRP funding across the next four Federal Fiscal Years (FFY): 2025, 2026, 2027, 2028. Ms. Urmey reviewed the project selections made by the Technical Committee, which were included in the meeting packet:

- City of Bethlehem: Linden Street Conversion
  - \$1,800,000 in FFY 2025
- LANTA: Bus Rapid Transit (BRT) Route Infrastructure
  - \$366,000 in FFY 2025
  - \$319,000 in FFY 2026
  - \$300,000 in FFY 2027
  - \$219,000 in FFY 2028
- Hellertown Borough: Main Street and Polk Valley Road Improvements
  - \$600,000 in FFY 2026
- City of Allentown: Martin Luther King, Jr. Drive Improvements
  - \$300,000 in FFY 2026
- City of Allentown: LED Streetlight Conversion
  - \$500,000 in FFY 2026
  - \$219,000 in FFY 2027
- City of Easton: Traffic Calming and Pedestrian Accommodation Improvements
  - \$500,000 in FFY 2026
  - \$300,000 in FFY 2027
  - \$200,000 in FFY 2028
- City of Bethlehem: Broad Street Multimodal Project
  - \$1,400,000 in FFY 2027
- LVTS: Riverside Drive RASIE Grant Project
  - \$1,800,000 in FFY 2028

Mr. Molchany asked for a motion to approve the Carbon Reduction Program project list as forwarded by the Technical Committee. Mr. Hopkins made the motion to approve the Carbon Reduction Program project list, and the motion was seconded by Mr. Stoudt. There were no questions from LVTS members or the public. Ms. Bradley called for the vote, and the motion carried.

**INFORMATION ITEM: 2025-2027 Unified Planning Work Program Updates/Mid-Year Active Projects Report**

Ms. Bradley reviewed the second half of the 2025 Work Plan projects timing. The schedule listed below was reviewed and displayed during the meeting:

- July 2025
  - 2027-2030 Transportation Improvement Program (TIP) Update Scheduling
  - US 22 Plan Request-for-Proposals Issued
  - Trail Gap Analysis Start
  - Express Bus Service (EBS)/Bus Rapid Transit (BRT) Data Decision-Making Tool Complete
- August 2025
  - Eastern PA Freight Alliance Implementation Agreement Signed by All Partners
  - Lehigh County Freight Land Use Community Kick-Off
- September 2025
  - LVPC Strategic Plan
  - Metropolitan Transportation Plan (MTP) Update Scheduling Beyond 2025 Workplan
  - Project Selection Request-for-Proposals Issued
- October 2025
  - Population and Employment Projections
  - US 22 Proposal Award
  - Other Data Updates Presentation

- Estimated Functional Classification of Roadways Complete
- November 2025
  - Trail Gap Analysis Ends
  - E-Plan Submission System Testing
  - LVPC Website Rebuild Status Update
  - Estimated Project Selection Proposal Award
- December 2025
  - Annual List of Obligated Projects
  - Draft 2027-2030 TIP List
  - Lehigh County Freight Land Use Guide Complete

Mr. Molchany asked if there were any questions from LVTS members. Mr. Mosca thanked Ms. Bradley for her presentation. He noted that it is a great model for keeping the LVTS committees informed, and that other MPOs could use this as an example.

Mr. Molchany asked if there any questions from the public. Mr. Slingerland stated that safety is critical, and he asked if there would be public input opportunities for safety planning and the trail gap analysis. Ms. Bradley noted that new data sets for safety were just received by the staff, and that the announcements for the recently submitted Safe Streets for All grant are anticipated in October. Safety planning will move ahead next year, and the scope of that project will depend on whether or not a federal award is granted. She also noted that the trail gap analysis is currently in the data phase, and that the project team is looking to have data processed and ready for public engagement in early September.

Ms. Bradley also noted that a connection with the Federal Rail Administration (FRA) has been made, but the FRA has had a significant reduction in staff. There is currently one staff person at FRA who would work with the LVTS, and she should be available for the September meeting.

Mr. Molchany stated that the most important project on the workplan update list is the TIP because that is how transportation funding gets on the ground in the region. The TIP is always in motion, and there are a lot of projects that need money but not enough funding to support these needs. He expressed gratitude for the LVPC and the staff for their support in developing the TIP, and he asked if there was any update. Ms. Bradley noted that the staff had just received financial guidance. There is a transit shortfall, as the state does not yet have a budget, but partners are working together to address the issues. The LVTS is required to use the list of projects from the currently adopted version of *FutureLV: The Regional Plan*. Ms. Bradley expressed hope that the TASA and CRP project selection processes helped committee members and staff build up their skills and confidence on project selection. She stated that, during the last TIP update, the LVTS agreed that the focus would be on large, regional projects. There was not a lot of flexibility on the project list because once a project has used federal funding, it must be completed or payback all of the money spent. The TIP used to be in the \$300 million range, but the Infrastructure Investment and Jobs Act (IIJA) resulted in a significant increase. The IIJA is set to expire in October 2026, so transportation formula funds may change.

Mr. Molchany expressed gratitude to the Technical Committee for establishing protocols through the TASA and CRP project selection processes. He noted that the partnership between the MPO and PennDOT District 5 is helpful to develop the project list, and that the communication between the MPO and municipal partners is successful at stressing the importance of the MTP project submissions. He asked if there were any additional questions from the LVTS members or the public, and there were none.

#### **INFORMATION AND ACTION ITEM: 2025-2028 Transportation Improvement Program**

Ms. Ruth stated that TIP Amendment #1 was for four of the six TASA projects approved at the last LVTS Joint Technical and Coordinating Committee meeting: Coalition for Appropriate Transportation Youth Bike Education, South Bethlehem Greenway Trail Extension, Albert Street D+L Trail, Downtown Easton Intersection Improvements. The remaining two projects, Community Bike Works Youth Bike Education and Allentown Safe Routes to School, are already on the TIP and do not require an amendment. The funding source for the projects is the Transportation Alternatives (TAP) line item.

Mr. Cotter asked for a motion to recommend approval of TIP Amendment #1: Transportation Alternative Set-Aside to the Coordinating Committee. Mr. Yandem made a motion to recommend TIP Amendment #1: Transportation Alternative Set-Aside to the Coordinating Committee, seconded by Mr. Petrik. 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. Mosca made a motion to approve TIP Amendment #1, as forwarded by the Technical Committee, seconded by Mr. Kufro. 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 June 7 to July 4, there were two administrative actions:

- Administrative Action #1: Construction Assistance Line Item, Lehigh County
- Administrative Action #2: Hecktown Road Bridge over US Route 22, Northampton County

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

### **Status Reports**

Mr. Molchany said the status reports on PennDOT District 5 Highway Projects, the Public Engagement, Grants and Education memo, and information regarding the Limeport Pike Bridge Replacement Plans Display were included in the meeting packet. There were no questions or comments from the committees or public.

### **Adjournment**

Mr. Molchany stated that the next Joint Technical and Coordinating Committee Meeting would be held on August 20 at 9 AM. Mr. Kufro made a motion to adjourn, and the meeting was adjourned.

LANTA Bus Safety Performance Targets	2022	2023	2024	3 year Average	Previous Year Performance Measures	Performance Goals Decrease by 5%
Vehicle Revenue Miles	3,302,893	3,611,630	3,764,053	3,559,525	3,372,420	
Per 100,000 Miles	33	36	38	36	33	
1a: Major Events * S & S 40 Reporting Data	12	14	11	12	13	11.4
1b: Major Events Rate*				0.35	0.39	0.33
1.1: Collision Rate (new)*				0.24		8.5
1.1.1: Pedestrian Collision Rate (new)				0.03		0.95
1.1.2: Vehicular Collision Rate (new)*				0.07		1.9
2a: Fatalities	0	0	0	0	0	0
2b: Fatality Rate				0	0	0
2.1: Transit Worker Fatality Rate (new)						
3a: Injuries* S & S 40 Reporting Data and S & S 50 Reporting Data	14	9	15	13	15	12.4
3b: Injury Rate*				0.36	0.46	0.034
3.1: Transit Worker Injury Rate (new)				0.05		0.048
4a: Assaults on Transit Workers (new)*	No Data	No Data	2	0.06	0	0.057
4b: Rate of Assaults on Transit Workers (new)*	No Data	No Data		0.06	0	0.057
Major Failures	62	62	270	131	451	Increase System Reliability by 5%
5: System Reliability	53,272	58,252	13,941	27,172	9,601	28,531

\* Eight safety performance measures that the Safety Committee of applicable transit agencies will use to set targets for the safety risk reduction program

LANTA Van Safety Performance Targets	2022	2023	2024	3 year Average	Previous Year Performance Measures	Performance Goals Decrease by 5%
Vehicle Revenue Miles	1,377,252	1,811,814	1,941,288	17,101,118	1,619,350	
100,000 miles	14	18	19	17	16	
1a: Major Events * & S 40 Reporting Data	1	2	3	2	1.3	1.9
1b: Major Events Rate* per 100 thousand miles				0.06	0.05	0.057
1.1: Collision Rate (new)* per 100 thousand miles				0.12	0	0.11
1.1.1: Pedestrian Collision Rate (new) per 100 thousand miles				0	0	0
1.1.2: Vehicular Collision Rate (new)* per 100 thousand miles				0.05	0	0.047
2a: Fatalities	0	0	0	0	0	0
2b: Fatality Rate per 100 thousand miles				0	0	0
2.1: Transit Worker Fatality Rate (new) per 100 thousand miles				0	0	0
3a: Injuries* ** S & S 40 Reporting Data and S & S 50 Reporting Data	2	2	9	4.3	0.05	4.09
3b: Injury Rate* per 100 thousand miles				0.23		0.22
3.1: Transit Worker Injury Rate (new) per 100 thousand miles				0.18		0.17
4a: Assaults on Transit Workers (new)*	0	0	0	0		0
4b: Rate of Assaults on Transit Workers (new)* per 100 thousand miles				0		0
5: System Reliability # of Failures	15	15	12	14	13	Increase System Reliability by 5%
5: System Reliability	91,817	120,788	161,774	122,151	124,565	128,773

\* Eight safety performance measures that the Safety Committee of applicable transit agencies will use to set targets for the safety risk reduction program

Performance Measure	2025 Target (%)	2025 Performance (%)	2025 Difference	2026 Target (%)
<b>1. Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark</b>				
BU - Bus	28	11.88118812	-16.11881188	30
CU - Cutaway	59	47.22222222	-11.77777778	59
<b>2. Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark</b>				
Automobiles	46	100	54	43
Trucks and other Rubber Tire Vehicles	17	31.57894737	14.57894737	16
<b>3. Facility - Percent of facilities rated below 3 on the condition scale</b>				
Administrative / Maintenance Facilities	3	0	-3	4



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# **Lehigh Valley Update of the Roadway Functional Classification System**

**Researched, Analyzed, Documented and Recommendations Prepared by the Lehigh  
Valley Planning Commission in Consultation with the Pennsylvania Department of  
Transportation**

**September 10, 2025**

## Executive Summary

Functional road classification is the process by which roads are grouped into classes according to the character of service they are intended to provide. Roadway segments are analyzed for traffic volume, roadway design, community characteristics and other factors based on functional importance within the transportation network. For example, a road that carries more vehicles per day, like US Route 22 or State Route 378, will have a higher functional classification and generally be designed with less access points, wider shoulders, and higher speeds. Roadways with lower functional classifications will have less traffic and different design criteria, such as allowance for more driveways or curb cuts and slower speeds. Generally, every 10 years, Metropolitan Planning Organizations around the country review the classifications of each roadway that is part of the surface transportation network. The process and procedures to designate functional classification changes are set forth of the Code of Federal Regulations (23 CFR 470§105(b)).

The Lehigh Valley Planning Commission (LVPC), on behalf of the Lehigh Valley Transportation Study (LVTS), completed a comprehensive data collection, analysis and documentation of all state-owned and local roadways throughout the region. This work concludes the need to revise the functional classification system of 8,235 unique roadways. These recommendations are a direct result of the intense and increasing economic and population growth in the region, as well as the rising connectivity of the Lehigh Valley to the adjacent major metropolitan statistical areas in New Jersey, and New York and Philadelphia. The last update to the Lehigh Valley's roadway functional classification system was in 2015. The LVPC, in consultation with the Pennsylvania Department of Transportation (PennDOT), prepared the following reclassifications of roadways for consideration and adoption by the LVTS to support a series of critical planning and investment activities, including the update of the Metropolitan Transportation Plan (currently, *FutureLV: The Regional Plan*) and the Transportation Improvement Program, in addition, to supporting other transportation plans and programs such as the Lehigh and Northampton Transportation Authority's Enhanced Bus/Bus Rapid Transit implementation.

## Overview of Roadway Functional Classification

Functional classification is the process of grouping streets and highways into classes based on the type of service they provide. The system establishes a logical hierarchy, from local roads serving neighborhood access, to collectors linking local areas, to arterials and highways that carry regional traffic.

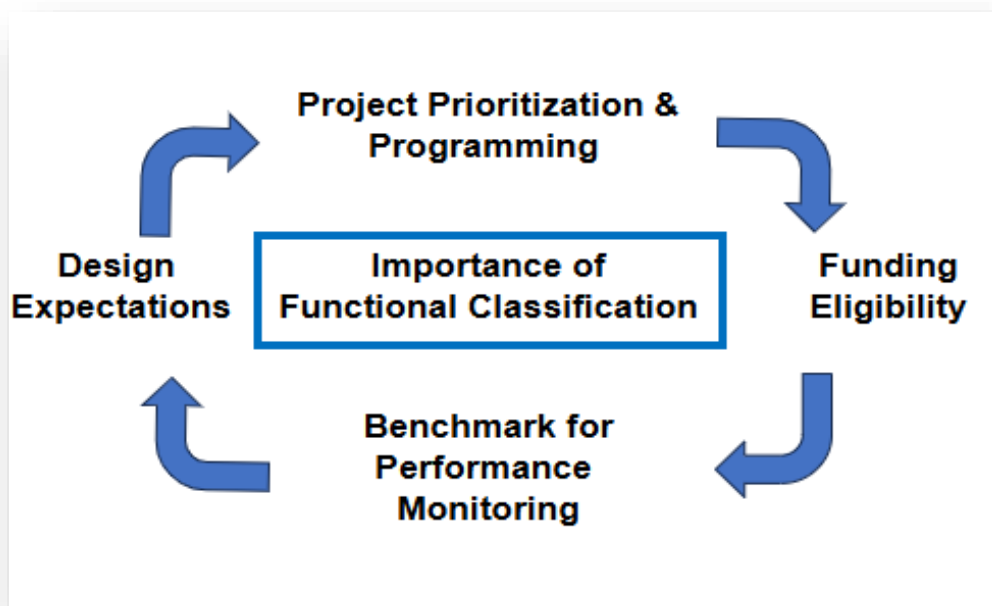
The primary purpose of this system is to ensure that major activity centers — such as population hubs, colleges and universities, employment districts, shopping areas, hospitals and industrial centers — are connected by a roadway network designed to move people and goods efficiently, safely and logically.

Roads serve two primary functions: providing mobility for through-traffic or offering access to local parcels. Mobility is typically achieved by arterial roads and the interstate system, allowing higher speeds and efficient traffic flow. In contrast, local roads provide access to adjacent land through lower-speed, lower-volume traffic. Between these two are collector roads, which combine mobility and access, linking local roads with arterial routes. The classification is based on whether a road emphasizes mobility, access, or a combination of both. There are seven functional road classifications within the transportation network. These are Interstate, Other

Freeways and Expressways, Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local.

<b>Functional Classification by Average Annual Daily Traffic</b>		
<b>Functional Classification</b>	<b>Average Annual Daily Traffic (AADT)</b>	
	<b>Rural AADT</b>	<b>Urban AADT</b>
Interstate	12,000-34,000	34,000-1,29,000
Other Freeways and Expressways	4,000-18,500	13,000-55,000
Other Principal Arterial	2,000-8,500	7,000-27,000
Minor Arterial	1,500-6,000	3,000-14,000
Major Collector	300-2,600	1,100-6,300
Minor Collector	150-1,100	1,100-6,300
Local	15-400	80-700

Functional classifications are used in a multitude of manners, ranging from planning to highway design to funding. Classifications of roads are utilized in the prioritization and programming of projects. These classifications also define road roles, design expectations (speed and capacity), funding eligibility and benchmarks for performance monitoring. Traffic safety programs that identify and mitigate crashes utilize functional classifications. Lastly, updating functional classification ensures that federal funds are allocated where they are most needed.



## Functional Classification Update Methodology

This functional classification update draws on extensive data about population and employment density, land use patterns, traffic volumes, and major trip-generating destinations.

Since the last update of roadway classifications in 2015, both Lehigh and Northampton counties have experienced significant growth. Between 2015 and 2024, the approved residential units and non-residential square footage, have increased by 112% and 33.5% respectively, both leading to higher traffic volumes. In 2015, the total daily vehicle miles traveled (DVMT) of both counties was almost 13.9 million, whereas in 2023, the DVMT was almost 14.8 million – and increase of nearly 1 million DVMT in just one decade. The opening of new traffic generators in the region have further increased demand on the road network.

In 2025, the functional classification of all roads was assessed through Geographic Information System (GIS) queries based on the annual average daily traffic (AADT), to determine if changes are needed. Initial findings reveal that some roads have exceed current AADT classification thresholds. Current analyses, combined with continued population and economic growth, underscore why this update was needed to effectively manage congestion, maintain system efficiency, and enhance network cohesion and connectivity.

To guide this update, LVPC followed the procedures outlined in Section 4 of the Federal Highway Administration's (FHWA) *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)*.

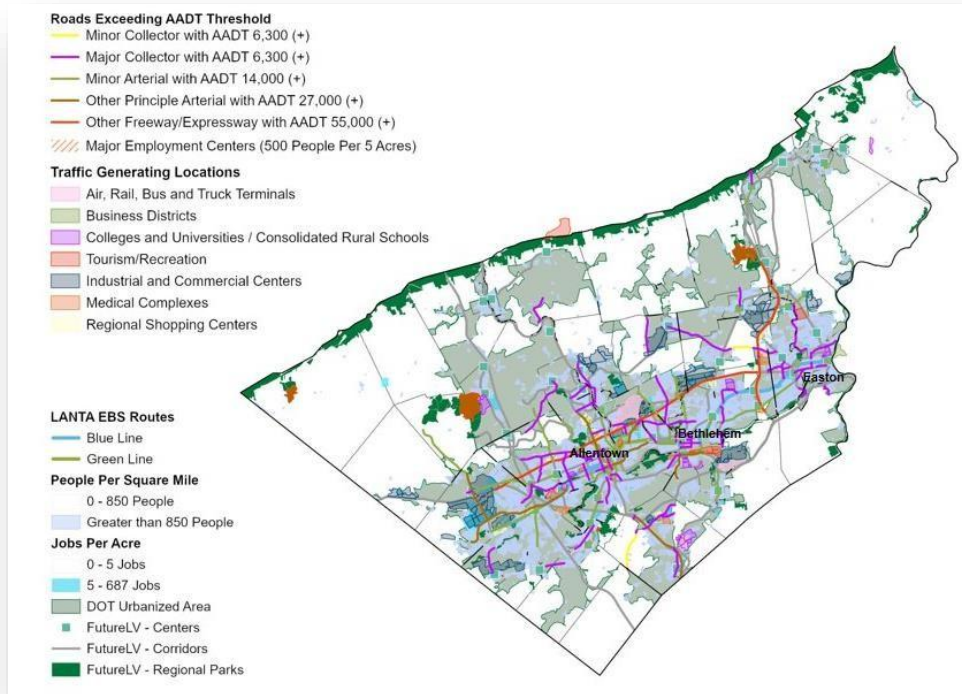
## Identification of Traffic Generators

A central step in the analysis was identifying major traffic generators — locations that produce or attract large numbers of trips. Using FHWA guidance, LVPC identified 88 significant generators within the Lehigh Valley. These were grouped into categories that include:

- Central business districts
- Air, rail, bus and truck terminals
- Regional shopping centers and malls
- Colleges, universities and consolidated schools
- Hospital and medical complexes
- Industrial and commercial centers
- Military installations
- Stadiums, fairgrounds and event venues
- Regional parks and recreation areas

Beyond these core categories, LVPC incorporated additional datasets into the analysis. These included LANTA's Enhanced Bus Routes and the growth management framework from *FutureLV: The Regional Plan*, which identifies regional centers and corridors, major parks, preservation areas and development zones. By layering these elements together, the team was able to better understand how roadway networks support both current travel patterns and long-term land use goals.

To make the results accessible and easy to interpret, the traffic generators were mapped using graduated symbols and colors that correspond to their specific categories. This visual approach allows decision-makers and the public to clearly see how different land uses interact with transportation infrastructure.



## Ranking and Mapping of Traffic Generators

LVPC's Data Team created an internal ArcGIS Online overlay analysis tool, nicknamed the "Muddy Map." This tool layers every relevant dataset —population density, employment hubs, land use and traffic generators — onto a single interactive platform.

The "muddy" appearance occurs when multiple datasets overlap in the same location, with darker shading representing areas of intense daily activity. These concentrations were compared to population and employment data to verify the accuracy of the findings.

The LVPC Data Team also incorporated Average Annual Daily Traffic (AADT) data from PennDOT's Traffic Information Repository (TIRe). This allowed staff to identify road segments that had reached or exceeded volume thresholds for their existing classification. When a roadway carries more vehicles than its current classification is intended to support, it may warrant an upgrade to a higher classification so that the network better matches actual demand.

To add and Mapping of evaluation, LVPC reviewed PennDOT crash data to determine whether safety concerns aligned with roadways flagged for potential reclassification. Corridors where higher traffic volumes and safety issues overlapped were given particular attention, as these locations demonstrate both capacity and operational challenges.

## **Connecting Traffic Generators Through Functional Classification**

This integrated analysis produced an initial list of roadway segments with potential for reclassification. In developing this list, LVPC considered:

- The existing federal functional classification of state routes
- National Highway System (NHS) designation
- Typical travel distances and trip purposes
- The regional “travel shed” each roadway serves

By combining these factors, LVPC could identify candidate corridors for upgrading or downgrading within the classification system. The LVPC analysis did not identify any candidate corridors for downgrade and 31 roadways for upgrade.

## **LVTs, PennDOT and Public Coordination and Engagement**

Throughout the process, LVPC provided regular updates to the Lehigh Valley Transportation Study (LVTs) Technical and Coordinating Committees. Between February and June, three presentations were delivered that covered:

1. Project kickoff and explanation of why functional classification updates are important to the region
2. Methodology and early findings, including initial examples of potential roadway upgrades
3. Progress updates and discussion of candidate corridors

These committee meetings were advertised, and the public was invited to participate. After these public meetings, LVPC advanced the work to PennDOT. In July, staff met with PennDOT District 5 and shared the initial list of proposed reclassification candidates with the Bureau of Planning and Research (BPR) at PennDOT Central Office.

During this review, each candidate roadway was evaluated against PennDOT’s Design Manual, Part 2 (DM-2) standards, which outline functional classification guidance and design parameters. Both PennDOT District 5 and Central Office provided detailed comments and recommendations. LVPC staff addressed each comment, refined the analysis, and developed a final draft list of corridors eligible for functional classification changes. Supporting maps and documentation are included in the Roadway Functional Classification System Location Details and Recommendations section of this report.

## **Next Steps**

The next steps in the Lehigh Valley roadway functional classification update process are to discuss the LVPC recommended and PennDOT coordinated changes with the LVTs. Once LVTs Technical and Coordinating Committees act to advance changes, a letter of concurrence will be sought from the PennDOT District 5 Executive and changes forwarded to USDOT. Additional involvement with the American Association of State Highway and Transportation Officials (AASHTO) will also be required, if it is determined that any roadways would be recommended for upgrade to an Interstate.

## **Roadway Functional Classification System Location Details and Recommendations**

The comprehensive Lehigh Valley roadway functional classification system analysis again has resulted in a significant number of recommended changes. These are summarized in the maps and charts below. In addition to the summary of recommendations for, are explanations for classification changes for specific roadway segments, with details on existing and proposed functional class, extent of roadway proposed for reclassification, municipal and county locations and justification of changes.

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
1	39	100	200 (1108-2715)	Yes	Yes	0.304	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13,876	SR 0100 SH	Upper MacungieTwp	PA Route 100 (Segment 200-340, ending at PA Route 309) is a key north-south corridor in western Lehigh County, linking high-density residential areas with I-78 and US Route 22. Currently classified as a Minor Arterial, three segments already exceed the AADT threshold and three more are nearing it. The corridor serves both commuters and freight, channeling traffic north toward key interchanges and employment centers. South of Tilghman Street, it is already designated as an Other Principal Arterial; extending this classification northward would create a continuous corridor, improving functional continuity and reinforcing regional significance. The corridor also faces geometric and topographic challenges, including steep slopes, offset alignments, braking issues for heavy vehicles near Claussville and Curtainsville Roads, difficulties at Moore Lane, curve issues, and a steep decline north of Herbert Road. Given its traffic demand, complexity, and regional role, reclassifying the highlighted segments from Minor Arterial to Other Principal Arterial better reflects its current and emerging function.
	39	100	210	No	Yes	0.5843	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13876	SR 0100 SH	Upper MacungieTwp	
	39	100	0220 (0000-2274)	No	Yes	0.431	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13,876	SR 0100 SH	Upper MacungieTwp	
	39	100	0220 (2274-3352)	No	Yes	0.204	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	13,876	SR 0100 SH	Upper MacungieTwp	
	39	100	0230 (0000-1736)	No	Yes	0.329	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	13,876	SR 0100 SH	Lowhill Twp	
	39	100	0230 (1736-2421)	No	Yes	0.13	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11,889	SR 0100 SH	Lowhill Twp	
	39	100	240	No	Yes	0.4656	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11889	SR 0100 SH	Lowhill Twp	
	39	100	250	No	Yes	0.4093	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11889	SR 0100 SH	Lowhill Twp	
	39	100	0260 (0000-1653)	No	Yes	0.313	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	14,687	SR 0100 SH	Lowhill Twp	
	39	100	0260 (1653-2743)	No	Yes	0.207	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	14,216	SR 0100 SH	Lowhill Twp	
	39	100	0270 (0000-1042)	No	Yes	0.197	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	14,216	SR 0100 SH	Lowhill Twp	
	39	100	0270 (1042-2946)	No	Yes	0.361	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10,839	SR 0100 SH	Lowhill Twp	
	39	100	280	No	Yes	0.4784	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10839	SR 0100 SH	Lowhill Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
1	39	100	290	No	Yes	0.464	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10839	SR 0100 SH	Lowhill Twp	Please see Justification on the preceding page.
	39	100	300	No	Yes	0.2944	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10839	SR 0100 SH	Lowhill Twp	
	39	100	0310 (0000-0167)	No	Yes	0.032	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10,839	SR 0100 SH	Lowhill Twp	
	39	100	0310 (0167-3008)	No	Yes	0.538	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11,303	SR 0100 SH	Lowhill Twp	
	39	100	0320 (0000-1701)	No	Yes	0.322	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11,303	SR 0100 SH	Lowhill Twp	
	39	100	0320 (1701-2960)	No	Yes	0.239	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11,303	SR 0100 SH	Heidelberg Twp	
	39	100	330	No	Yes	0.3397	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	11304	SR 0100 SH	Heidelberg Twp	
	39	100	340	No	Yes	0.3748	Rural Minor Arterial	6	4	Other Principal Arterials	2	3	10444	SR 0100 SH	Heidelberg Twp	
Total Mileage, Other Principle Arterial: 7.017416																
2	39	1002	30	No	Yes	0.6747	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15826	Tilghman St	Upper Macungie Twp	SR 1002 (Tilghman Street, Segment 30–151) is a key east-west corridor in Lehigh County, serving Upper Macungie, South Whitehall Townships, and Allentown City. Currently classified as Minor Arterial, several segments have exceeded or are nearing their AADT thresholds. The corridor traverses’ areas of high population and employment density, including Ruppssville, Upper Macungie, and Krocksville, and serves as a connector to Downtown Allentown. As the eastern portion of Tilghman Street
	39	1002	40	No	Yes	0.4559	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15826	Tilghman St	Upper Macungie Twp	
	39	1002	50	No	Yes	0.5051	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	7249	Tilghman St	Upper Macungie Twp	
	39	1002	51	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1002	0060 (0000-1990)	No	Yes	0.377	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15,826	Tilghman St	Upper Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
2	39	1002	0060 (1990-3224)	No	Yes	0.234	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	22,961	Tilghman St	Upper Macungie Twp	is already classified as an Other Principal Arterial, extending this classification ensures functional continuity. Given its traffic volumes, regional connectivity, and critical role in serving local businesses, industries, and communities, we recommend reclassifying SR 1002 (Segment 30–151) as Other Principal Arterial.
	39	1002	61	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1002	0070 (0000-1465)	No	Yes	0.277	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	22,961	Tilghman St	Upper Macungie Twp	
	39	1002	0070 (1465-1896)	No	Yes	0.082	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18,950	Tilghman St	Upper Macungie Twp	
	39	1002	71	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1002	80	No	Yes	0.1586	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	9475	Tilghman St	Upper Macungie Twp	
	39	1002	81	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1002	90	No	Yes	0.1576	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17746	Tilghman St	Upper Macungie Twp	
	39	1002	0100 (0000-0166)	No	Yes	0.031	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17,746	Tilghman St	Upper Macungie Twp	
	39	1002	0100 (0166-1675)	No	Yes	0.286	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17,746	Tilghman St	South Whitehall Twp	
	39	1002	0110 (0000-1276)	No	Yes	0.242	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17,746	Tilghman St	South Whitehall Twp	
	39	1002	0110 (1276-2366)	No	Yes	0.206	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	19,526	Tilghman St	South Whitehall Twp	
	39	1002	0120 (0000-0917)	Add	Yes	0.174	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	19,526	Tilghman St	South Whitehall Twp	
	39	1002	0120 (0917-1806)	Add	Yes	0.168	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	19,526	Tilghman St	South Whitehall Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
2	39	1002	121	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	Please see Justification on the preceding page.
	39	1002	130	No	Yes	0.6822	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	20101	Tilghman St	South Whitehall Twp	
	39	1002	140	No	Yes	0.6428	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	20101	Tilghman St	South Whitehall Twp	
	39	1002	0150 (0000-0126)	Add	Yes	0.024	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16,411	Tilghman St	South Whitehall Twp	
	39	1002	0150 (0126-0310)	Add	Yes	0.132	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12,860	Tilghman St	Allentown City	
	39	1002	151	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
Total Mileage, Other Principle Arterial: 5.50991																
3	39	2055	10	No	Yes	0.1323	Urban Major Collector	17	5	Other Principal Arterials	14	3	18159	Eighth St	Allentown City	009A (segment 10), SR 2055 (segments 10-20), and A015 (segments 10-70)—collectively North and South 8th Street and Mack Blvd—form a vital north-south corridor through Allentown’s Downtown Business District, connecting major traffic generators including the Allentown Transportation Center, Downtown Allentown, and St. Luke’s Sacred Heart Hospital. Currently classified as a Major Collector, most segments exceed the 6,300 AADT threshold, qualifying for reclassification to Minor Arterial, while two segments (SR 2055, 10-20) support reclassification to Other Principal Arterial Serving
	39	2055	20	No	Yes	0.3722	Urban Major Collector	17	5	Other Principal Arterials	14	3	18159	Eighth St	Allentown City	
	39	009A	10	No	Yes	0.1174	Urban Major Collector	17	5	Minor Arterial	16	4	2190	Eighth St	Allentown City	
	39	A015	30	No	Yes	0.2057	Urban Major Collector	17	5	Minor Arterial	16	4	7067	Eighth St	Allentown City	
	39	A015	40	No	Yes	0.4112	Urban Major Collector	17	5	Minor Arterial	16	4	6444	Eighth St	Allentown City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
3	39	A015	50	No	Yes	0.1969	Urban Major Collector	17	5	Minor Arterial	16	4	6444	Eighth St	Allentown City	areas of high population and employment density, the corridor is a critical connector through the city's core, with proximity to major development along Lehigh Street and Downtown revitalization. It also supports regional mobility by channeling traffic toward I-78 and serving as a major commuter route. Given its traffic volumes, land use context, and expanding role in regional connectivity and urban development, we recommend reclassifying SR 009A (10) and A015 (10-70) from Major Collector to Minor Arterial, and SR 2055 (10-20) from Major Collector to Other Principal Arterial.
	39	A015	60	No	Yes	0.0984	Urban Major Collector	17	5	Minor Arterial	16	4	5641	Eighth St	Allentown City	
	39	A015	70	No	Yes	0.1174	Urban Major Collector	17	5	Minor Arterial	16	4	4059	Eighth St	Allentown City	
	39	A015	0010	No	Yes	1.040	Urban Major Collector	17	5	Minor Arterial	16	4	8,327	Mack Blvd	Allentown City	
	39	A015	20	No	Yes	1.030	Urban Major Collector	17	5	Minor Arterial	17	4	8,327	Eighth St	Allentown City	
Total Mileage, Minor Arterial: 3.217058																
Total Mileage, Other Principle Arterial: .504489																
4	39	6222	20	No	Yes	0.1274	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8646	Hamilton Blvd	Upper Macungie Twp	SR 6222 (Hamilton Boulevard, Segment 20-100) is an east-west corridor in Lehigh County, serving Lower Macungie, Upper Macungie Township and the broader Trexlertown and Dorneyville areas. Currently classified as a Minor Arterial, several segments of the corridor have exceeded or are approaching their AADT thresholds. The corridor traverses
	39	6222	30	No	Yes	0.7185	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8646	Hamilton Blvd	Upper Macungie Twp	
	39	6222	40	No	Yes	0.5265	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13128	Hamilton Blvd	Upper Macungie Twp	
	39	6222	0050 (0000-1389)	No	Yes	0.263	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13,128	Hamilton Blvd	Upper Macungie Twp	
	39	6222	0050 (1389-2570)	No	Yes	0.224	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12,817	Hamilton Blvd	Upper Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
4	39	6222	60	No	Yes	0.4724	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	areas of significant residential and employment density and supports LANTA's Enhanced Bus Service via the Blue Route. Hamilton Boulevard also provides direct access to major regional destinations, shopping, recreational centers. It serves as a critical connector to US 222, I-476 (Northeast Extension), and I-78, facilitating both commuter and commercial traffic. Given its high traffic volumes, multimodal function, and importance to mobility and economic activity, we recommend reclassifying SR 6222 (up to I-476) as an Other Principal Arterial.
	39	6222	64	No	Yes	0.3186	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	
	39	6222	70	No	Yes	0.4189	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	
	39	6222	80	No	Yes	0.2996	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	
	39	6222	90	No	Yes	0.5259	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12817	Hamilton Blvd	Lower Macungie Twp	
	39	6222	0100 (0000-0780)	No	Yes	0.148	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16,122	Hamilton Blvd	Lower Macungie Twp	
	39	6222	0100 (0780-2359)	No	Yes	0.299	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15,925	Hamilton Blvd	Lower Macungie Twp	
Total Mileage, Other Principle Arterial: 4.341864																
5	39	3001	0040 (0694-1730)	No	Yes	0.196	Urban Major Collector	17	5	Minor Arterial	16	4	8,616	Main St	Alburtis Boro	SR 3001 (Main Street and Spring Creek Road, Segment 40-70) is a north-south corridor in western Lehigh County, serving Lower Macungie Township and the Borough of Alburtis. Currently classified as a Major Collector, the corridor has exceeded the AADT threshold for its existing functional classification. It plays a critical role in channeling both freight and commuter traffic to and from PA Route 100. The corridor provides direct access to major industrial and logistics facilities. This road
	39	3001	50	No	Yes	0.4774	Urban Major Collector	17	5	Minor Arterial	16	4	8616	Spring Creek Rd	Lower Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
5	39	3001	60	No	Yes	0.4602	Urban Major Collector	17	5	Minor Arterial	16	4	8616	Spring Creek Rd	Lower Macungie Twp	also has design considerations, requiring an update for the safety purposes. In addition, Spring Creek Road serves as a vital connector between Lower Macungie Township and the Borough of Alburtis, supporting both local and regional mobility. Given its high traffic volumes, freight significance, safety concerns and importance to regional connectivity and economic activity, we recommend reclassifying SR 3001 as a Minor Arterial.
	39	3001	70	No	Yes	0.5752	Urban Major Collector	17	5	Minor Arterial	16	4	5774	Spring Creek Rd	Lower Macungie Twp	
Total Mileage, Minor Arterial: 1.708768																
6	39	DAVN	10	No	Add	0.380	Urban Local Road	NA	NA	Urban Major Collector	17	5	3469	East Macungie Rd	Upper Milford Twp	DAVN and CZVK (East Macungie Road, Segment 10) is a north-south corridor in Lehigh County, serving Lower Macungie Township and connecting PA Route 100 and the Buckeye Partners pipeline. It is also used as an evacuation route for the pipeline company. Currently classified as a Local Road, East Macungie Road carries significant commuter traffic, serving residential communities such as East Texas and Lower Macungie Township, as well as Eyer Middle School, Shoemaker, and Macungie Elementary Schools. SR 2017 (Brookside Road, Segment 10-90) is a north-south
	39	CZVK	10	No	Add	0.320	Urban Local Road	NA	NA	Urban Major Collector	17	5	300	East Macungie Rd	Lower Macungie Twp	
	39	2017	0010 (0000-1156)	No	Yes	0.219	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8,455	Brookside Rd	Lower Macungie Twp	
	39	2017	0010 (1156-1367)	No	Yes	0.04	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	11,585	Brookside Rd	Lower Macungie Twp	
	39	2017	0010 (1367-2014)	No	Yes	0.122	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8,555	Brookside Rd	Lower Macungie Twp	
	39	2017	20	No	Yes	0.556	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8980	Brookside Rd	Lower Macungie Twp	
	39	2017	30	No	Yes	0.4782	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8980	Brookside Rd	Lower Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
6	39	2017	40	No	Yes	0.5338	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8980	Brookside Rd	Lower Macungie Twp	corridor in Lehigh County, serving Lower Macungie Township and connecting US Route 222 and PA Route 100. Currently a Minor Arterial, Brookside Road carries significant commuter traffic and provides access to residential, commercial, and institutional areas. Given its functional role, proximity to major generators, and exceeding AADT, we recommend reclassifying DAVN and CZVK from Local Road to Major Collector and SR 2017 from Minor Arterial to Other Principal Arterial .
	39	2017	50	No	Yes	0.3885	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8980	Brookside Rd	Lower Macungie Twp	
	39	2017	60	No	Yes	0.4187	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	8837	Brookside Rd	Lower Macungie Twp	
	39	2017	70	No	Yes	0.5906	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13092	Brookside Rd	Lower Macungie Twp	
	39	2017	80	No	Yes	0.3008	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13092	Brookside Rd	Lower Macungie Twp	
	39	2017	90	No	Yes	0.2441	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	5056	Brookside Rd	Lower Macungie Twp	
Total Mileage, Major Collector: 0.70000																
Total Mileage, Other Principle Arterial: 3.891841																
7	39	3008	10	No	Yes	0.4748	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	SR 3008 (Cetronia Road, Segment 10-70) is a critical connector in western Lehigh County, located between I-78, US Route 222, PA Route 309, and PA Route 100. Currently classified as a Major Collector, one segment of the corridor have exceeded, and has doubled the AADT thresholds for their existing classification. The segment which exceeded and doubled the AADT threshold plays a vital role in connecting high residential neighborhoods with regional roadways and economic hubs, facilitating both commuter and commercial travel. The rest of the segments continues to support significant traffic volumes and provides critical local connectivity between residential communities and commercial corridors. Given the corridor's traffic volumes,
	39	3008	20	No	Yes	0.4852	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	
	39	3008	30	No	Yes	0.5301	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	
	39	3008	40	No	Yes	0.4999	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	
	39	3008	50	No	Yes	0.4961	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
7	39	3008	60	No	Yes	0.7155	Urban Major Collector	17	5	Minor Arterial	16	4	9289	Cetronia Rd	Upper Macungie Twp	strategic location, and essential role in regional and local mobility, we recommend reclassifying segments 10-70 (0000-0383) of Cetronia Road as a Minor Arterial and segment 70 (0383-3671) as Other Principal Arterial.
	39	3008	0070 (0000-0383)	No	Yes	0.073	Urban Major Collector	17	5	Minor Arterial	16	4	9,289	Cetronia Rd	Upper Macungie Twp	
	39	3008	0070 (0383-1616)	No	Yes	0.234	Urban Major Collector	17	5	Other Principal Arterials	14	3	15,337	Cetronia Rd	S Whitehall Twp	
	39	3008	0070 (1616-3671)	No	Yes	0.388	Urban Major Collector	17	5	Other Principal Arterials	14	3	15,337	Cetronia Rd	S Whitehall Twp	
Total Mileage, Minor Arterial: 3.274607																
Total Mileage, Other Principle Arterial: 0.62200																
8	39	A016	10	No	Yes	1.4338	Urban Major Collector	17	5	Minor Arterial	16	4	8854	Broadway	South Whitehall Twp	A016 (Broadway, Segment 10) is an east-west corridor in Lehigh County, serving South Whitehall Township and the Dorneyville area. Currently a Major Collector, the segment 10 of A016 has significantly exceeded its AADT limit. Currently a Major Collector, this segment is eligible for the next functional classification based on AADT. Broadway provides direct access to major regional recreational centers and a college, and traverses high-density residential areas, supporting significant commuter and local

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
8	39	2008	0020 (0870-1005)	No	Yes	0.026	Urban Major Collector	17	5	Minor Arterial	16	4	4791	Broadway	South Whitehall Twp	traffic. Given its traffic volume, proximity to major trip generators, and role in connectivity, we recommend reclassifying Broadway from Major Collector as a Minor Arterial. SR 2008 (Broadway, Segment 20-30) is an east-west corridor in Lehigh County, serving South Whitehall Township and the Dorneyville area. Currently a Major Collector, both segments of SR 2008 are eligible for the next functional classification based on AADT. Broadway provides direct access to major regional recreational centers and a college, and
	39	2008	30	No	Yes	0.4655	Urban Major Collector	17	5	Minor Arterial	16	4	4791	Broadway	South Whitehall Twp	traverses high-density residential areas, supporting significant commuter and local traffic. Given its traffic volume, proximity to major trip generators, and role in connectivity, we recommend reclassifying Broadway from Major Collector as a Minor Arterial.
Total Mileage, Minor Arterial:1.925311																
9	39	A035	10	No	Yes	0.3118	Urban Major Collector	17	5	Minor Arterial	16	4	7225	Parkway Rd	South Whitehall Twp	Parkway Road (A035, Segment 10-14) and Springhouse Rd (A035, Segment 20-30) is a north-south connector in Lehigh County, serving South Whitehall Township.

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
9	39	A035	14	No	Yes	0.1852	Urban Major Collector	17	5	Minor Arterial	16	4	7160	Parkway Rd	South Whitehall Twp	Currently classified as a Major Collector, all segments of the corridor have exceeded the AADT threshold for their current functional classification. The roadway channelizes traffic between Walbert Avenue and West Tilghman Street—both of which serve as critical access points to regional corridors such as US Route 22 and PA Route 309. Parkway and Springhouse Road also traverse areas of population and employment density, supporting consistent volumes of commuter and local traffic throughout the day. Given its high traffic volumes, its function as a connector to major arterial routes, and its location within densely developed residential areas, we recommend reclassifying Parkway Road and Springhouse Road (A035) as Minor Arterial.
	39	A035	20	No	Yes	0.2614	Urban Major Collector	17	5	Minor Arterial	16	4	7160	Springhouse Rd	South Whitehall Twp	
	39	A035	30	No	Yes	0.8147	Urban Major Collector	17	5	Minor Arterial	16	4	7160	Springhouse Rd	South Whitehall Twp	
Total Mileage, Minor Arterial: 1.573103																
10	39	1006	10	No	Yes	0.3328	Urban Major Collector	17	5	Minor Arterial	16	4	7717	Walbert Ave	South Whitehall Twp	SR 1006 (Walbert Avenue, Segment 10-60) is an east-west corridor in Lehigh County, serving South Whitehall Township and the surrounding residential communities. Currently classified as a Major Collector, all segments of the corridor have exceeded the AADT threshold for their current functional classification. Walbert Avenue functions as a critical connector between PA Route 309
	39	1006	20	No	Yes	0.4031	Urban Major Collector	17	5	Minor Arterial	16	4	7717	Walbert Ave	South Whitehall Twp	
	39	1006	30	No	Yes	0.5268	Urban Major Collector	17	5	Minor Arterial	16	4	7717	Walbert Ave	South Whitehall Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
10	39	1006	40	No	Yes	0.6163	Urban Major Collector	17	5	Minor Arterial	16	4	7717	Walbert Ave	South Whitehall Twp	channelizing traffic to and from major residential neighborhoods and regional employment centers. The corridor provides direct access to retail centers and medical facilities. Given its consistently high commuter traffic, exceeded AADT, we recommend reclassifying these segments of SR 1006 (Walbert Avenue) as Minor Arterial.
	39	1006	50	No	Yes	0.5863	Urban Major Collector	17	5	Minor Arterial	16	4	8123	Walbert Ave	South Whitehall Twp	
	39	1006	60	No	Yes	0.2875	Urban Major Collector	17	5	Minor Arterial	16	4	8123	Walbert Ave	South Whitehall Twp	
Total Mileage, Minor Arterial: 2.752734																
11	48	4001	14	No	Yes	0.2248	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	SR 4001 (Blue Mountain Drive, Segment 14-110) is a north-south corridor in Northampton County, serving Lehigh Township and the greater Blue Mountain region. Currently a Major Collector, five segments exceed the AADT threshold and are proposed for reclassification. Blue Mountain Drive connects US Route 145, PA Routes 248 and 946, residential communities, and public facilities to regional corridors, and provides critical access to Blue Mountain Ski Resort, a major winter recreational destination. The corridor traverses mountainous terrain with steep grades and sharp curves, supporting two-way travel with elevated risk of serious head-on collisions. Given its high traffic, strategic access to recreational and governmental facilities, growing residential areas, and safety considerations along a challenging alignment, we recommend reclassifying all identified segments as a Minor
	48	4001	20	No	Yes	0.4528	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	
	48	4001	30	No	Yes	0.2984	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	
	48	4001	40	No	Yes	0.7066	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	
	48	4001	50	No	Yes	0.188	Rural Major Collector	7	5	Minor Arterial	6	4	9559	Blue Mountain Dr	Lehigh Twp	
	48	4001	60	No	Yes	0.5299	Rural Major Collector	7	5	Minor Arterial	6	4	3323	Blue Mountain Dr	Lehigh Twp	
	48	4001	70	No	Yes	0.6243	Rural Major Collector	7	5	Minor Arterial	6	4	3323	Blue Mountain Dr	Lehigh Twp	
	48	4001	80	No	Yes	0.4203	Rural Major Collector	7	5	Minor Arterial	6	4	3323	Blue Mountain Dr	Lehigh Twp	
	48	4001	0090 (0000-2502)	No	Yes	0.474	Rural Major Collector	7	5	Minor Arterial	6	4	3323	Blue Mountain Dr	Lehigh Twp	
	48	4001	0090 (2502-3654)	No	Yes	0.218	Rural Major Collector	7	5	Minor Arterial	6	4	2529	Blue Mountain Dr	Lehigh Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
11	48	4001	100	No	Yes	0.3065	Rural Major Collector	7	5	Minor Arterial	6	4	2529	Blue Mountain Dr	Lehigh Twp	Arterial.
	48	4001	104	No	Yes	0.4811	Rural Major Collector	7	5	Minor Arterial	6	4	2529	Blue Mountain Dr	Lehigh Twp	
Total Mileage, Minor Arterial: 4.924807																
12	39	1019	70	No	Yes	0.4393	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16619	Cedar Crest Blvd	South Whitehall Twp	SR 1019 (Cedar Crest Boulevard, Segment 70-130) is a critical north-south corridor in Lehigh County, serving South Whitehall and North Whitehall Townships and surrounding communities. Currently a Minor Arterial, one segment exceeds the AADT threshold while others are nearing it. The corridor provides direct access to key traffic generators and essential services, connecting US Route 22 to Tilghman Street and channeling significant commuter traffic through commercial, institutional, and residential areas. Its southern end, anchored by dense residential development and intersecting Tilghman Street—an Other Principal Arterial—makes it a critical feeder route. Given its increasing traffic, proximity to major generators, and strategic role in regional connectivity, we recommend reclassifying these segments as an Other Principal Arterial.
	39	1019	80	No	Yes	0.4517	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13242	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0090 (0000-1982)	No	Yes	0.375	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13242	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0090 (1982-1997)	No	Yes	0.003	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13355	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0090 (1997-2956)	No	Yes	0.182	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	13355	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	100	No	Yes	0.4207	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	13463	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	110	No	Yes	0.4392	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	13242	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0120 (0000-2179)	No	Yes	0.413	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	13242	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0120 (2179-2348)	No	Yes	0.032	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	6835	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0130 (0000-0186)	No	Yes	0.035	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	6119	Cedar Crest Blvd	South Whitehall Twp	
	39	1019	0130 (0186-3712)	No	Yes	0.668	Rural Minor Arterial	6	4	Other Principal Arterials	14	3	6119	Cedar Crest Blvd	North Whitehall Twp	
Total Mileage, Other Principle Arterial: 3.458909																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
13	48	512	0300 (0000-0568)	No	Yes	0.108	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	9720	Moorestown Rd	Plainfield Twp	SR 0512 (South Broadway, Moorestown Road and Lehigh Avenue Segment 300-340) is a north-south corridor in Northampton County, serving Plainfield Township, Borough of Wind Gap and surrounding communities. Currently classified as a Minor Arterial, these segments of the corridor are proposed for reclassification, with six segments having exceeded the AADT threshold for their current classification and the remaining segments eligible for reclassification to the next highest functional class. South Broadway provides direct connectivity to PA Route 33 and PA Route 512, facilitating substantial commuter and local traffic. The corridor serves several key destinations and activity centers, including Wind Gap Plaza, and others. Given the corridor's elevated traffic volumes, direct access to major transportation routes, proximity to commercial and healthcare services, we recommend reclassifying these identified segments of SR 0512 as Other Principal Arterial to better reflect its role in the regional transportation network and to support future infrastructure improvements.
	48	512	0300 (0568-1774)	No	Yes	0.228	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	11883	Broadway	Plainfield Twp	
	48	512	0300 (1774-2104)	No	Yes	0.062	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17188	Broadway	Plainfield Twp	
	48	512	0310 (0000-0474)	No	Yes	0.090	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17187	Broadway	Plainfield Twp	
	48	512	0310 (0474-1656)	No	Yes	0.224	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17187	Broadway	Wind Gap Boro	
	48	512	0320 (0000-0622)	No	Yes	0.118	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	17187	Broadway	Wind Gap Boro	
	48	512	0320 (0622-1676)	No	Yes	0.196	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14631	Broadway	Wind Gap Boro	
	48	512	330	No	Yes	0.426	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14631	Broadway	Wind Gap Boro	
	48	512	340	No	Yes	0.396	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	9933	Lehigh Ave	Wind Gap Boro	
Total Mileage, Other Principle Arterial: 1.848																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
14	48	4025	24	No	Yes	0.5587	Urban Major Collector	17	5	Minor Arterial	16	4	7774	North Broad St	Upper Nazareth Twp, Bushkill Twp	SR 4025 (North Broad Street, Segment 24) is a north-south corridor in Northampton County, serving Upper Nazareth Township + surrounding areas. Currently classified as a Major Collector, the corridor has exceeded the AADT threshold for its existing functional classification. The corridor supports significant volumes of commuter traffic and provides direct connectivity to the Borough of Nazareth and PA Route 191. In addition to exceeding AADT thresholds, upgrading SR 4025 would maintain functional continuity along the Route 191 corridor, which is already classified as a Minor Arterial. This continuity is essential for network efficiency and accurate roadway classification. Given its elevated traffic volumes, the presence of surrounding high-density land uses, and its function as a connector to PA Route 191, we recommend reclassifying SR 4025 (North Broad Street) as Minor Arterial.
Total Mileage, Minor Arterial: 0.55869																
15	48	2018	10	Add	Yes	0.418	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18694	Freemansburg Ave	Bethlehem Twp	SR 2018 (Freemansburg Avenue, Segment 10-110) is an east-west corridor in Northampton County, serving the growing communities of Bethlehem Township, Palmer Township, and Wilson Borough. Currently a Minor Arterial, it carries traffic volumes and land use
	48	2018	20	Add	Yes	0.463	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18694	Freemansburg Ave	Bethlehem Twp	
	48	2018	30	Add	Yes	0.326	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18694	Freemansburg Ave	Bethlehem Twp	
	48	2018	0040 (0000-1679)	Add	Yes	0.318	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	18694	Freemansburg Ave	Bethlehem Twp	
	48	2018	0040 (1679-2499)	Add	Yes	0.155	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Bethlehem Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
15	48	2018	50	Add	Yes	0.272	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Bethlehem Twp	demands that exceed its functional classification. The roadway is a major regional connector, feeding traffic from PA Route 33 and US Route 22, intersecting William Penn Highway, and providing access to dense residential neighborhoods, commercial centers, and institutional facilities. It also features several transit stops and supports two-way travel on largely single-lane segments, contributing to frequent congestion and elevated crash rates. Freemansburg Avenue channels traffic to and from downtown Easton and other urban cores. All segments exceed AADT thresholds for their current classification, with half surpassing Minor Arterial thresholds. Given its high volumes, multimodal activity, crash frequency, and regional importance, we recommend reclassifying SR 2018 (Freemansburg Avenue) as an Other Principal Arterial.
	48	2018	62	Add	Yes	0.692	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16210	Freemansburg Ave	Bethlehem Twp	
	48	2018	63	NA	NA	0.000	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	48	2018	64	Add	Yes	0.269	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16210	Freemansburg Ave	Bethlehem Twp	
	48	2018	72	Add	Yes	0.522	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Bethlehem Twp	
	48	2018	0080 (0000-1438)	Add	Yes	0.272	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Bethlehem Twp	
	48	2018	0080 (1438-2579)	Add	Yes	0.216	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16209	Freemansburg Ave	Palmer Twp	
	48	2018	90	Add	Yes	0.581	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15391	Freemansburg Ave	Palmer Twp	
	48	2018	100	Add	Yes	0.463	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15391	Freemansburg Ave	Palmer Twp	
	48	2018	0110 (0000-2003)	Add	Yes	0.379	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15391	Freemansburg Ave	Palmer Twp	
	48	2018	0110 (2003-2020)	Add	Yes	0.004	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15391	Freemansburg Ave	Wilson Boro	
Total Mileage, Other Principle Arterial: 5.35000																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
16	48	2028	0110 (2255-3002)	No	Yes	0.142	Urban Major Collector	17	5	Other Principal Arterials	14	3	12572	Greenwood Ave	Palmer Twp	SR 2028 (Greenwood Avenue, Segment 110-130) is a north-south corridor in Northampton County, serving as a key connector to major regional route, like William Penn Highway. Currently classified as a Major Collector, this corridor significantly exceeds the AADT threshold for its functional class, with volumes nearly double the allowable limit. Greenwood Avenue supports regional mobility by connecting to LANTA's EBS Blue Route and providing access to several retail locations, as well as serving Easton Area High School, which generate periodic spikes in activity. Given its critical role in linking residential, commercial, educational, and multimodal assets with regional highway infrastructure, and its exceeded AADT, we recommend reclassifying SR 2028 (Greenwood Avenue) as an Other Principal Arterial to more accurately reflect its importance and function within the regional transportation network.
	48	2028	120	No	Yes	0.256	Urban Major Collector	17	5	Other Principal Arterials	14	3	12572	Greenwood Ave	Palmer Twp	
	48	2028	130	No	Yes	0.316	Urban Major Collector	17	5	Other Principal Arterials	14	3	12572	Greenwood Ave	Palmer Twp	
Total Mileage, Other Principle Arterial: 0.71400																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
17	48	008A	10	No	Yes	0.9662	Urban Major Collector	17	5	Minor Arterial	16	4	4132	Oakland Rd	Bethlehem Twp	008A (Segment 10) and 2028 (Segment 10-20) (Oakland Road) is an east-west corridor in Northampton County that provides a vital connection between Freedom High School, Northampton Community College, and the surrounding high-density residential neighborhoods. Oakland Road plays a critical role in supporting daily travel demand generated by two major educational institutions, which results in sustained vehicular and pedestrian activity throughout the day. It also connects directly to Easton Avenue, a key arterial that supports LANTA's EBS Blue Route, thereby reinforcing the corridor's multimodal significance. Given its traffic volumes, multimodal connections, and documented crash history, we recommend reclassifying SR 008A and SR 2028(Oakland Road) as a Minor Arterial to better reflect its functional role within the regional transportation system.
	48	2028	20	No	Yes	0.68	Urban Major Collector	17	5	Minor Arterial	16	4	6583	Oakland Rd	Bethlehem Twp	
	48	2028	10	No	Yes	0.44	Urban Major Collector	17	5	Minor Arterial	16	4	6583	Oakland Rd	Bethlehem Twp	
Total Mileage, Minor Arterial: 2.086246																
18	48	0412	0050	Add	Yes	0.516	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12581	Main St	Hellertown Boro	SR 0412 (Hellertown Main Street, Segment 50-80 and Hellertown Rd, Segment 90) is a north-south

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal- Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
18	48	0412	0060	Add	Yes	0.354	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	12581	Main St	Hellertown Boro	corridor in Northampton County that plays a vital role in channeling traffic between Interstate 78 and key industrial, commercial, and multimodal destinations in the southern Lehigh Valley. Currently classified as a Minor Arterial, this corridor has exceeded the AADT threshold for its functional class, signaling the need for an updated classification. Hellertown Main Street provides direct access to numerous high-volume industrial, distribution facilities and restaurants. These major freight generators, combined with adjacent railroad infrastructure and supporting commercial uses contribute to continuous and heavy traffic volumes throughout the day. Given its function as a direct connection to I-78, its service to a major employment hub, its sustained high traffic volumes, we propose reclassifying SR 0412 (Hellertown Main Street and Hellertown Road) as an Other Principal Arterial.
	48	0412	0070	Add	Yes	0.519	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14950	Main St	Hellertown Boro	
	48	0412	0080	Add	Yes	0.464	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14950	Main St	Hellertown Boro	
	48	0412	0090 (0000-0339)	Add	Yes	0.064	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13220	Hellertown Rd	Bethlehem City	
	48	0412	0090 (0339-1082)	Add	Yes	0.651	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13421	Hellertown Rd	Bethlehem City	
Total Mileage, Other Principle Arterial: 2.56800																
19	48	3020	10 (0000-0345)	No	Yes	0.7019	Urban Major Collector	17	5	Minor Arterial	16	4	4593	Main St	Bath Boro	SR 3020 (Newburg Road, Segment 10-140) is a rural east-west corridor in Northampton County that plays a significant role in connecting suburban communities to key regional roadways, including US Route 22 and PA Route 33. Currently classified as a Major and Minor Collector, Newburg Road has exceeded the AADT threshold for
	48	3020	0010 (0345-3600)	No	Yes	0.616	Urban Major Collector	17	5	Minor Arterial	16	4	4593	Main St	Bath Boro	
	48	3020	0010 (3600-3710)	No	Yes	0.021	Urban Major Collector	17	5	Minor Arterial	16	4	4593	Newburg Rd	East Allen Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
19	48	3020	0020 (0000-0136)	No	Yes	0.026	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	its classification across nearly all segments—by an average margin of 3,100 vehicles per day—indicating a level of usage more consistent with higher functional classes. The corridor supports a diverse mix of land uses. It also functions as a critical freight and commuter route, channeling daily traffic between the Borough of Bath and surrounding residential areas into regional highways. Given its elevated AADT levels, its service to a mix of land uses, its importance as a freight and commuter link, we propose reclassifying SR 3020 (Newburg Road) as a Minor Arterial to more accurately reflect its growing role within the regional transportation network.
	48	3020	0020 (0136-1739)	No	Yes	0.304	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0020 (1739-2825)	No	Yes	0.206	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0020 (2825-3135)	No	Yes	0.058	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (0000-0948)	No	Yes	0.180	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (0948-1101)	No	Yes	0.029	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (1101-1248)	No	Yes	0.028	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (1248-1349)	No	Yes	0.019	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0030 (1349-2159)	No	Yes	0.153	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Upper Nazareth Twp	
	48	3020	0040 (0000-0605)	No	Yes	0.115	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0040 (0605-0708)	No	Yes	0.020	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0040 (0708-0843)	No	Yes	0.026	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal- Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
19	48	3020	0040 (0843-1051)	No	Yes	0.039	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	Please see Justification on the preceding page.
	48	3020	0040 (1051-1565)	No	Yes	0.097	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0040 (1565-1698)	No	Yes	0.025	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0040 (1698-2100)	No	Yes	0.076	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0050	No	Yes	0.455	Rural Major Collector	07	5	Minor Arterial	06	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0060	No	Yes	0.563	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0070	No	Yes	0.447	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0080 (0000-1265)	No	Yes	0.240	Urban Major Collector	17	5	Minor Arterial	16	4	8659	Newburg Rd	Lower Nazareth Twp	
	48	3020	0080 (1265-2360)	No	Yes	0.207	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0090 (0000-1227)	No	Yes	0.232	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0090 (1227-2545)	No	Add	0.250	Urban Minor Collector	18	6	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0100	No	Add	0.471	Urban Minor Collector	18	6	Minor Arterial	16	4	9646	Newburg Rd	Lower Nazareth Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
19	48	3020	0110	No	Add	0.687	Urban Minor Collector	18	6	Minor Arterial	16	4	9646	Newburg Rd	Lower Nazareth Twp	Please see Justification on the preceding page.
	48	3020	0120	No	Yes	0.529	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0130	No	Yes	0.394	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Lower Nazareth Twp	
	48	3020	0140	No	Yes	0.540	Urban Major Collector	17	5	Minor Arterial	16	4	9583	Newburg Rd	Palmer Twp	
Total Mileage, Minor Arterial: 7.754877																
20	48	A067	10	No	Yes	1.5951	Urban Major Collector	17	5	Minor Arterial	16	4	7496	Jacksonville Rd	Hanover Twp	A067 (Jacksonville Road, Segment 10-20) is a north-south corridor serving Hanover Townships in Northampton County. Currently classified as a Major Collector, this corridor has exceeded the AADT threshold for its existing functional classification. Jacksonville Road serves as a key commuter corridor, particularly in Hanover Township, connecting dense residential neighborhoods with Schonersville Road and other regional routes. While primarily residential in character, the corridor includes several commercial establishments near

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
20	48	A067	20	No	Yes	1.4555	Urban Major Collector	17	5	Minor Arterial	16	4	7496	Jacksonville Rd	Hanover Twp	Schonersville Road that generate consistent traffic throughout the day. It plays an important role in regional mobility by channeling commuter traffic from nearby housing developments and linking local and regional roadways. Given A067's exceeded traffic volumes, its function in connecting high-density residential areas to major regional routes, and the presence of both residential and commercial activity centers, we recommend upgrading A067 to Minor Arterial to better reflect its actual role within the regional transportation network.
Total Mileage, Minor Arterial: 3.050649																
21	39	A078	0010	No	Yes	0.370	Urban Major Collector	17	5	Other Principal Arterials	14	3	9,493	Catasauqua Rd	Hanover Township	A078 (Catasauqua Road, Segment 10-50) is an east-west corridor in Lehigh County, serving Hanover Township and Bethlehem. Currently a Major Collector, these segments exceed the AADT threshold. The roadway channels traffic from US Route 22, Airport Road, PA Route 378, and Schoenersville Road, and provides access to Lehigh Valley International Airport, Lehigh Valley Hospital–Muhlenberg Campus, Westgate Mall, and nearby medical and commercial facilities. Running alongside high-density
	39	A078	0020	No	Yes	0.100	Urban Major Collector	17	5	Other Principal Arterials	14	3	9,493	Catasauqua Rd	Bethlehem City	
	39	A078	0030	No	Yes	0.500	Urban Major Collector	17	5	Other Principal Arterials	14	3	9,493	Catasauqua Rd	Bethlehem City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
21	39	A078	0040	No	Yes	0.400	Urban Major Collector	17	5	Other Principal Arterials	14	3	9,493	Catasauqua Rd	Bethlehem City	residential areas, it sustains consistent demand. We recommend upgrading A078 to Other Principal Arterial. Similarly, SR 1020 (Catasauqua Road, Segment 10) serves the same corridor and community. Also, a Major Collector, it exceeds the AADT threshold, channelizes traffic from the same major routes, and provides access to the same regional destinations while paralleling dense residential neighborhoods. We recommend upgrading SR 1020 to Other Principal Arterial.
	39	A078	0050	No	Yes	0.500	Urban Major Collector	17	5	Other Principal Arterials	14	3	14,294	Catasauqua Rd	Bethlehem City	
	39	1020	0010	No	Yes	0.266	Urban Major Collector	17	5	Other Principal Arterials	14	3	12,529	Catasauqua Rd	Bethlehem City	
Total Mileage, Arterial: 2.13600																
22	39	008A	10	Add	Yes	0.4193	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	008A (American Parkway NE, Segment 10-60) is a north-south corridor in Lehigh County, serving the City of Allentown. Currently classified as a Minor Arterial, this corridor has exceeded the AADT threshold for its existing functional classification and warrants consideration for reclassification to Other Principal Arterial. The corridor provides critical connectivity between Airport Road in Hanover Township and Hamilton Street in the City of Allentown. It supports regional mobility by linking major employment and activity centers, including Coca-Cola Park, nearby industrial facilities, and downtown Allentown. Given its elevated traffic volumes, its function as a
	39	008A	20	Add	Yes	0.5408	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	
	39	008A	30	Add	Yes	0.1263	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	
	39	008A	40	Add	Yes	0.67	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
22	39	008A	50	Add	Yes	0.6369	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	connector between key regional corridors, and its proximity to high-employment and high-activity areas, we recommend upgrading SR 008A (American Parkway NE) from Minor Collector to Other Principal Arterial to more accurately reflect its role in the transportation network.
	39	008A	60	Add	Yes	0.2187	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15150	American Pkwy	Allentown City	
Total Mileage, Arterial: 2.611974																
23	39	A056	2	Add	Yes	0.224	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13010	Mosser St	Allentown City	A056 (Martin Luther King Jr. Drive, Segment 2-44) is an east-west corridor located in Lehigh County, serving the City of Allentown. Currently classified as a Minor Arterial, the corridor has either exceeded or is approaching the AADT threshold for its existing classification, warranting consideration for an upgrade to Other Principal Arterial. The corridor provides direct connectivity between S. 24th Street and Union Street and plays a key role in channelizing traffic through central Allentown. It supports regional access to major traffic generators including large warehouse and industrial facilities, recreation centers, and Downtown Allentown. Given its traffic volumes, its function as a connector to high-activity areas, and its role in supporting regional mobility, we recommend reclassifying SR A056 (Martin Luther King Jr. Drive) as Other Principal Arterial to better reflect its operational characteristics and
	39	A056	4	Add	Yes	0.0856	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13010	Martin Luther King Jr Dr	Allentown City	
	39	A056	6	Add	Yes	0.118	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13010	Martin Luther King Jr Dr	Salisbury Twp	
	39	A056	10	Add	Yes	0.782	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13010	Martin Luther King Jr Dr	Allentown City	
	39	A056	20	Add	Yes	1.0155	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	13439	Martin Luther King Jr Dr	Allentown City	
	39	A056	30	Add	Yes	0.2784	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15926	Martin Luther King Jr Dr	Allentown City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
23	39	A056	40	Add	Yes	0.0883	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	15926	Martin Luther King Jr Dr	Allentown City	importance within the transportation network.
Total Mileage, Arterial: 2.591751																
24	39	A070	10	No	Yes	0.158	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	A070 (Pennsylvania Avenue, Segment 10-150) is a north-south corridor located in Lehigh County, serving Hanover Township and Bethlehem City. Currently classified as a Major Collector, it has exceeded its AADT threshold and can be considered for upgrade to Minor Arterial. The corridor channelizes traffic from Catasauqua Road to West Broad Street. It also connects population to high activity centers, LANTAS EBS Blue Route and the Lehigh Shopping Center. The corridor also runs through dense residential areas. Given that this corridor supports traffic from other major corridors and high activity centers, and its exceeded AADT volume, we propose Pennsylvania Avenue be upgraded to Minor Arterial.
	39	A070	20	No	Yes	0.0989	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	30	No	Yes	0.0775	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	40	No	Yes	0.0915	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	50	No	Yes	0.0548	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	60	No	Yes	0.0551	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	70	No	Yes	0.05	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	80	No	Yes	0.1167	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	90	No	Yes	0.1056	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
24	39	A070	100	No	Yes	0.1238	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	Please see Justification on the preceding page.
	39	A070	110	No	Yes	0.1451	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Bethlehem City	
	39	A070	114	No	Yes	0.1287	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
	39	A070	120	No	Yes	0.0523	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
	39	A070	130	No	Yes	0.1565	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
	39	A070	140	No	Yes	0.0493	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
	39	A070	150	No	Yes	0.1001	Urban Major Collector	17	5	Minor Arterial	16	4	8496	Pennsylvania Av	Hanover Twp	
Total Mileage, Minor Arterial: 1.563987																
25	48	A102	10	No	Yes	0.2557	Urban Major Collector	17	5	Minor Arterial	16	4	9489	Illicks Mill Rd	Hanover Twp	A102 (Illicks Mill Road, Segment 10-20) is an important east-west corridor in the City of Bethlehem, extending into Bethlehem City and Hanover Township in Northampton County. It functions as a strategic cut-through between Schoenersville Road and PA Route 512, carrying substantial traffic volumes and serving residential, recreational, institutional, and commercial areas Supporting a range of trip

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
25	48	A102	20	No	Yes	0.9464	Urban Major Collector	17	5	Minor Arterial	16	4	9489	Illicks Mill Rd	Bethlehem City	purposes, the corridor plays a key role in local and regional connectivity. Recent counts show its AADT exceeds the threshold for its current Major Collector classification. Given its demand, jurisdictional connectivity, linkage to key corridors, and diverse land use context, we recommend reclassifying A102 from Major Collector to Minor Arterial to better reflect its regional role.
Total Mileage, Minor Arterial: 1.202139																
26	39	A167	10	No	Yes	1.2849	Urban Major Collector	17	5	Minor Arterial	16	4	8692	North Irving St	Hanover Twp	A167 (Segment 10) and SR 1005 (Segment 10), locally known as North Irving Street and Irving Street, form a key north–south corridor through Hanover Township and Allentown in Lehigh County. Serving industrial and commercial areas near Lehigh Valley International Airport, the corridor carries substantial truck and passenger traffic, providing access to employment centers, distribution facilities, and airport-

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
26	39	1005	10	No	Yes	0.5101	Urban Major Collector	17	5	Minor Arterial	16	4	1445	Irving St	Allentown City	related services. It also connects directly to American Parkway and Union Boulevard, reinforcing its role in freight movement and regional mobility. Currently classified as a Major Collector, recent AADT volumes exceed the threshold for this designation. Given its traffic demand, freight context, and strategic regional connectivity, we recommend reclassifying Irving Street from Major Collector to Minor Arterial.
Total Mileage, Minor Arterial: 1.795044																
27	39	1015	10	No	Yes	0.4927	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16440	Front St	Allentown City	SR 1015 (Fullerton Avenue, Segment 10-60) is a key north–south corridor in Lehigh County, traversing Whitehall Township and the City of Allentown. The corridor connects major regional routes, including US Route 22 and American Parkway, and channels traffic through densely developed residential and mixed-use areas. It supports high local and regional volumes and links employment centers, commercial zones, and regional transportation infrastructure. Currently classified as a Minor Arterial, several segments exceed the maximum AADT for this classification, with others also qualifying for an upgrade. Given its traffic demand, regional connectivity, and role in linking neighborhoods to major economic and transportation nodes, we recommend
	39	1015	20 (0000-0479)	No	Yes	0.091	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16440	Fullerton Ave	Allentown City	
	39	1015	20 (0479-3024)	No	Yes	0.424	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16440	Fullerton Ave	Whitehall Twp	
	39	1015	21	NA	NA	0	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	NA	NA	NA	
	39	1015	30 (0000-0142)	No	Yes	0.027	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	16,440	Fullerton Ave	Whitehall Twp	
	39	1015	30 (0142-1079)	No	Yes	0.391	Urban Minor Arterial	16	4	Other Principal Arterials	15	3	14,758	Fullerton Ave	Whitehall Twp	
	39	1015	40	No	Yes	0.3436	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14758	Third St	Whitehall Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
27	39	1015	50	No	Yes	0.29	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14758	Third St	Whitehall Twp	reclassifying SR 1015 (Fullerton Avenue) as an Other Principal Arterial.
	39	1015	60	No	Yes	0.3441	Urban Minor Arterial	16	4	Other Principal Arterials	14	3	14758	First Av	Whitehall Twp	
Total Mileage, Arterial: 2.403443																
28	39	2029	110 (0901-2956)	No	Add	0.5606	Rural Minor Collector	8	6	Minor Arterial	6	4	3376	Limeport Pk	Lower Milford Twp	SR 2029 (Limeport Pike, Segment 110-230) is a north–south connector through Lower Milford and Upper Saucon Townships in Lehigh County, linking rural residential areas and agricultural lands to PA Route 309. The corridor parallels I-476, providing a key alternative for local and subregional travel, and serves low-density residential, agricultural, and recreational areas. Despite its rural character, Limeport Pike supports consistent two-way traffic for residents, commuters, and local service providers. Many segments exceed the AADT thresholds for its current Major Collector classification. Given its strategic location, regional access role, and growing traffic volumes, we recommend reclassifying SR 2029 from Major and Minor Collector to Minor Arterial to reflect its function and support future infrastructure needs.
	39	2029	120	No	Add	0.4385	Rural Minor Collector	8	6	Minor Arterial	6	4	3376	Limeport Pk	Lower Milford Twp	
	39	2029	130	No	Add	0.4169	Rural Minor Collector	8	6	Minor Arterial	6	4	3376	Limeport Pk	Lower Milford Twp	
	39	2029	140	No	Yes	0.3547	Rural Major Collector	7	5	Minor Arterial	6	4	3289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (0000-2657)	No	Yes	0.503	Rural Major Collector	7	5	Minor Arterial	6	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (2657-2768)	No	Yes	0.021	Urban Major Collector	17	5	Minor Arterial	16	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (2768-2951)	No	Yes	0.035	Rural Major Collector	7	5	Minor Arterial	6	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (2951-3083)	No	Yes	0.025	Urban Major Collector	17	5	Minor Arterial	16	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (3083-3423)	No	Yes	0.064	Rural Major Collector	7	5	Minor Arterial	6	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0150 (3423-3789)	No	Yes	0.007	Urban Major Collector	17	5	Minor Arterial	16	4	3,289	Limeport Pk	Lower Milford Twp	
	39	2029	0160 (0000-3091)	No	Yes	0.585	Urban Major Collector	17	5	Minor Arterial	16	4	5,810	Limeport Pk	Lower Milford Twp	
	39	2029	0160 (3091-3465)	No	Yes	0.071	Rural Major Collector	7	5	Minor Arterial	6	4	5,810	Limeport Pk	Lower Milford Twp	
	39	2029	0160 (3465-3647)	No	Yes	0.05	Urban Major Collector	17	5	Minor Arterial	16	4	5,810	Limeport Pk	Lower Milford Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal- Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
28	39	2029	0170 (0000-0649)	No	Yes	0.035	Urban Major Collector	17	5	Minor Arterial	16	4	5,751	Limeport Pk	Lower Milford Twp	Please see Justification on the preceding page.
	39	2029	0170 (0649-0954)	No	Yes	0.058	Rural Major Collector	7	5	Minor Arterial	6	4	5,751	Limeport Pk	Lower Milford Twp	
	39	2029	0170 (0954-1090)	No	Yes	0.026	Urban Major Collector	17	5	Minor Arterial	16	4	5,751	Limeport Pk	Lower Milford Twp	
	39	2029	0170 (1090-1219)	No	Yes	0.024	Rural Major Collector	7	5	Minor Arterial	6	4	5,751	Limeport Pk	Lower Milford Twp	
	39	2029	0170 (1219-1368)	No	Yes	0.116	Urban Major Collector	17	5	Minor Arterial	16	4	5,751	Limeport Pk	Lower Milford Twp	
	39	2029	0180 (0000-0230)	No	Yes	0.044	Urban Major Collector	17	5	Minor Arterial	16	4	6,662	Limeport Pk	Upper Saucon Twp	
	39	2029	0180(0230-0296)	No	Yes	0.013	Rural Major Collector	7	5	Minor Arterial	6	4	6,662	Limeport Pk	Upper Saucon Twp	
	39	2029	0180 (0296-3233)	No	Add	0.555	Rural Minor Collector	8	6	Minor Arterial	6	4	6,839	Limeport Pk	Upper Saucon Twp	
	39	2029	190	No	Add	0.3465	Rural Minor Collector	8	6	Minor Arterial	6	4	6839	Limeport Pk	Upper Saucon Twp	
	39	2029	0200 (0000-2007)	No	Add	0.38	Rural Minor Collector	8	6	Minor Arterial	6	4	6,839	Limeport Pk	Upper Saucon Twp	
	39	2029	0200 (2007-3368)	No	Add	0.258	Urban Minor Collector	18	6	Minor Arterial	16	4	6,839	Limeport Pk	Upper Saucon Twp	
	39	2029	210	No	Add	0.5284	Urban Minor Collector	18	6	Minor Arterial	16	4	6839	Limeport Pk	Upper Saucon Twp	
	39	2029	0220 (0000-1540)	No	Add	0.292	Urban Minor Collector	18	6	Minor Arterial	16	4	6,839	Limeport Pk	Upper Saucon Twp	
	39	2029	230	No	Add	0.415	Urban Major Collector	17	5	Minor Arterial	16	4	3,415	Limeport Pk	Upper Saucon Twp	
Total Mileage, Minor Arterial: 6.222754																

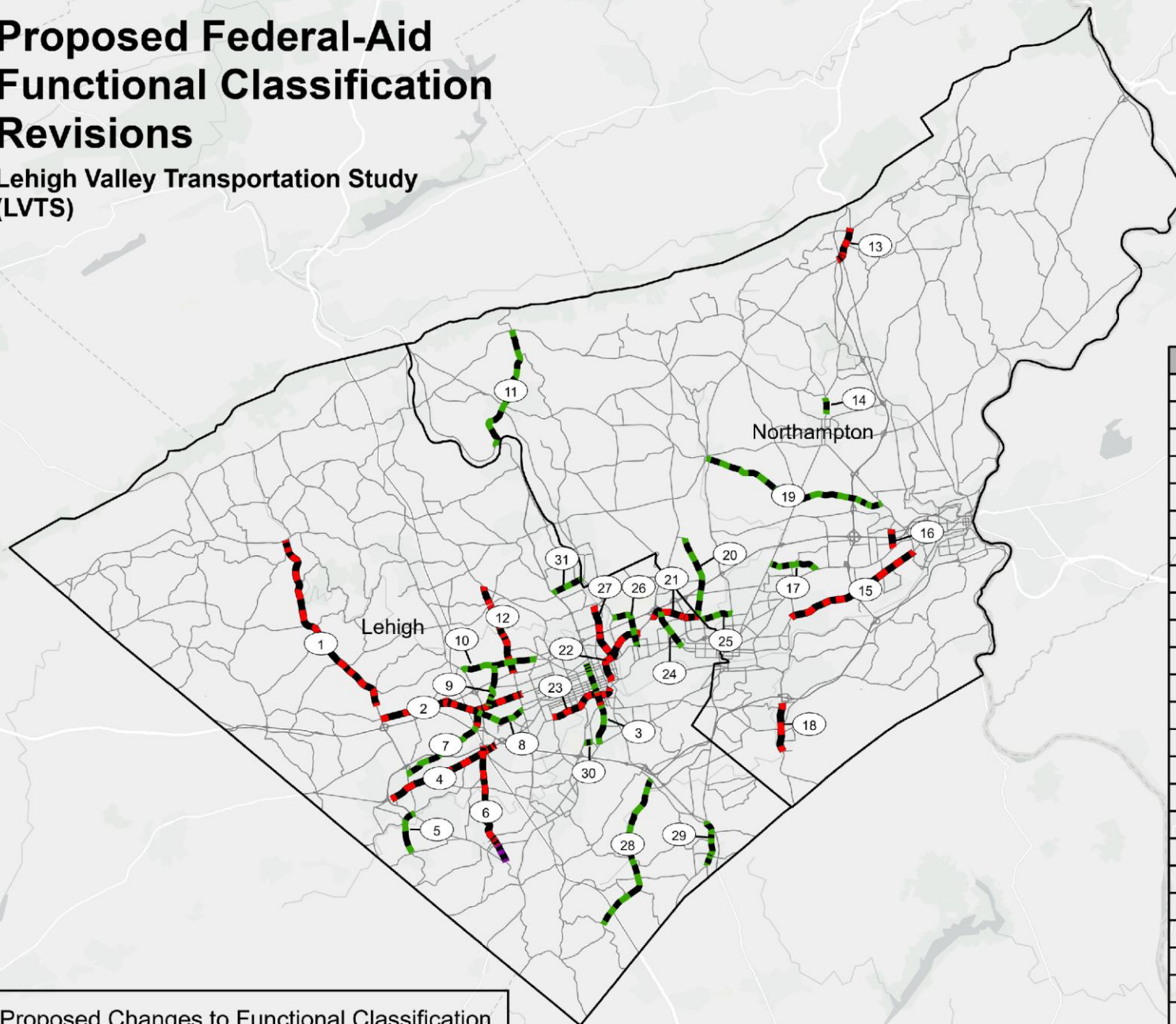
Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
29	39	2045	0020 (0243-2320)	No	Yes	0.393	Urban Major Collector	17	5	Minor Arterial	16	4	7,684	Main St	Coopersburg Boro	SR 2045 (N Main Street, Segment 20-50) serves as a primary north-south route through Coopersburg Borough and Upper Saucon Township in Lehigh County, connecting local roadways to PA Route 309 and providing essential access between residential neighborhoods, institutional uses, and community facilities. The corridor plays an important role in supporting both local circulation and regional commuting patterns. Currently classified as a Major Collector, N Main Street has experienced traffic volumes that exceed the functional classification threshold, with all but one segment surpassing the AADT limit. Given the consistent AADT exceedances, the corridor's importance in facilitating subregional connectivity, and growing capacity needs, we propose the reclassification of SR 2045 from Major Collector to Minor Arterial to more accurately reflect its current and future role within the regional transportation network
	39	2045	0020 (2320-2749)	No	Yes	0.081	Urban Major Collector	17	5	Minor Arterial	16	4	6,325	Main St	Coopersburg Boro	
	39	2045	30	No	Yes	0.2658	Urban Major Collector	17	5	Minor Arterial	16	4	9682	Main St	Coopersburg Boro	
	39	2045	0040 (0000-0615)	No	Yes	0.116	Urban Major Collector	17	5	Minor Arterial	16	4	9,682	Main St	Coopersburg Boro	
	39	2045	0040 (0615-1513)	No	Yes	0.17	Urban Major Collector	17	5	Minor Arterial	16	4	9,682	Main St	Upper Saucon Twp	
	39	2045	0040 (1513-2962)	No	Yes	0.275	Urban Major Collector	17	5	Minor Arterial	16	4	7,839	Main St	Upper Saucon Twp	
	39	2045	50	No	Yes	0.4982	Urban Major Collector	17	5	Minor Arterial	16	4	5501	Main St	Upper Saucon Twp	
Total Mileage, Minor Arterial: 1.799016																

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
30	39	004A	10	No	Yes	0.3107	Urban Major Collector	17	5	Minor Arterial	16	4	13167	Downyflake Ln	Allentown City	SR 004A (Downy Flake Lane, Segment 10) is an east–west connector in the City of Allentown, linking I-78 via Lehigh Street to the urban core + providing access between regional highways, industrial and commercial zones + adjacent residential areas. The corridor supports both passenger + commercial traffic, serving major employment centers, retail destinations + freight facilities. Currently classified as a Major Collector, its AADT is nearly double the threshold for this designation. Configured as a two-lane roadway, it functions as a vital freight and commuter link, channeling traffic between arterial routes and supporting concentrated industrial, retail + institutional land uses. Given its sustained volumes, regional connectivity, and role in economic and freight movement, we recommend reclassifying SR 004A from Major Collector to Minor Arterial.
Total Mileage, Minor Arterial: 0.31074																
31	39	1014	12	No	Yes	0.3571	Urban Major Collector	17	5	Minor Arterial	16	4	8600	Lehigh St	Whitehall Twp	SR 1014 (Lehigh Street, Segment 12-40) is a key north–south route in Whitehall Township, Lehigh County, passing through Coplay and North Catasauqua. It connects regional arterials, including MacArthur and Mechanicsville Roads, and serves residential neighborhoods, commercial areas, and recreational destinations. Supporting both commuter and non-commuter trips the corridor s
	39	1014	22	No	Yes	0.2394	Urban Major Collector	17	5	Minor Arterial	16	4	8600	Lehigh St	Whitehall Twp	

Map ID	County	State Route Number	Segment Number	NHS- Yes, No, Add, Remove	Federal-Aid- Yes, No, Add, Remove	Length	Current Functional Class Description	Current Penndot Functional Classification	Current Federal Functional Classification	Proposed Functional Classification Description	Proposed Penndot Functional Classification	Proposed Federal Functional Classification	Current AADT	Street Name	Municipality	Justification
31	39	1014	30	No	Yes	0.368	Urban Major Collector	17	5	Minor Arterial	16	4	8600	Lehigh St	Whitehall Twp	AADT exceeds the threshold for its current Major Collector classification. It links higher-order arterials, community facilities, and dense suburban areas, facilitating sustained traffic across multiple land use types. Given its volumes, connectivity, land use context, and operational role, we recommend reclassifying SR 1014 from Major Collector to Minor Arterial.
	39	1014	40	No	Yes	0.2765	Urban Major Collector	17	5	Minor Arterial	16	4	8600	Lehigh St	N Catasauqua Borough	
Total Mileage, Minor Arterial: 1.240959																

# Proposed Federal-Aid Functional Classification Revisions

Lehigh Valley Transportation Study  
(LVTS)



## Proposed Changes to Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Map ID	Road Name
1	SR 0100
2	Tilghman St
3	Eighth St, Mack Blvd
4	Hamilton Blvd
5	Spring Creek Rd, Main St
6	Brookside Rd
7	Cetronia Rd
8	Broadway
9	Parkway Rd, Springhouse Rd
10	Walbert Ave
11	Blue Mountain Dr
12	Cedar Crest Blvd
13	Moorestown Rd, Broadway, Lehigh Ave
14	North Broad St
15	Freemansburg Ave
16	Greenwood Ave
17	Oakland Rd
18	Main St, Hellertown Rd
19	Newburg Rd, Main St
20	Jacksonville Rd
21	Catasauqua Rd
22	American Pkwy
23	Mosser St, Martin Luther King Jr Dr
24	Pennsylvania Ave
25	Illicks Mill Rd
26	North Irving St, Irving St
27	Front St, Fullerton Ave, Third St, First Ave
28	Limeport Pk
29	Main St
30	Downyflake Ln
31	Lehigh St



# Proposed Federal-Aid Functional Classification Revision

SR 0100

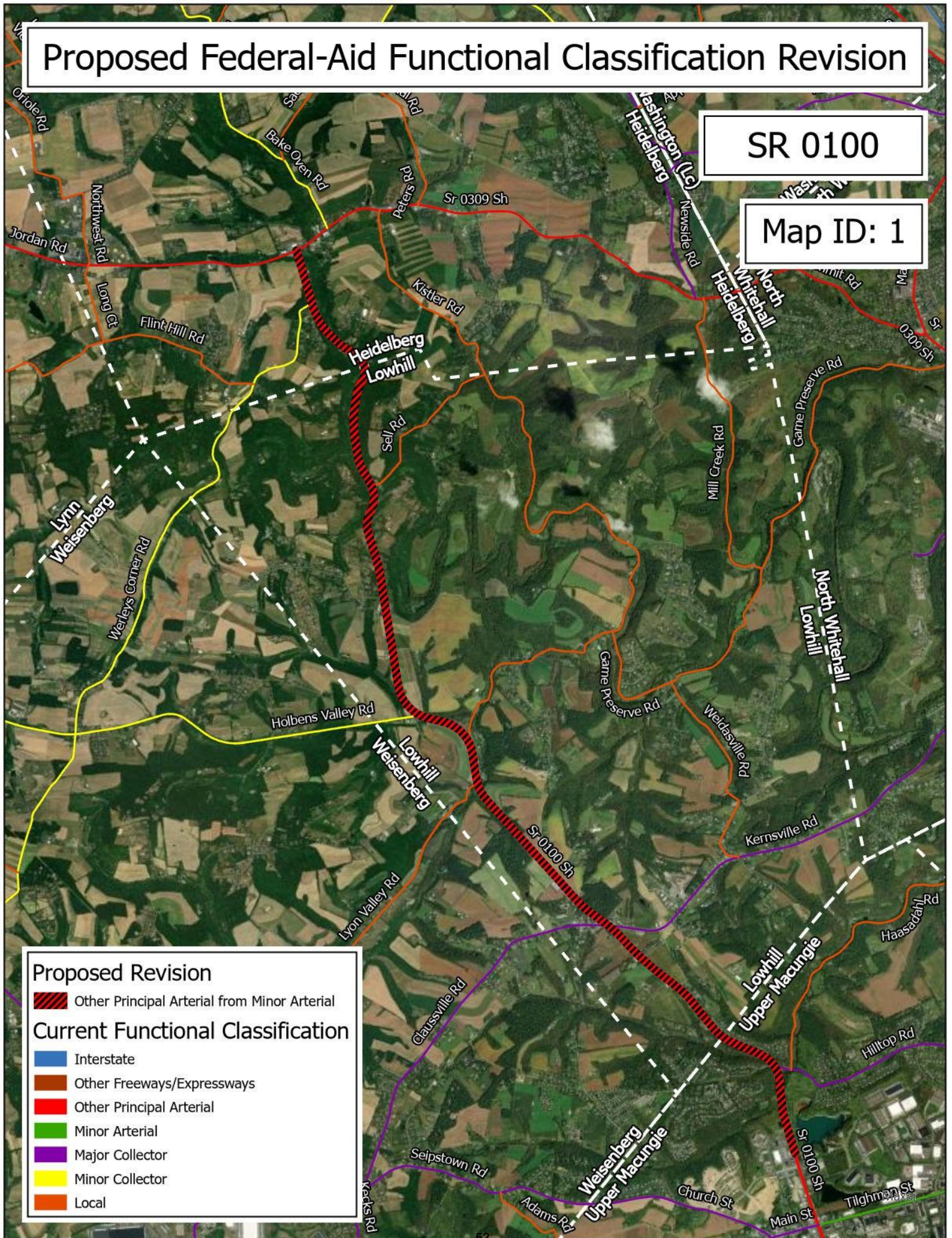
Map ID: 1

## Proposed Revision

 Other Principal Arterial from Minor Arterial

## Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



## **Map ID 1: Route 100**

**Existing Functional Class** - Minor Arterial

**Proposed Functional Class** - Other Principal Arterial

**Extent:** From PA Route 309 to Route 100

**County:** Lehigh

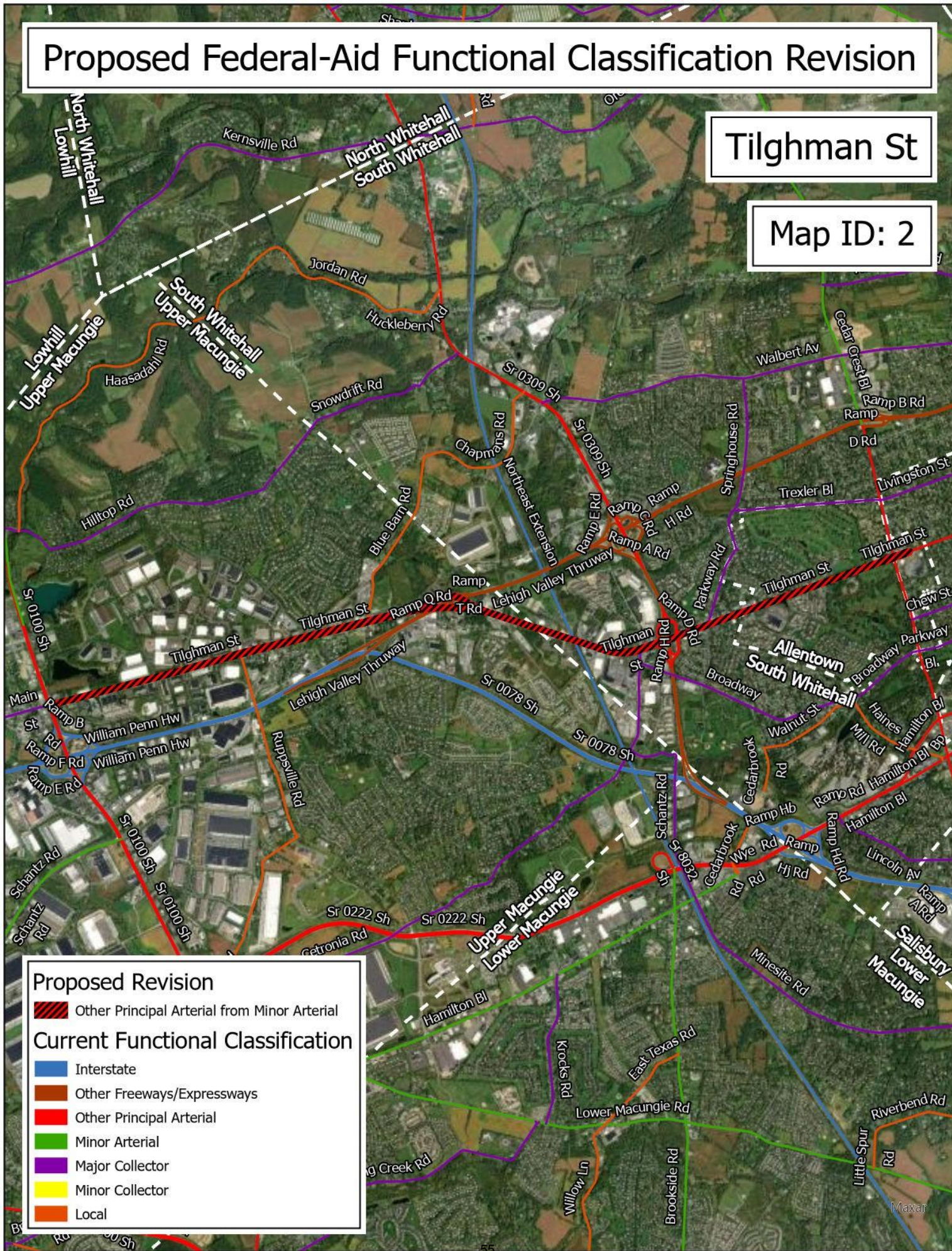
**Municipalities:** Lowhill, Upper Macungie and Heidelberg Township

**Justification:** PA Route 100 (Segment 200-340, ending at PA Route 309) is a key north-south corridor in western Lehigh County, linking high-density residential areas with I-78 and US Route 22. Currently classified as a Minor Arterial, three segments already exceed the AADT threshold and three more are nearing it. The corridor serves both commuters and freight, channeling traffic north toward key interchanges and employment centers. South of Tilghman Street, it is already designated as an Other Principal Arterial; extending this classification northward would create a continuous corridor, improving functional continuity and reinforcing regional significance. The corridor also faces geometric and topographic challenges, including steep slopes, offset alignments, braking issues for heavy vehicles near Claussville and Curtainsville Roads, difficulties at Moore Lane, curve issues, and a steep decline north of Herbert Road. Given its traffic demand, complexity, and regional role, reclassifying the highlighted segments from Minor Arterial to Other Principal Arterial better reflects its current and emerging function.

# Proposed Federal-Aid Functional Classification Revision

Tilghman St

Map ID: 2



## **Map ID 2: SR 1002 – Tilghman Street**

**Existing Functional Class** - Minor Arterial

**Proposed Functional Class** - Other Principal Arterial

**Extent:** From Route 100 to Cedar Crest Blvd

**County:** Lehigh

**Municipalities:** Upper Macungie, S Whitehall Township and Allentown City

**Justification:** SR 1002 (Tilghman Street, Segment 30–151) is a key east-west corridor in Lehigh County, serving Upper Macungie, South Whitehall Townships, and Allentown City. Currently classified as Minor Arterial, several segments have exceeded or are nearing their AADT thresholds. The corridor traverses areas of high population and employment density, including Ruppsville, Upper Macungie, and Krocksville, and serves as a connector to Downtown Allentown. As the eastern portion of Tilghman Street is already classified as an Other Principal Arterial, extending this classification ensures functional continuity. Given its traffic volumes, regional connectivity, and critical role in serving local businesses, industries, and communities, we recommend reclassifying SR 1002 (Segment 30–151) as Other Principal Arterial.

# Proposed Federal-Aid Functional Classification Revision

Eighth St, Mack Blvd

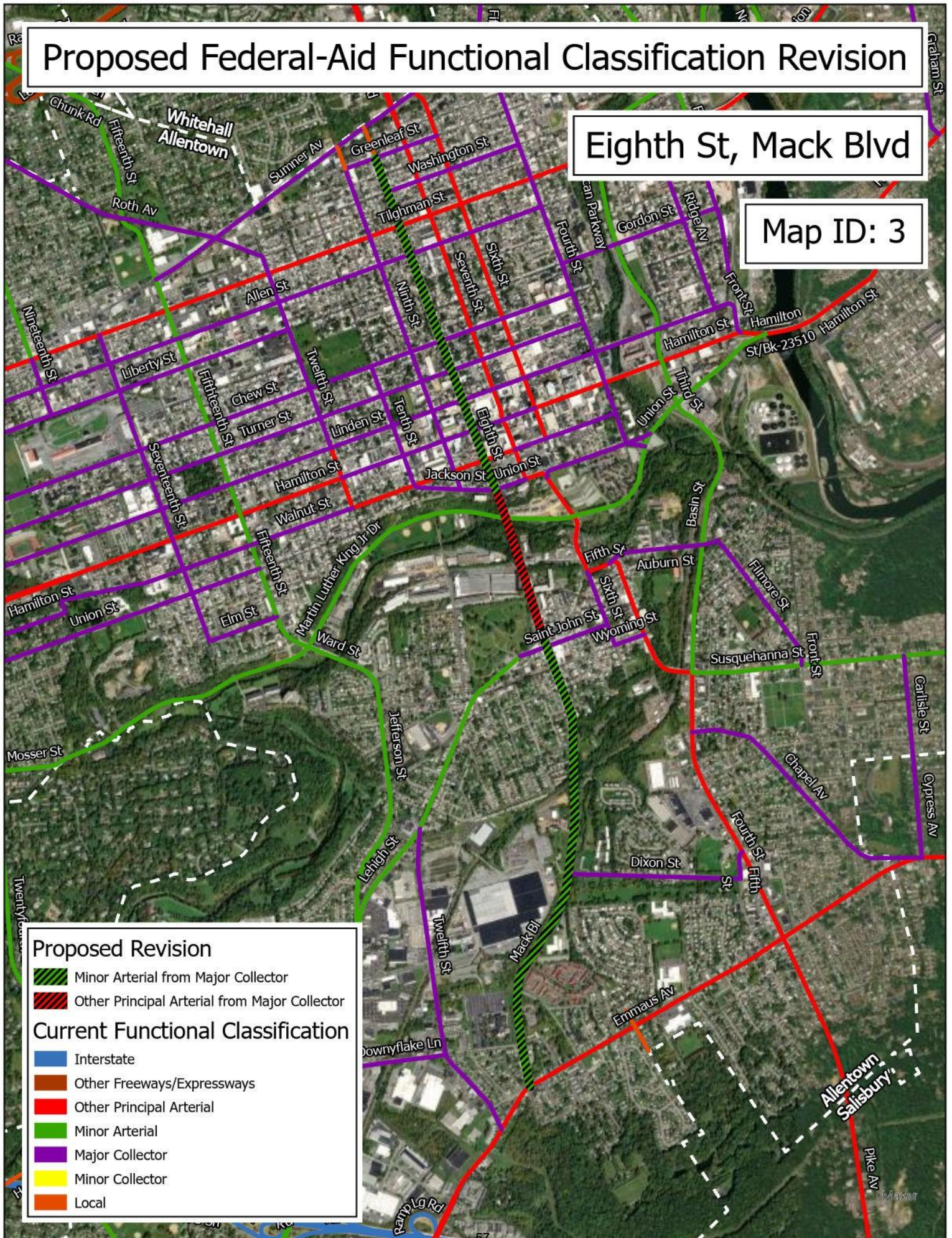
Map ID: 3

## Proposed Revision

- Minor Arterial from Major Collector
- Other Principal Arterial from Major Collector

## Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



### **Map ID 3: SR 2055, 009A, A015 – Eighth St, Mack Blvd**

**Existing Functional Class** (SR 2055) – Major Collector

**Proposed Functional Class** (SR 2055) - Other Principal Arterial and Minor Arterial

**Existing Functional Class** (009A, A015) – Major Collector

**Proposed Functional Class** (009A, A015) - Minor Arterial

**Extent:** From Greenleaf St to Emmaus Ave

**County:** Lehigh

**Municipalities:** Allentown City

**Justification:** 009A (segment 10), SR 2055 (segments 10-20), and A015 (segments 10-70)—collectively North and South 8th Street and Mack Blvd—form a vital north-south corridor through Allentown’s Downtown Business District, connecting major traffic generators including the Allentown Transportation Center, Downtown Allentown, and St. Luke’s Sacred Heart Hospital. Currently classified as a Major Collector, most segments exceed the 6,300 AADT threshold, qualifying for reclassification to Minor Arterial, while two segments (SR 2055, 10-20) support reclassification to Other Principal Arterial. Serving areas of high population and employment density, the corridor is a critical connector through the city’s core, with proximity to major development along Lehigh Street and Downtown revitalization. It also supports regional mobility by channeling traffic toward I-78 and serving as a major commuter route. Given its traffic volumes, land use context, and expanding role in regional connectivity and urban development, we recommend reclassifying SR 009A (10) and A015 (10-70) from Major Collector to Minor Arterial, and SR 2055 (10-20) from Major Collector to Other Principal Arterial.

# Proposed Federal-Aid Functional Classification Revision

Hamilton Blvd


Map ID: 4

## Proposed Revision

 Other Principal Arterial from Minor Arterial

## Current Functional Classification


 Interstate

 Other Freeways/Expressways

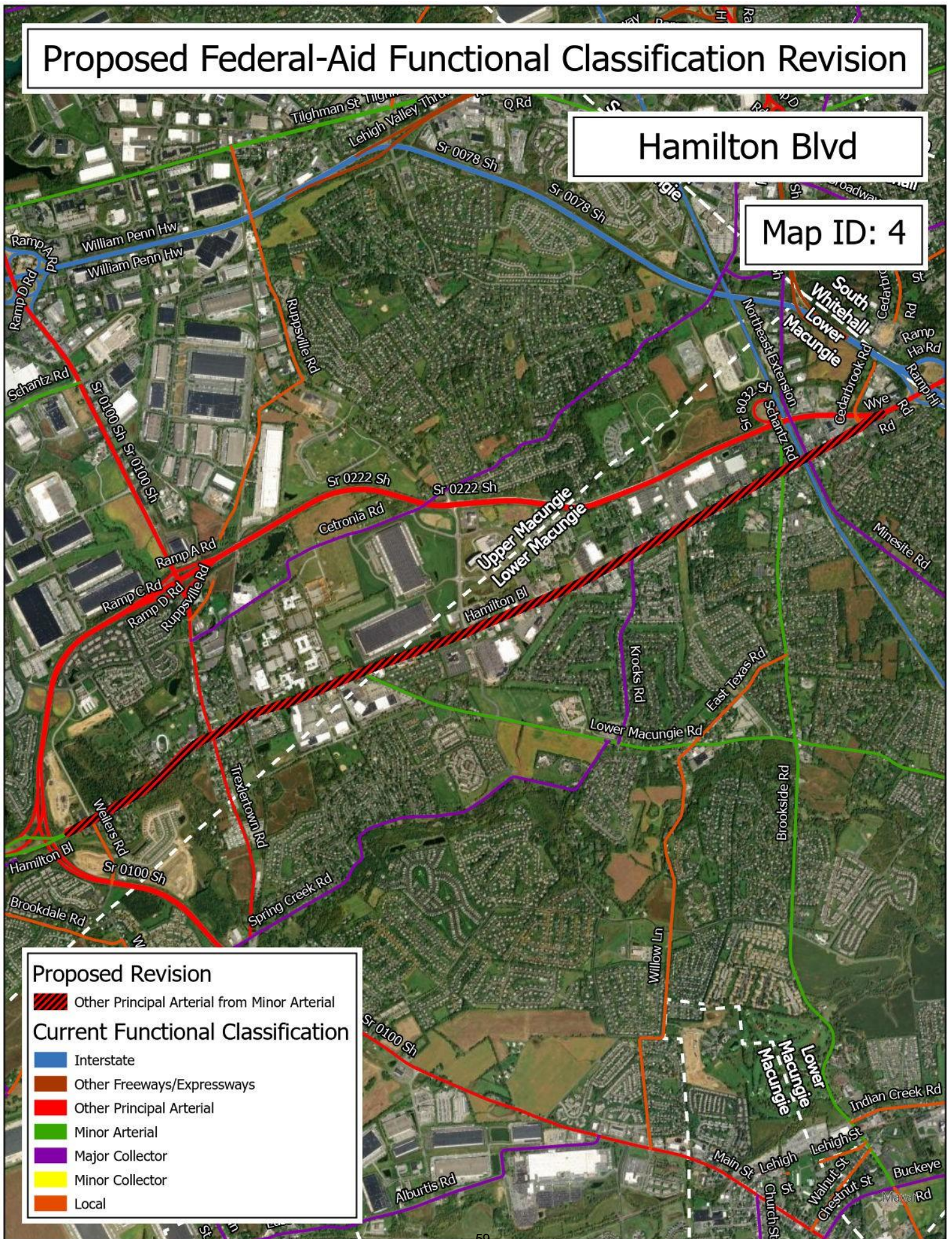
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



## **Map ID 4: SR 6222 – Hamilton Blvd**

**Existing Functional Class** – Minor Arterial

**Proposed Functional Class** - Other Principal Arterial

**Extent:** From Trexlertown Bypass to US 222

**County:** Lehigh

**Municipalities:** Upper and Lower Macungie Township

**Justification:** SR 6222 (Hamilton Boulevard, Segment 20-100) is an east-west corridor in Lehigh County, serving Lower Macungie, Upper Macungie Township and the broader Trexlertown and Dorneyville areas. Currently classified as a Minor Arterial, several segments of the corridor have exceeded or are approaching their AADT thresholds. The corridor traverses areas of significant residential and employment density and supports LANTA's Enhanced Bus Service via the Blue Route. Hamilton Boulevard also provides direct access to major regional destinations, shopping, recreational centers. It serves as a critical connector to US 222, I-476 (Northeast Extension), and I-78, facilitating both commuter and commercial traffic. Given its high traffic volumes, multimodal function, and importance to mobility and economic activity, we recommend reclassifying SR 6222 (up to I-476) as an Other Principal Arterial.

# Proposed Federal-Aid Functional Classification Revision

Spring Creek Rd, Main St

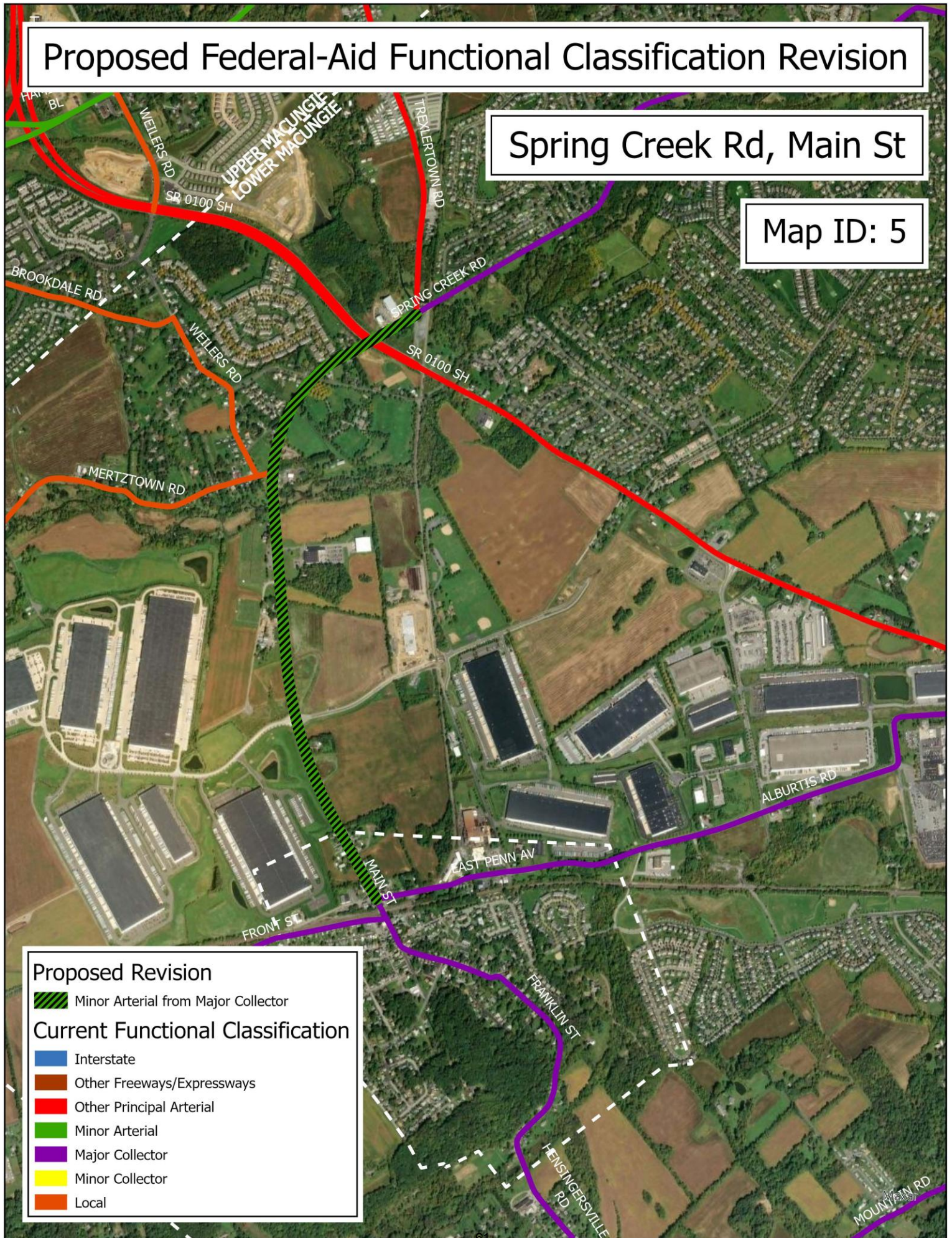
Map ID: 5

## Proposed Revision

 Minor Arterial from Major Collector

## Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



## **Map ID 5: SR 3001 – Main St, Spring Creek Road**

**Existing Functional Class** – Major Collector

**Proposed Functional Class** - Minor Arterial

**Extent:** From East Penn Ave to Trexlertown Road

**County:** Lehigh

**Municipalities:** Alburtis Borough and Lower Macungie Township

**Justification:** SR 3001 (Main Street and Spring Creek Road, Segment 40-70) is a north-south corridor in western Lehigh County, serving Lower Macungie Township and the Borough of Alburtis. Currently classified as a Major Collector, the corridor has exceeded the AADT threshold for its existing functional classification. It plays a critical role in channeling both freight and commuter traffic to and from PA Route 100. The corridor provides direct access to major industrial and logistics facilities. This road also has design considerations, requiring an update for the safety purposes. In addition, Spring Creek Road serves as a vital connector between Lower Macungie Township and the Borough of Alburtis, supporting both local and regional mobility. Given its high traffic volumes, freight significance, safety concerns and importance to regional connectivity and economic activity, we recommend reclassifying SR 3001 as a Minor Arterial.

# Proposed Federal-Aid Functional Classification Revision

Brookside Rd

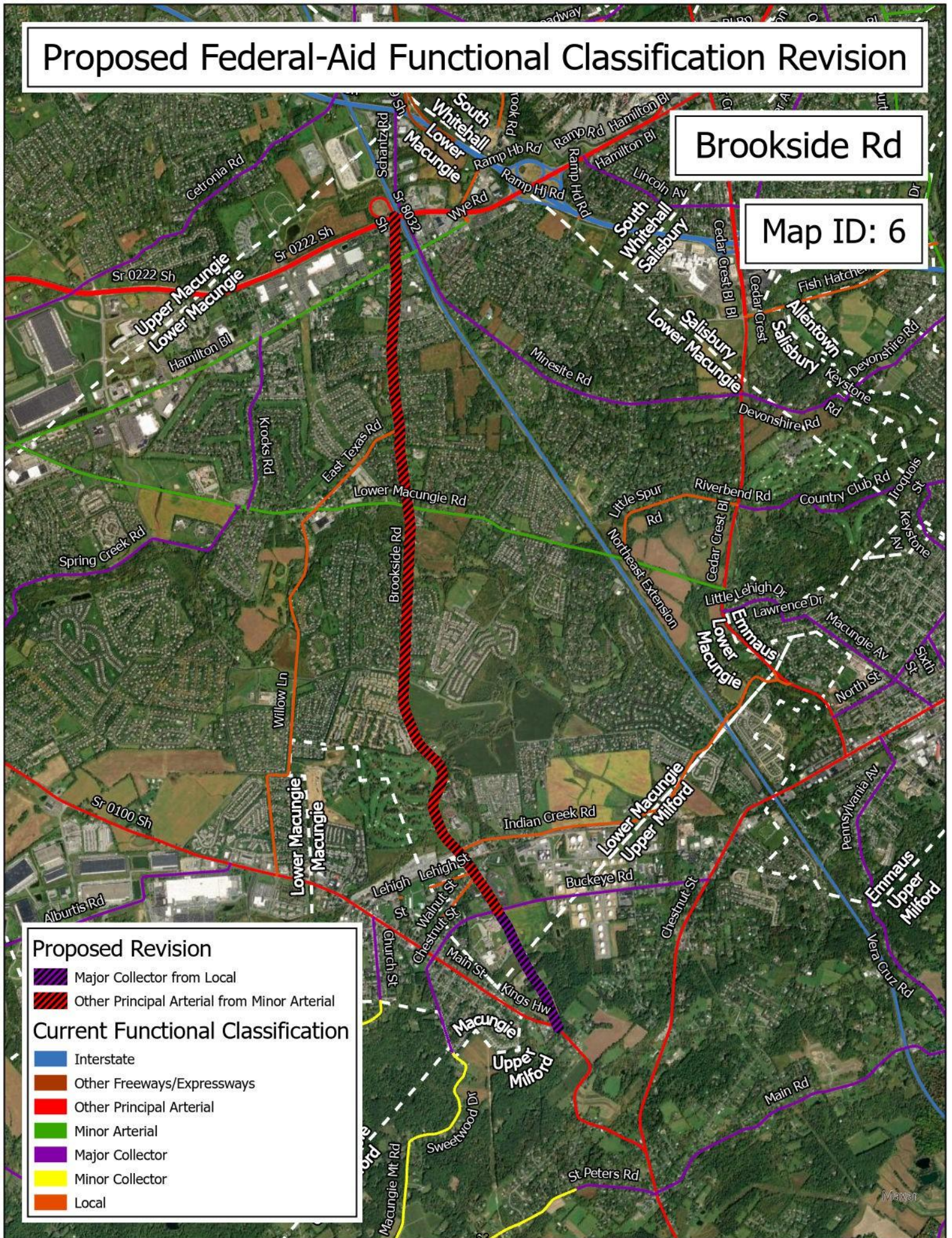
Map ID: 6

## Proposed Revision

- Major Collector from Local
- Other Principal Arterial from Minor Arterial

## Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



## **Map ID 6: SR 2017, DAVN, CZVK – Brookside Road, East Macungie Road**

**Existing Functional Class (SR 2017)** – Minor Arterial

**Proposed Functional Class (SR 2017)** – Other Principal Arterial

**Existing Functional Class (DAVN, CZVK)** – Local

**Proposed Functional Class (DAVN, CZVK)** – Major Collector

**Extent:** From Kings Highway to US 222

**County:** Lehigh

**Municipalities:** Upper Milford and Lower Macungie Township

**Justification:** DAVN and CZVK (East Macungie Road, Segment 10) is a north-south corridor in Lehigh County, serving Lower Macungie Township and connecting PA Route 100 and the Buckeye Partners pipeline. It is also used as an evacuation route for the pipeline company. Currently classified as a Local Road, East Macungie Road carries significant commuter traffic, serving residential communities such as East Texas and Lower Macungie Township, as well as Eyer Middle School, Shoemaker, and Macungie Elementary Schools.

SR 2017 (Brookside Road, Segment 10-90) is a north-south corridor in Lehigh County, serving Lower Macungie Township and connecting US Route 222 and PA Route 100. Currently a Minor Arterial, Brookside Road carries significant commuter traffic and provides access to residential, commercial, and institutional areas. Given its functional role, proximity to major generators, and exceeding AADT, we recommend reclassifying DAVN and CZVK from Local Road to Major Collector and SR 2017 from Minor Arterial to Other Principal Arterial

# Proposed Federal-Aid Functional Classification Revision

Centronia Rd

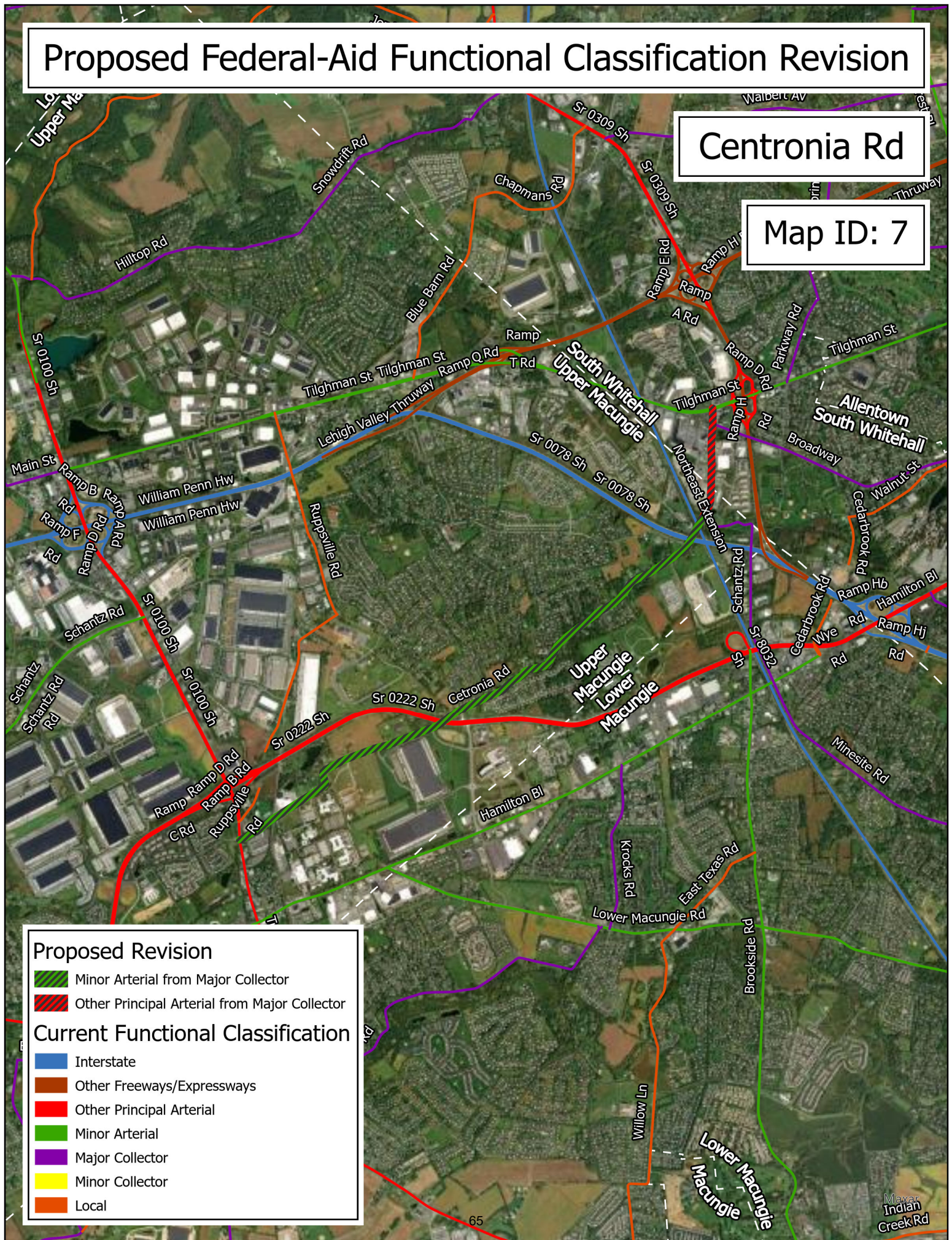
Map ID: 7

## Proposed Revision

- Minor Arterial from Major Collector
- Other Principal Arterial from Major Collector

## Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



## **Map ID 7: SR 3008 – Cetronia Road**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial and Other Principal Arterial

**Extent:** From Trexlertown Road to Tilghman St

**County:** Lehigh

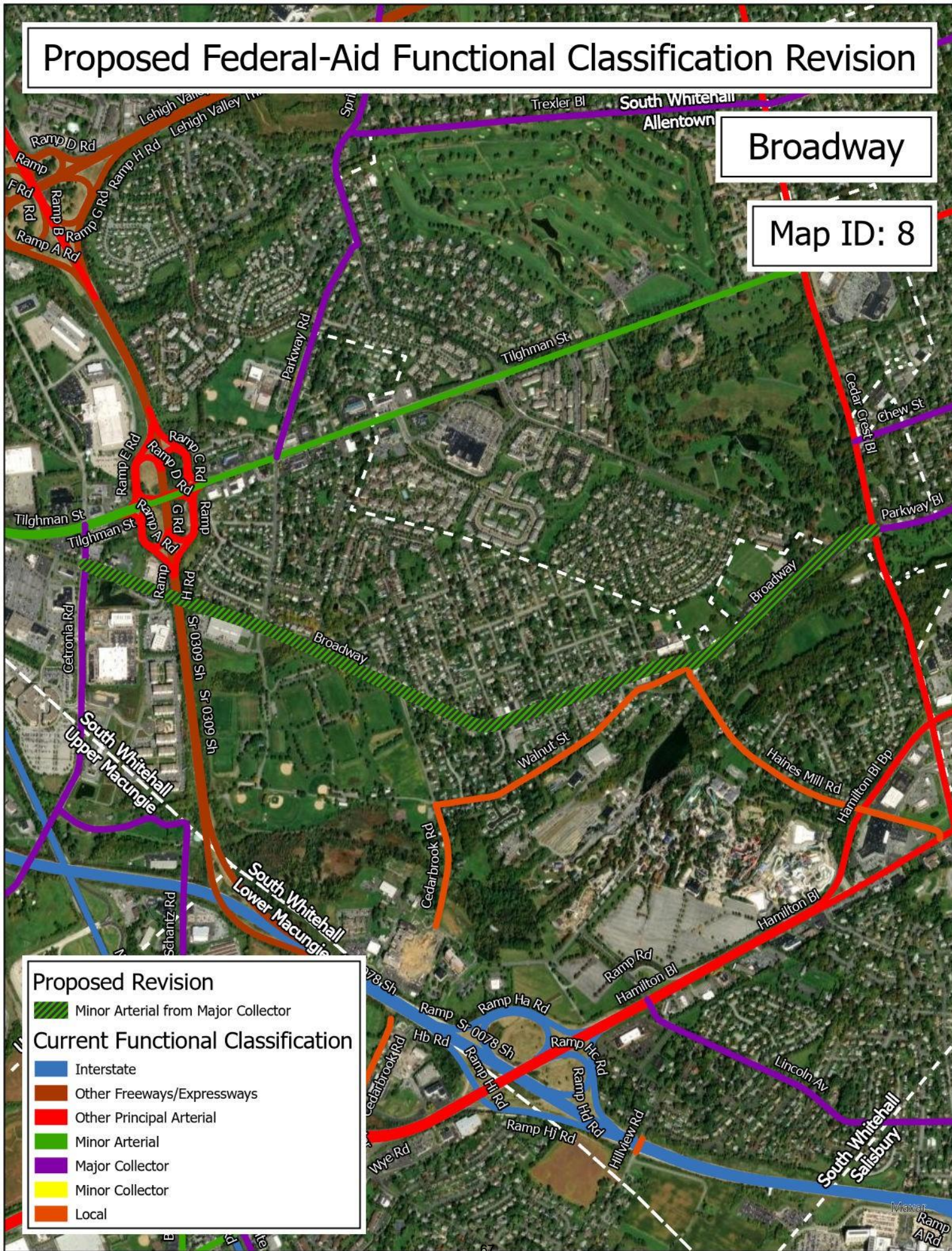
**Municipalities:** Upper Macungie Township and S Whitehall Township

**Justification:** SR 3008 (Cetronia Road, Segment 10-70) is a critical connector in western Lehigh County, located between I-78, US Route 222, PA Route 309, and PA Route 100. Currently classified as a Major Collector, one segment of the corridor have exceeded, and has doubled the AADT thresholds for their existing classification. The segment which exceeded and doubled the AADT threshold plays a vital role in connecting high residential neighborhoods with regional roadways and economic hubs, facilitating both commuter and commercial travel. The rest of the segments continues to support significant traffic volumes and provides critical local connectivity between residential communities and commercial corridors. Given the corridor's traffic volumes, strategic location, and essential role in regional and local mobility, we recommend reclassifying segments 10-70 (0000-0383) of Cetronia Road as a Minor Arterial and segment 70 (0383-3671) as Other Principal Arterial.

# Proposed Federal-Aid Functional Classification Revision

# Broadway

Map ID: 8



## Proposed Revision

 Minor Arterial from Major Collector

## Current Functional Classification

 Interstate

Other Freeways/Expressways

Other Principal Arterial

Minor Arterial

 Major Collector

Minor Collector

 Local

## **Map ID 8: SR 2008, A016 – Broadway**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Cetronia Road to Cedar Crest Blvd

**County:** Lehigh

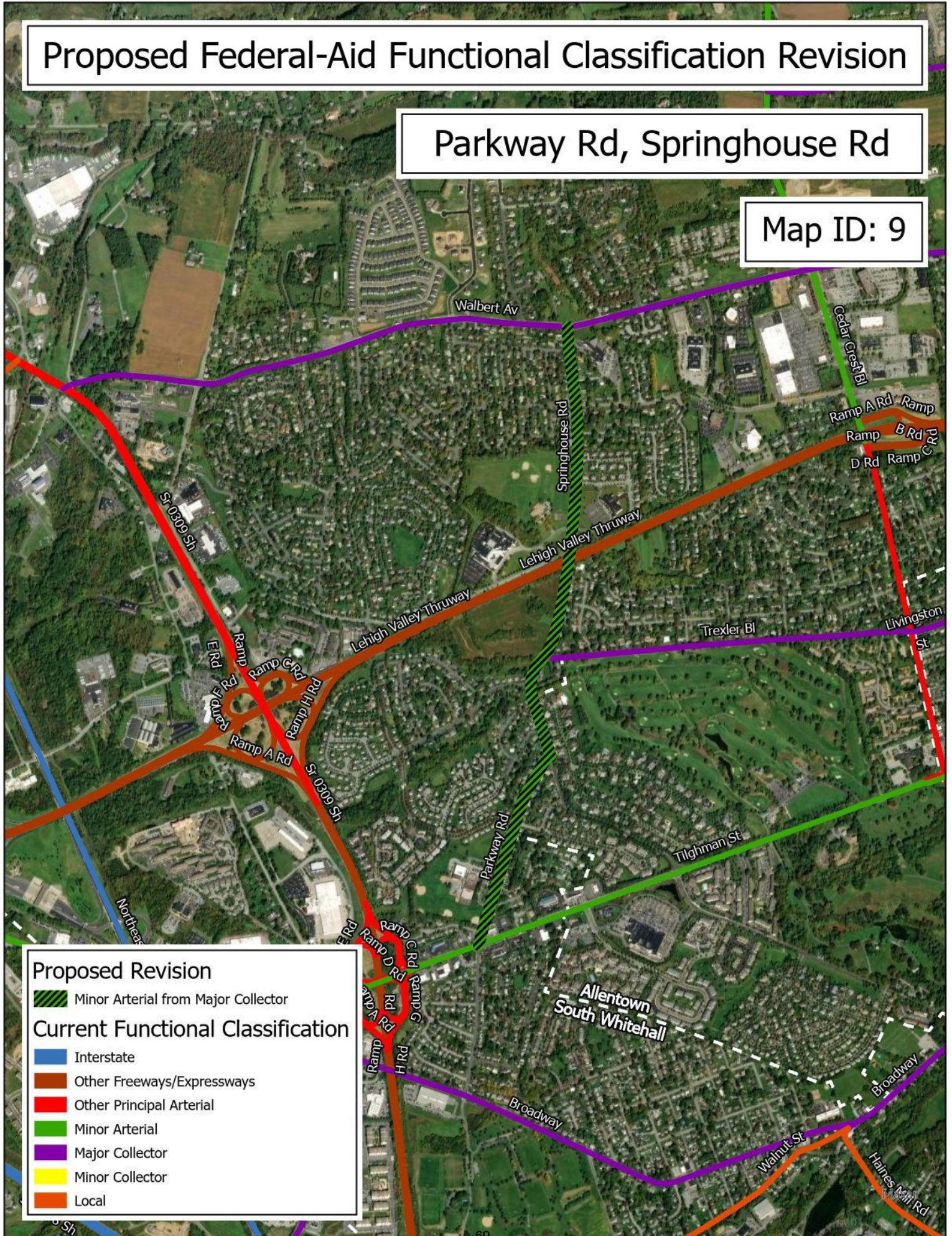
**Municipalities:** S Whitehall Township

**Justification:** A016 (Broadway, Segment 10) and SR 2008 (Broadway, Segment 20-30) is an east-west corridor in Lehigh County, serving South Whitehall Township and the Dorneyville area. Currently a Major Collector, the segment 10 of A016 has significantly exceeded its AADT limit. Currently a Major Collector, both segments of SR 2008 are eligible for the next functional classification based on AADT. Broadway provides direct access to major regional recreational centers and a college, and traverses high-density residential areas, supporting significant commuter and local traffic. Given its traffic volume, proximity to major trip generators, and role in connectivity, we recommend reclassifying Broadway from Major Collector as a Minor Arterial.

# Proposed Federal-Aid Functional Classification Revision

## Parkway Rd, Springhouse Rd

Map ID: 9



## **Map ID 9: A035 – Parkway Road, Springhouse Road**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Walbert Ave to Tilghman St

**County:** Lehigh

**Municipalities:** S Whitehall Township


**Justification:** Parkway Road (A035, Segment 10-14) and Springhouse Rd (A035, Segment 20-30) is a north-south connector in Lehigh County, serving South Whitehall Township. Currently classified as a Major Collector, all segments of the corridor have exceeded the AADT threshold for their current functional classification. The roadway channelizes traffic between Walbert Avenue and West Tilghman Street—both of which serve as critical access points to regional corridors such as US Route 22 and PA Route 309. Parkway and Springhouse Road also traverse areas of population and employment density, supporting consistent volumes of commuter and local traffic throughout the day. Given its high traffic volumes, its function as a connector to major arterial routes, and its location within densely developed residential areas, we recommend reclassifying Parkway Road and Springhouse Road (A035) as Minor Arterial.

# Proposed Federal-Aid Functional Classification Revision

Walbert Ave

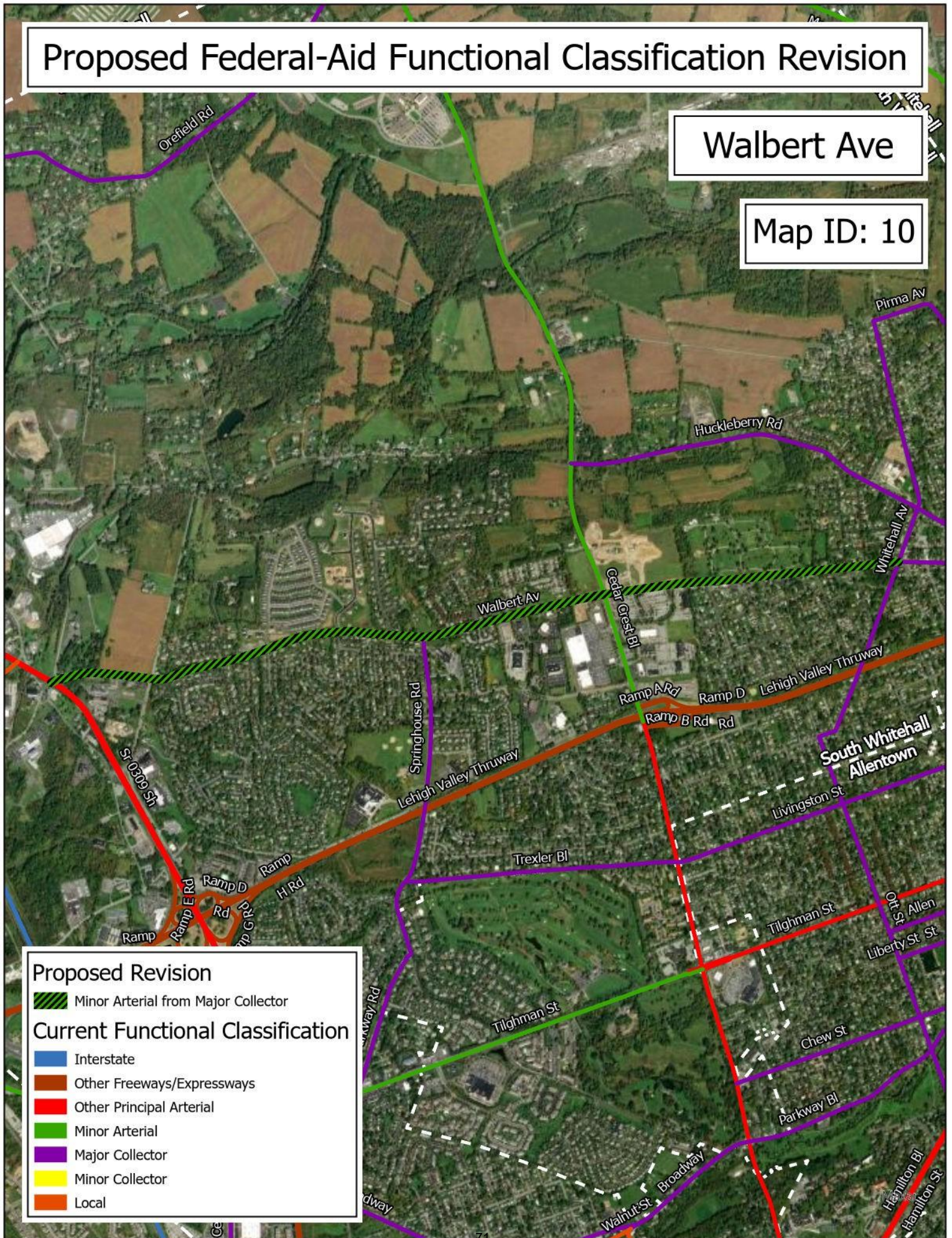
Map ID: 10

## Proposed Revision

 Minor Arterial from Major Collector

## Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



## **Map ID 10: SR 1006 – Walbert Avenue**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Whitehall Ave to PA Route 309

**County:** Lehigh

**Municipalities:** S Whitehall Township


**Justification:** SR 1006 (Walbert Avenue, Segment 10-60) is an east-west corridor in Lehigh County, serving South Whitehall Township and the surrounding residential communities. Currently classified as a Major Collector, all segments of the corridor have exceeded the AADT threshold for their current functional classification. Walbert Avenue functions as a critical connector between PA Route 309, channelizing traffic to and from major residential neighborhoods and regional employment centers. The corridor provides direct access to retail centers and medical facilities. Given its consistently high commuter traffic, exceeded AADT, we recommend reclassifying these segments of SR 1006 (Walbert Avenue) as Minor Arterial.

# Proposed Federal-Aid Functional Classification Revision

Blue Mountain Dr

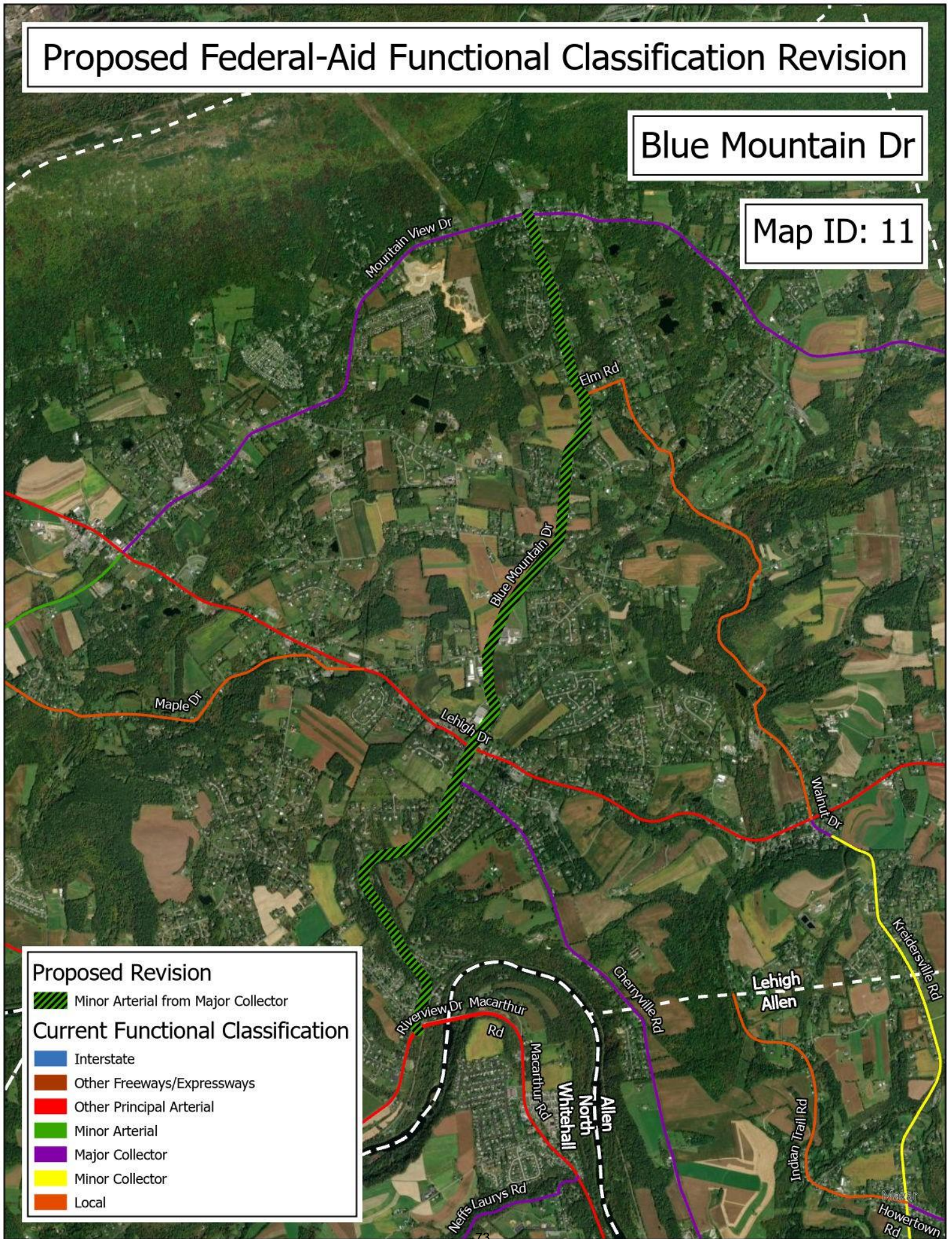
Map ID: 11

## Proposed Revision

 Minor Arterial from Major Collector

## Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



## **Map ID 11: SR 4001 – Blue Mountain Drive**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From MacArthur Road to Mountain View Drive

**County:** Northampton

**Municipalities:** Lehigh Township

**Justification:** SR 4001 (Blue Mountain Drive, Segment 14-110) is a north-south corridor in Northampton County, serving Lehigh Township and the greater Blue Mountain region. Currently a Major Collector, five segments exceed the AADT threshold and are proposed for reclassification. Blue Mountain Drive connects US Route 145, PA Routes 248 and 946, residential communities, and public facilities to regional corridors, and provides critical access to Blue Mountain Ski Resort, a major winter recreational destination. The corridor traverses mountainous terrain with steep grades and sharp curves, supporting two-way travel with elevated risk of serious head-on collisions. Given its high traffic, strategic access to recreational and governmental facilities, growing residential areas, and safety considerations along a challenging alignment, we recommend reclassifying all identified segments as a Minor Arterial.

# Proposed Federal-Aid Functional Classification Revision


Cedar Crest Blvd


Map ID: 12

## Proposed Revision

 Other Principal Arterial from Minor Arterial

## Current Functional Classification


 Interstate

 Other Freeways/Expressways

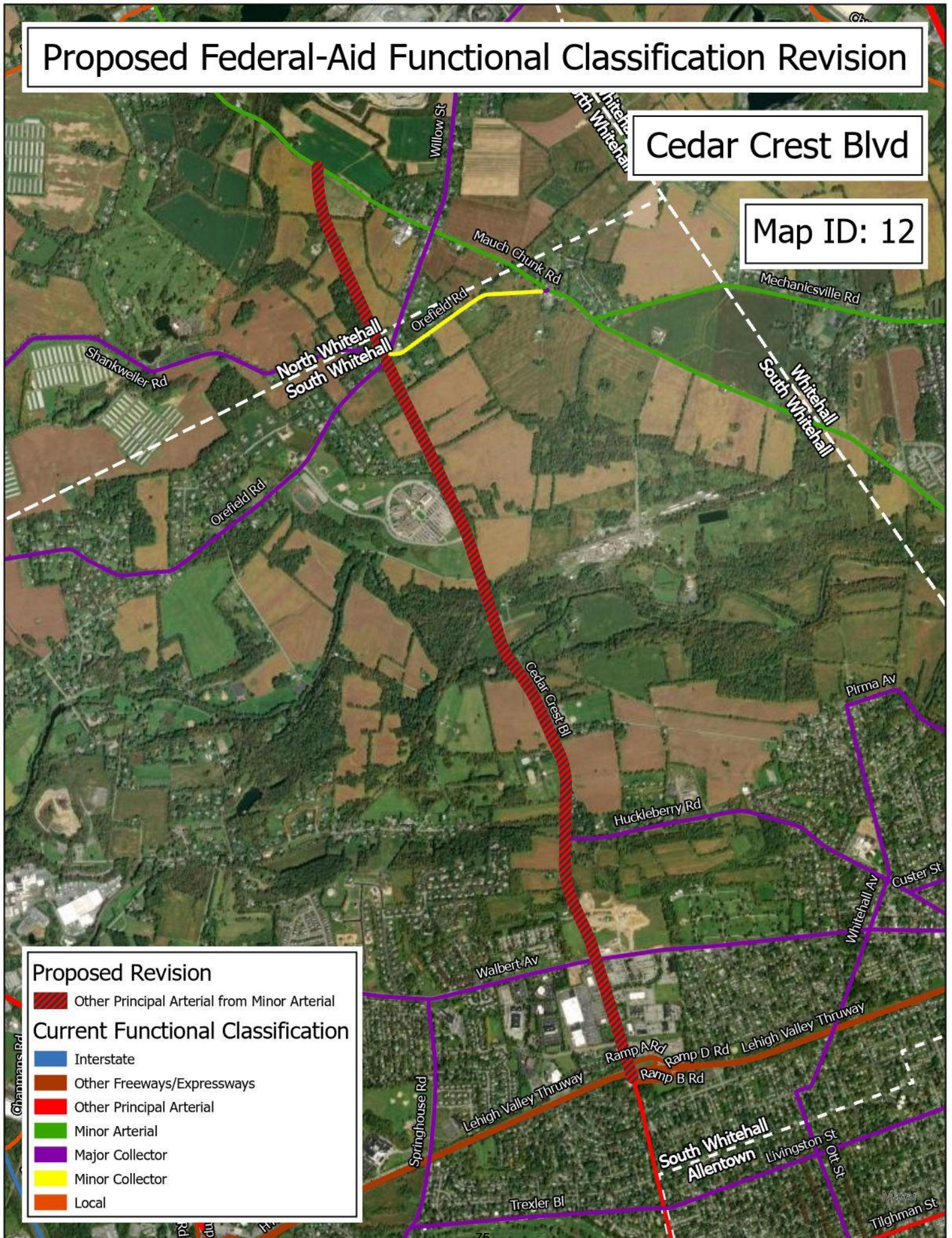
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



## **Map ID 12: SR 1019 – Cedar Crest Blvd**

**Existing Functional Class**— Minor Arterial

**Proposed Functional Class**— Other Principal Arterial

**Extent:** From Mauch Chunk Road to Lehigh Valley Thruway

**County:** Lehigh

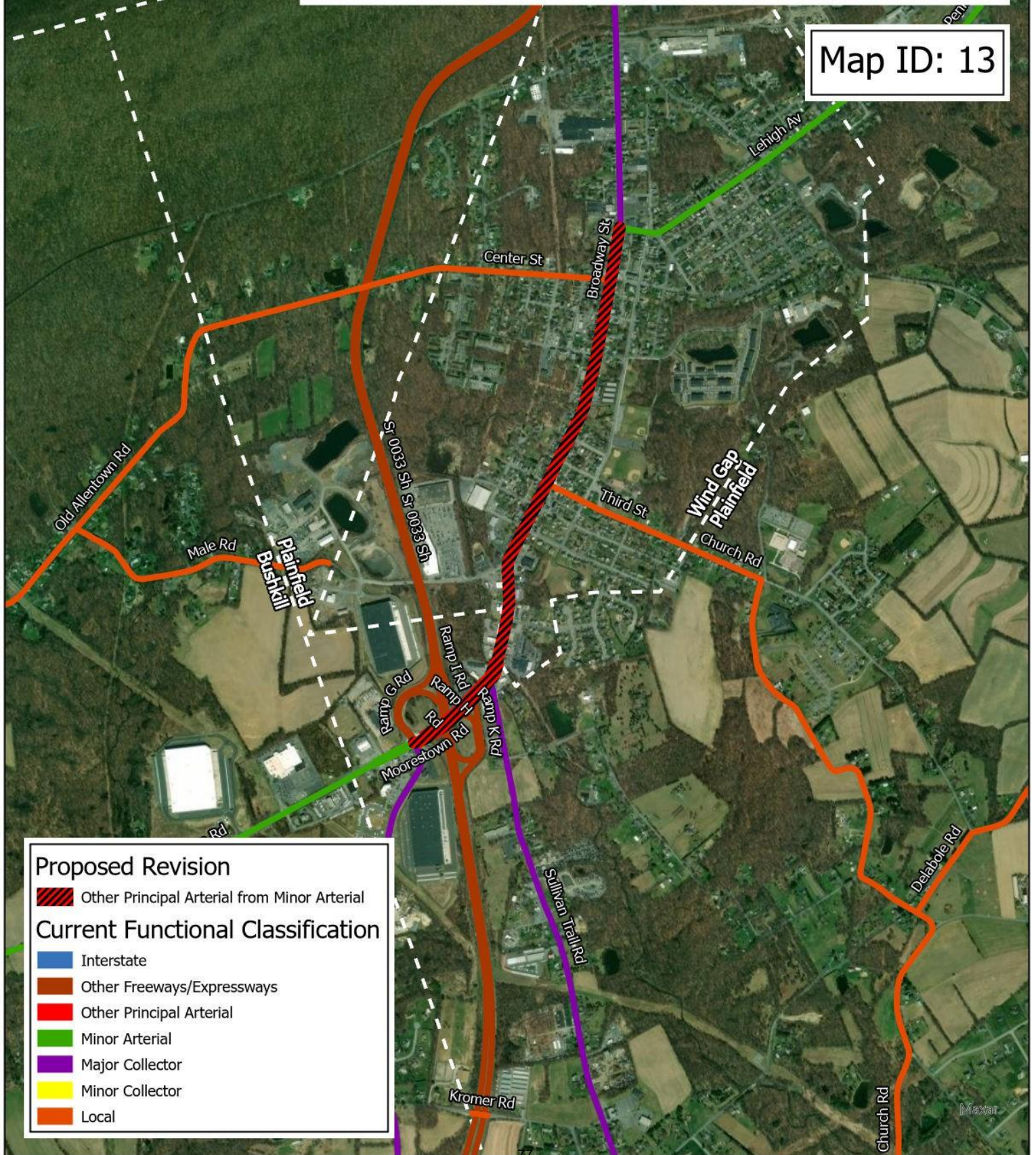
**Municipalities:** S Whitehall and N Whitehall Township

**Justification:** SR 1019 (Cedar Crest Boulevard, Segment 70-130) is a critical north-south corridor in Lehigh County, serving South Whitehall and North Whitehall Townships and surrounding communities. Currently a Minor Arterial, one segment exceeds the AADT threshold while others are nearing it. The corridor provides direct access to key traffic generators and essential services, connecting US Route 22 to Tilghman Street and channeling significant commuter traffic through commercial, institutional, and residential areas. Its southern end, anchored by dense residential development and intersecting Tilghman Street—an Other Principal Arterial—makes it a critical feeder route. Given its increasing traffic, proximity to major generators, and strategic role in regional connectivity, we recommend reclassifying these segments as an Other Principal Arterial.

# Proposed Federal-Aid Functional Classification Revision

Moorestown Rd, Broadway, Lehigh Ave

Map ID: 13



## **Map ID 13: SR 512 – Moorestown Road, Broadway, Lehigh Avenue**

**Existing Functional Class**– Minor Arterial

**Proposed Functional Class**– Other Principal Arterial

**Extent:** From PA Route 33 to Park Avenue

**County:** Northampton

**Municipalities:** Plainfield Township and Wind Gap Borough

**Justification:** SR 0512 (South Broadway, Moorestown Road and Lehigh Avenue Segment 300-340) is a north-south corridor in Northampton County, serving Plainfield Township, Borough of Wind Gap and surrounding communities. Currently classified as a Minor Arterial, these segments of the corridor are proposed for reclassification, with six segments having exceeded the AADT threshold for their current classification and the remaining segments eligible for reclassification to the next highest functional class. South Broadway provides direct connectivity to PA Route 33 and PA Route 512, facilitating substantial commuter and local traffic. The corridor serves several key destinations and activity centers, including Wind Gap Plaza, and others. Given the corridor's elevated traffic volumes, direct access to major transportation routes, proximity to commercial and healthcare services, we recommend reclassifying these identified segments of SR 0512 as Other Principal Arterial to better reflect its role in the regional transportation network and to support future infrastructure improvements.

# Proposed Federal-Aid Functional Classification Revision

North Broad St

Map ID: 14

Cherry Hill Rd

Bushkill-Center Rd

Jacobsburg Rd

Bushkill  
Upper Nazareth

Upper Nazareth  
Nazareth

North Broad St

East Lawn Rd

Liberty St

New St

Maxar

## Proposed Revision

Minor Arterial from Major Collector

## Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

## **Map ID 14: SR 4025– N Broad Street**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Jacobsburg Road to Porter Street

**County:** Northampton

**Municipalities:** Upper Nazareth Township, Bushkill Township

**Justification:** SR 4025 (North Broad Street, Segment 24) is a north-south corridor in Northampton County, serving the Borough of Upper Nazareth and surrounding areas. Currently classified as a Major Collector, the corridor has exceeded the AADT threshold for their existing functional classification. The corridor supports significant volumes of commuter traffic and provides direct connectivity to the Borough of Nazareth and PA Route 191. In addition to exceeding AADT thresholds, upgrading SR 4025 would maintain functional continuity along the Route 191 corridor, which is already classified as a Minor Arterial. This continuity is essential for network efficiency and accurate roadway classification. Given its elevated traffic volumes, the presence of surrounding high-density land uses, and its function as a connector to PA Route 191, we recommend reclassifying SR 4025 (North Broad Street) as Minor Arterial.

# Freemansburg Ave

Lower Nazareth  
Bethlehem Twp.



## **Map ID 15: SR 2018– Freemansburg Avenue**

**Existing Functional Class**– Minor Arterial

**Proposed Functional Class**– Other Principal Arterial

**Extent:** From S 25<sup>th</sup> Street to Willow Park Road

**County:** Northampton

**Municipalities:** Bethlehem and Palmer Township and Wilson Borough

**Justification:** SR 2018 (Freemansburg Avenue, Segment 10-110) is an east-west corridor in Northampton County, serving the growing communities of Bethlehem Township, Palmer Township, and Wilson Borough. Currently a Minor Arterial, it carries traffic volumes and land use demands that exceed its functional classification. The roadway is a major regional connector, feeding traffic from PA Route 33 and US Route 22, intersecting William Penn Highway, and providing access to dense residential neighborhoods, commercial centers, and institutional facilities. It also features several transit stops and supports two-way travel on largely single-lane segments, contributing to frequent congestion and elevated crash rates. Freemansburg Avenue channels traffic to and from downtown Easton and other urban cores. All segments exceed AADT thresholds for their current classification, with half surpassing Minor Arterial thresholds. Given its high volumes, multimodal activity, crash frequency, and regional importance, we recommend reclassifying SR 2018 (Freemansburg Avenue) as an Other Principal Arterial.

# Proposed Federal-Aid Functional Classification Revision

Greenwood Ave

Map ID: 16

## Proposed Revision

 Other Principal Arterial from Major Collector


## Current Functional Classification


 Interstate

 Other Freeways/Expressways

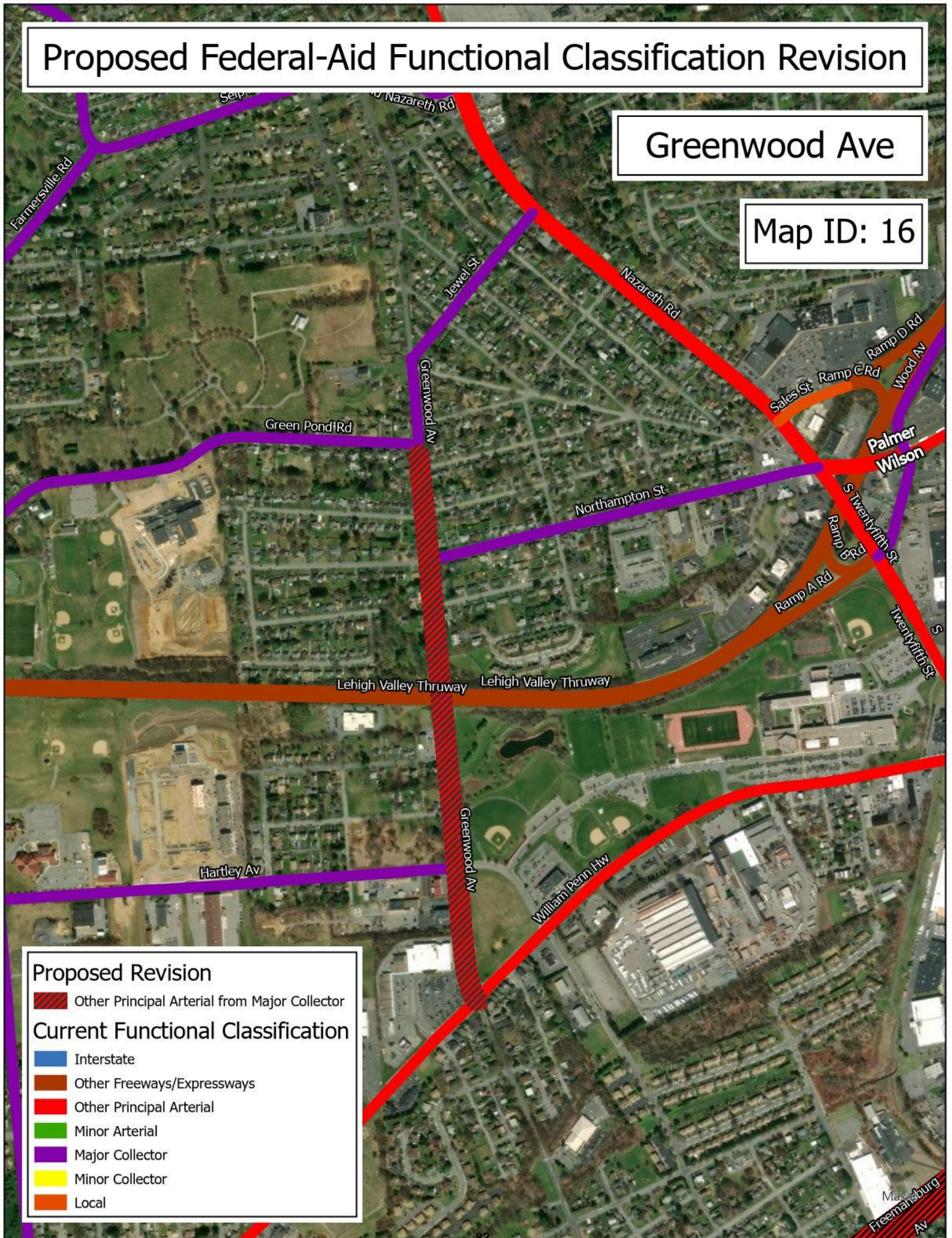
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



## **Map ID 16: SR 2028– Greenwood Avenue**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Other Principal Arterial

**Extent:** From Green Pond Road to William Penn Highway

**County:** Northampton

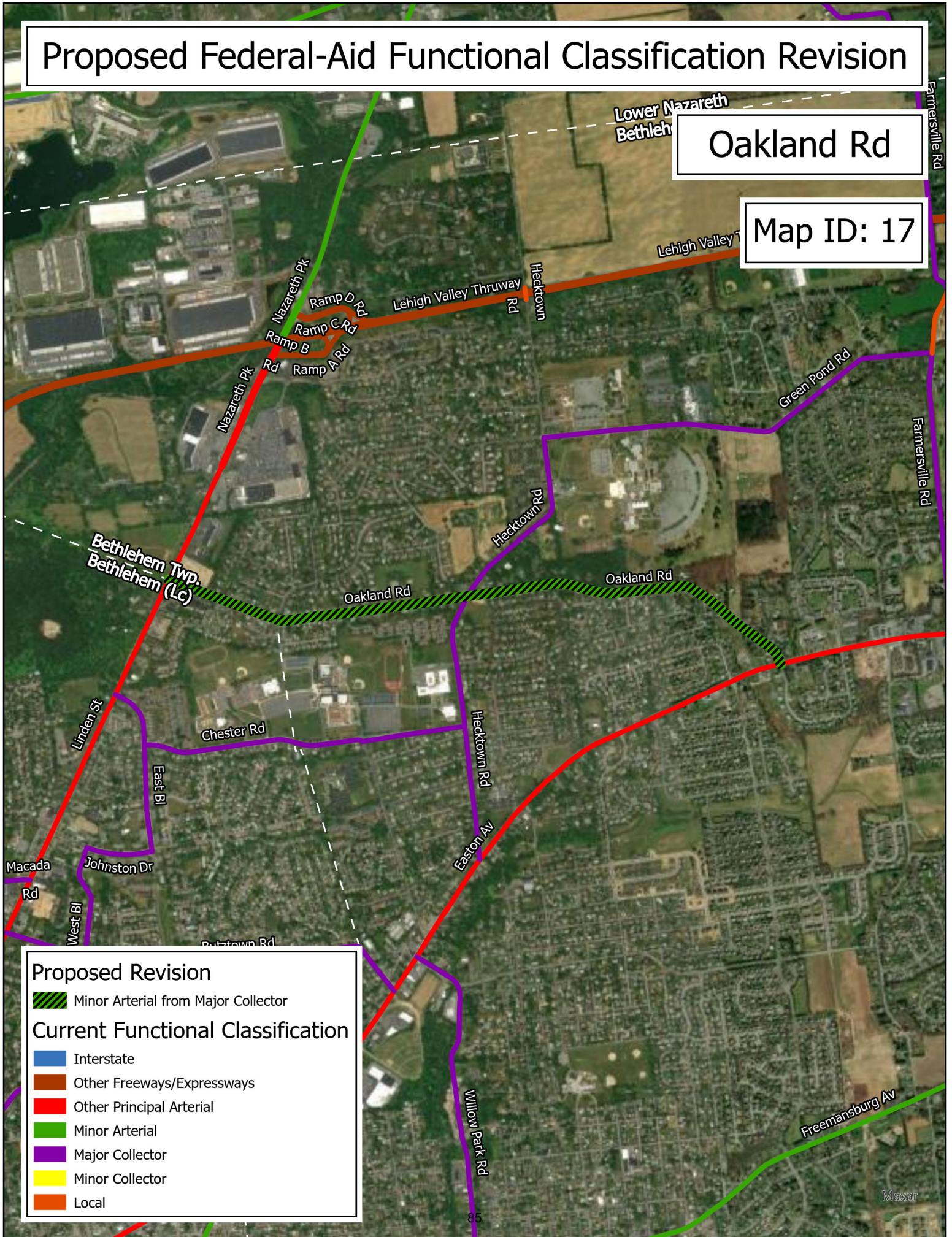
**Municipalities:** Palmer Township

**Justification:** SR 2028 (Greenwood Avenue, Segment 110-130) is a north-south corridor in Northampton County, serving as a key connector to major regional route, like William Penn Highway. Currently classified as a Major Collector, this corridor significantly exceeds the AADT threshold for its functional class, with volumes nearly double the allowable limit. Greenwood Avenue supports regional mobility by connecting to LANTA's EBS Blue Route and providing access to several retail locations, as well as serving Easton Area High School, which generate periodic spikes in activity. Given its critical role in linking residential, commercial, educational, and multimodal assets with regional highway infrastructure, and its exceeded AADT, we recommend reclassifying SR 2028 (Greenwood Avenue) as an Other Principal Arterial to more accurately reflect its importance and function within the regional transportation network.

# Proposed Federal-Aid Functional Classification Revision

Oakland Rd

Map ID: 17



## **Map ID 17: SR 2028, 008A– Oakland Road**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Linden St to Easton Avenue

**County:** Northampton

**Municipalities:** Bethlehem Township

**Justification:** 008A (Segment 10) and 2028 (Segment 10-20) (Oakland Road) is an east-west corridor in Northampton County that provides a vital connection between Freedom High School, Northampton Community College, and the surrounding high-density residential neighborhoods. Oakland Road plays a critical role in supporting daily travel demand generated by two major educational institutions, which results in sustained vehicular and pedestrian activity throughout the day. It also connects directly to Easton Avenue, a key arterial that supports LANTA's EBS Blue Route, thereby reinforcing the corridor's multimodal significance. Given its traffic volumes, multimodal connections, and documented crash history, we recommend reclassifying SR 008A and SR 2028(Oakland Road) as a Minor Arterial to better reflect its functional role within the regional transportation system.

# Proposed Federal-Aid Functional Classification Revision

Main St, Hellertown Rd

Map ID: 18

## Proposed Revision

 Other Principal Arterial from Minor Arterial


## Current Functional Classification


 Interstate

 Other Freeways/Expressways

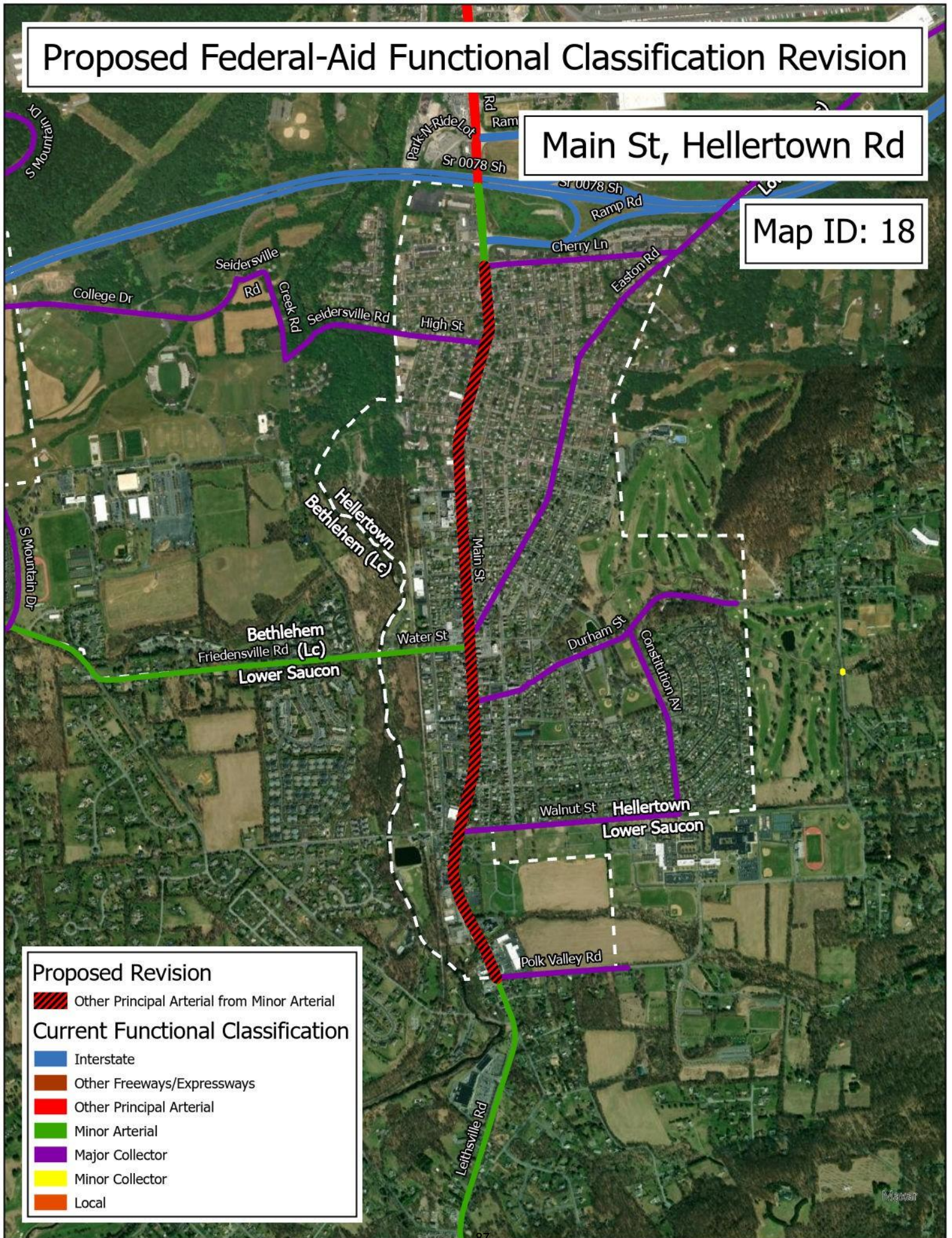
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



## **Map ID 18: SR 0412– Main Street, Hellertown Road**

**Existing Functional Class**– Minor Arterial

**Proposed Functional Class**– Other Principal Arterial

**Extent:** From Cherry Lane to Polk Valley Road

**County:** Northampton

**Municipalities:** Hellertown Borough, Bethlehem City

**Justification:** SR 0412 (Hellertown Main Street, Segment 50-80 and Hellertown Rd, Segment 90) is a north-south corridor in Northampton County that plays a vital role in channeling traffic between Interstate 78 and key industrial, commercial, and multimodal destinations in the southern Lehigh Valley. Currently classified as a Minor Arterial, this corridor has exceeded the AADT threshold for its functional class, signaling the need for an updated classification. Hellertown Main Street provides direct access to numerous high-volume industrial, distribution facilities and restaurants. These major freight generators, combined with adjacent railroad infrastructure and supporting commercial uses contribute to continuous and heavy traffic volumes throughout the day. Given its function as a direct connection to I-78, its service to a major employment hub, its sustained high traffic volumes, we propose reclassifying SR 0412 (Hellertown Main Street and Hellertown Road) as an Other Principal Arterial.

# Proposed Federal-Aid Functional Classification Revision

Newburg Rd, Main St

Map ID: 19

## Proposed Revision

 Minor Arterial from Major and Minor Collector

## Current Functional Classification

 Interstate

 Other Freeways/Expressways

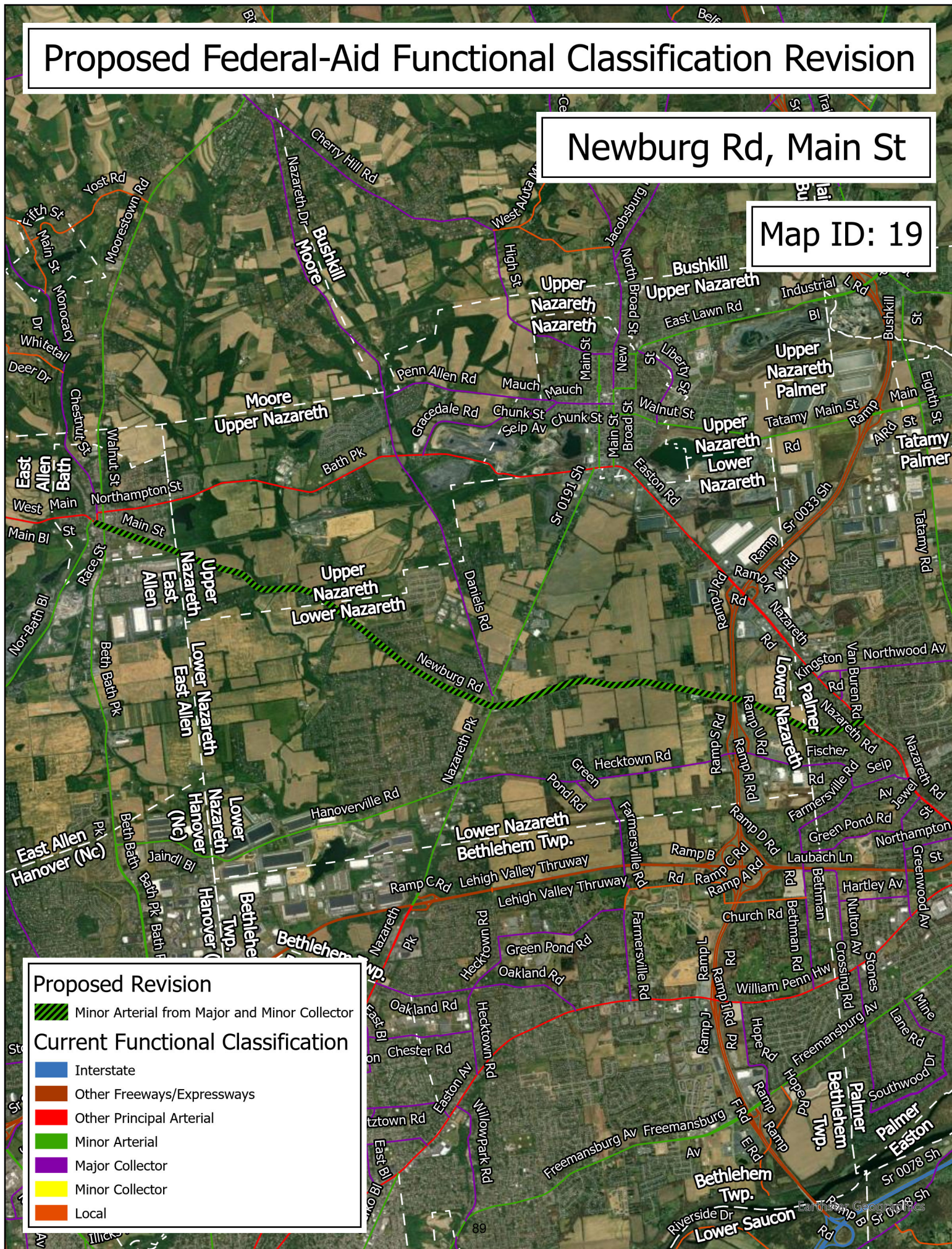
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



## **Map ID 19: SR 3020– Newburg Road**

**Existing Functional Class**– Major and Minor Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Van Buren Road to Chestnut Street

**County:** Northampton

**Municipalities:** Lower and Upper Nazareth, East Allen, Palmer Township and Bath Borough

**Justification:** SR 3020 (Newburg Road, Segment 10-140) is a rural east-west corridor in Northampton County that plays a significant role in connecting suburban communities to key regional roadways, including US Route 22 and PA Route 33. Currently classified as a Major and Minor Collector, Newburg Road has exceeded the AADT threshold for its classification across nearly all segments—by an average margin of 3,100 vehicles per day—indicating a level of usage more consistent with higher functional classes. The corridor supports a diverse mix of land uses. It also functions as a critical freight and commuter route, channeling daily traffic between the Borough of Bath and surrounding residential areas into regional highways. Given its elevated AADT levels, its service to a mix of land uses, its importance as a freight and commuter link, we propose reclassifying SR 3020 (Newburg Road) as a Minor Arterial to more accurately reflect its growing role within the regional transportation network.

# Proposed Federal-Aid Functional Classification Revision

Jacksonville Rd

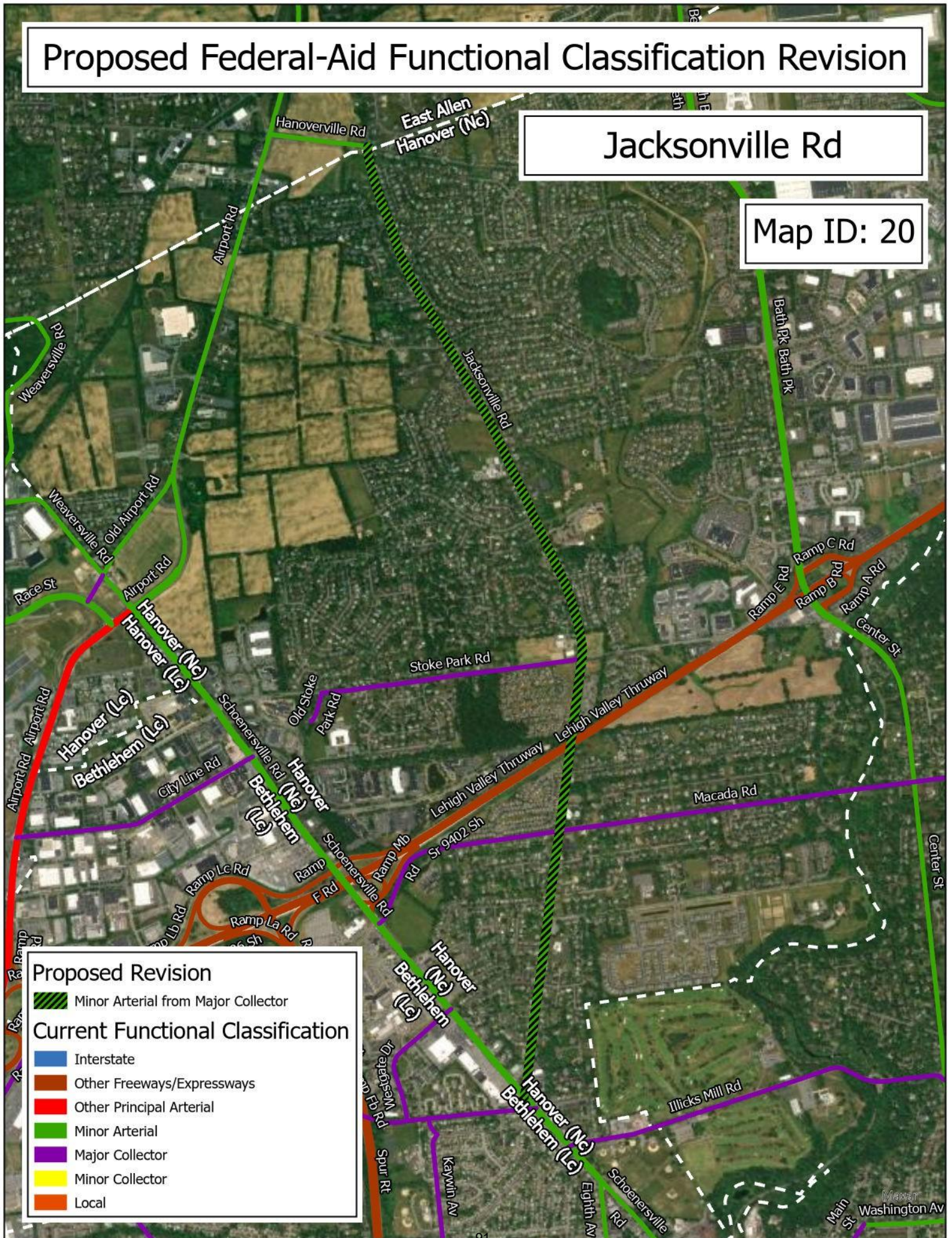
Map ID: 20

## Proposed Revision

Minor Arterial from Major Collector

## Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



## **Map ID 20: A067– Jacksonville Road**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Hanoverville Road to Schonersville Road

**County:** Northampton

**Municipalities:** Hanover Township

**Justification:** A067 (Jacksonville Road, Segment 10-20) is a north-south corridor serving Hanover Townships in Northampton County. Currently classified as a Major Collector, this corridor has exceeded the AADT threshold for its existing functional classification. Jacksonville Road serves as a key commuter corridor, particularly in Hanover Township, connecting dense residential neighborhoods with Schonersville Road and other regional routes. While primarily residential in character, the corridor includes several commercial establishments near Schonersville Road that generate consistent traffic throughout the day. It plays an important role in regional mobility by channeling commuter traffic from nearby housing developments and linking local and regional roadways. Given A067's exceeded traffic volumes, its function in connecting high-density residential areas to major regional routes, and the presence of both residential and commercial activity centers, we recommend upgrading A067 to Minor Arterial to better reflect its actual role within the regional transportation network.

# Proposed Federal-Aid Functional Classification Revision

Catasauqua Rd

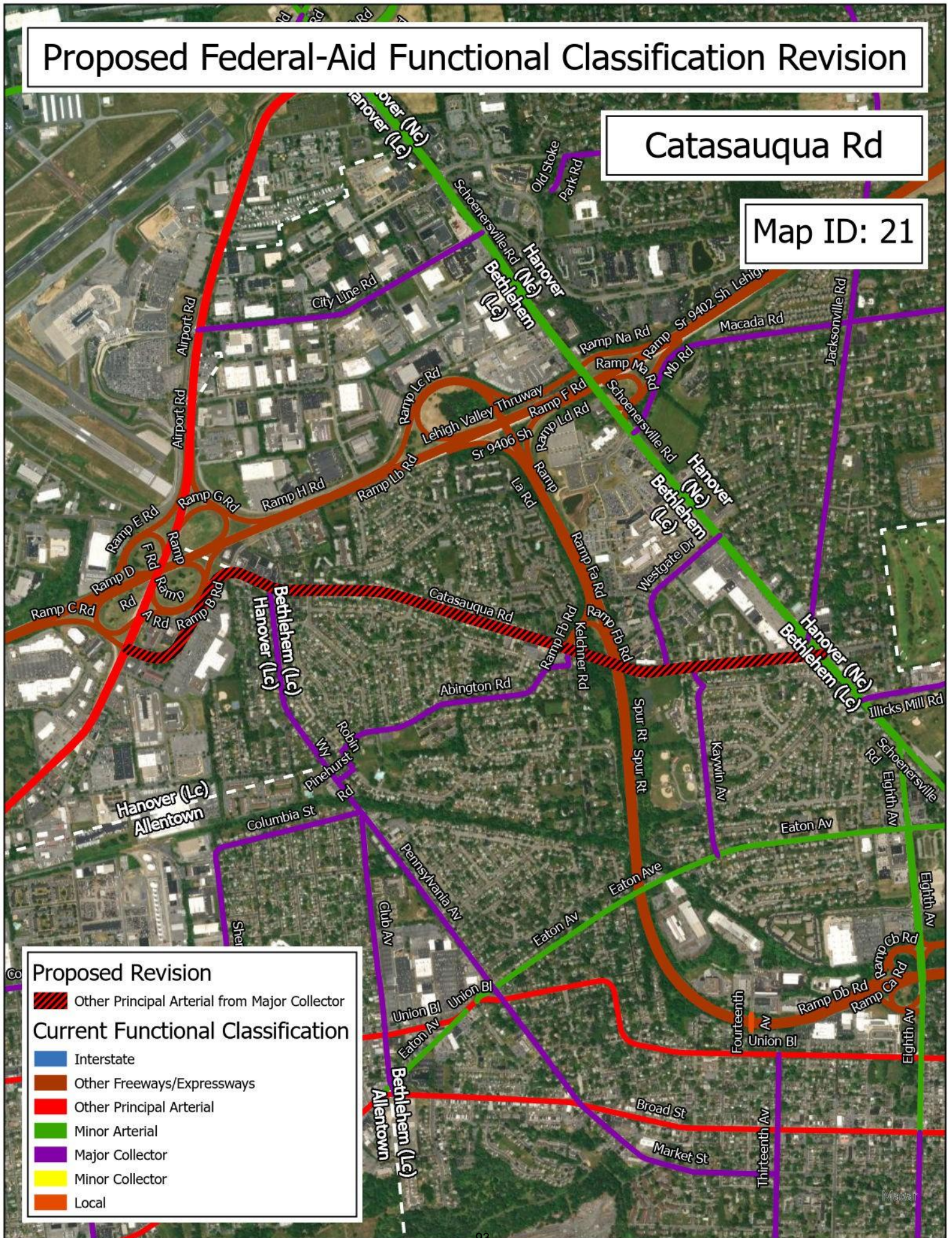
Map ID: 21

## Proposed Revision

 Other Principal Arterial from Major Collector

## Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



## **Map ID 21: A078– Catasauqua Road**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Other Principal Arterial

**Extent:** From Airport Road to PA Route 378

**County:** Lehigh

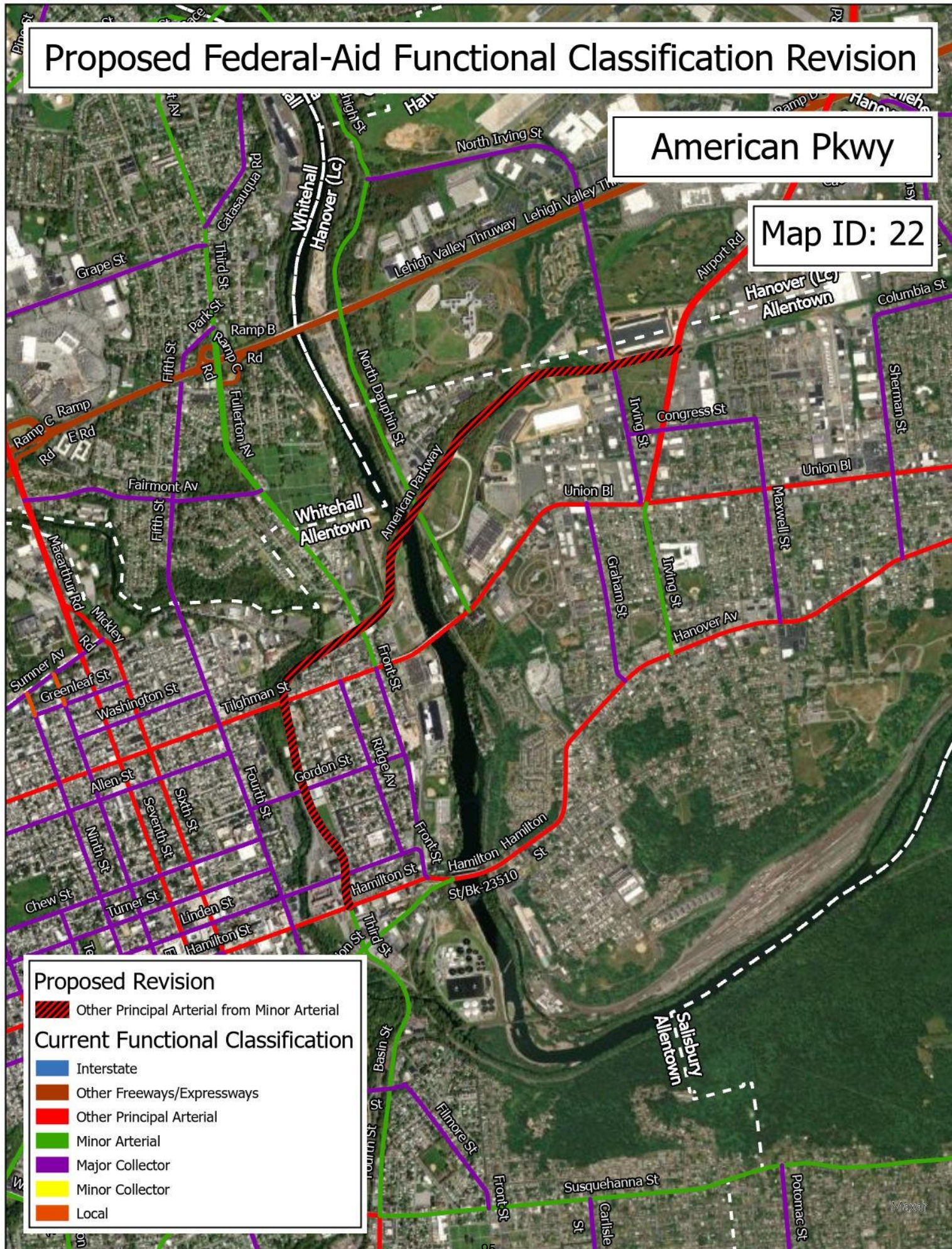
**Municipalities:** Hanover Township and Bethlehem City

**Justification:** A078 (Catasauqua Road, Segment 10-50) is an east-west corridor in Lehigh County, serving Hanover Township and Bethlehem. Currently a Major Collector, these segments exceed the AADT threshold. The roadway channels traffic from US Route 22, Airport Road, PA Route 378, and Schoenersville Road, and provides access to Lehigh Valley International Airport, Lehigh Valley Hospital–Muhlenberg Campus, Westgate Mall, and nearby medical and commercial facilities. Running alongside high-density residential areas, it sustains consistent demand. We recommend upgrading A078 to Other Principal Arterial. Similarly, SR 1020 (Catasauqua Road, Segment 10) serves the same corridor and community. Also, a Major Collector, it exceeds the AADT threshold, channelizes traffic from the same major routes, and provides access to the same regional destinations while paralleling dense residential neighborhoods. We recommend upgrading SR 1020 to Other Principal Arterial.

# Proposed Federal-Aid Functional Classification Revision

# American Pkwy

Map ID: 22



## **Map ID 22: 008A– American Parkway**

**Existing Functional Class**– Minor Arterial

**Proposed Functional Class**– Other Principal Arterial

**Extent:** From Airport Road to Hamilton Street

**County:** Lehigh

**Municipalities:** Allentown City

**Justification:** 008A (American Parkway NE, Segment 10-60) is a north-south corridor in Lehigh County, serving the City of Allentown. Currently classified as a Minor Arterial, this corridor has exceeded the AADT threshold for its existing functional classification and warrants consideration for reclassification to Other Principal Arterial. The corridor provides critical connectivity between Airport Road in Hanover Township and Hamilton Street in the City of Allentown. It supports regional mobility by linking major employment and activity centers, including Coca-Cola Park, nearby industrial facilities, and downtown Allentown. Given its elevated traffic volumes, its function as a connector between key regional corridors, and its proximity to high-employment and high-activity areas, we recommend upgrading SR 008A (American Parkway NE) from Minor Collector to Other Principal Arterial to more accurately reflect its role in the transportation network.

# Proposed Federal-Aid Functional Classification Revision

Mosser St, Martin Luther King Jr Dr

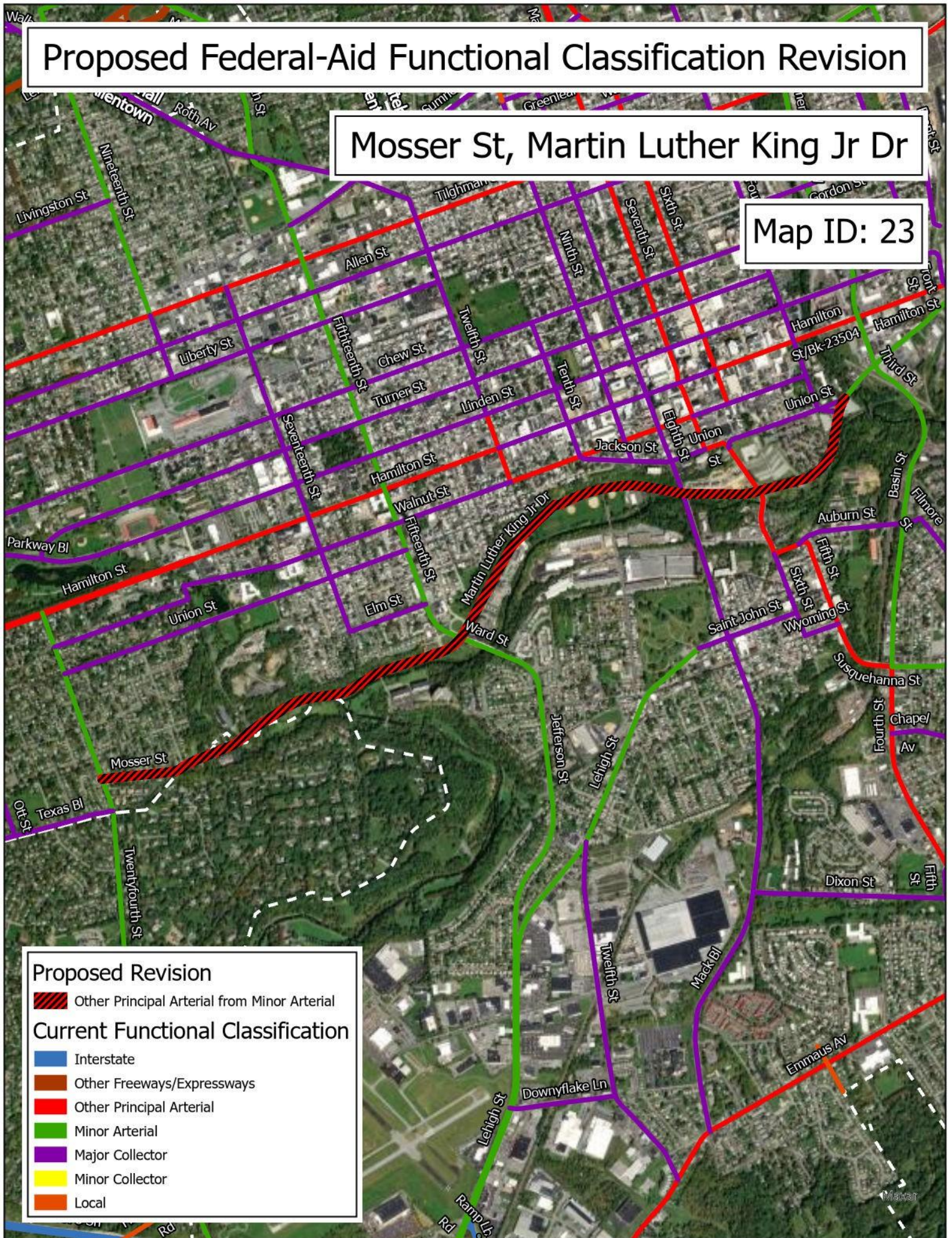
Map ID: 23

## Proposed Revision

 Other Principal Arterial from Minor Arterial

## Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



## **Map ID 23: A056 – Martin Luther King Jr. Drive, Mosser Street**

**Existing Functional Class**– Minor Arterial

**Proposed Functional Class**– Other Principal Arterial

**Extent:** From S 24<sup>th</sup> Street to Union Street

**County:** Lehigh

**Municipalities:** Allentown City, Salisbury Township


**Justification:** A056 (Martin Luther King Jr. Drive, Segment 2-44) is an east-west corridor located in Lehigh County, serving the City of Allentown. Currently classified as a Minor Arterial, the corridor has either exceeded or is approaching the AADT threshold for its existing classification, warranting consideration for an upgrade to Other Principal Arterial. The corridor provides direct connectivity between S. 24th Street and Union Street and plays a key role in channelizing traffic through central Allentown. It supports regional access to major traffic generators including large warehouse and industrial facilities, recreation centers, and Downtown Allentown. Given its traffic volumes, its function as a connector to high-activity areas, and its role in supporting regional mobility, we recommend reclassifying SR A056 (Martin Luther King Jr. Drive) as Other Principal Arterial to better reflect its operational characteristics and importance within the transportation network.

# Proposed Federal-Aid Functional Classification Revision

Pennsylvania Ave

Map ID: 24

## Proposed Revision

 Minor Arterial from Major Collector

## Current Functional Classification


 Interstate

 Other Freeways/Expressways

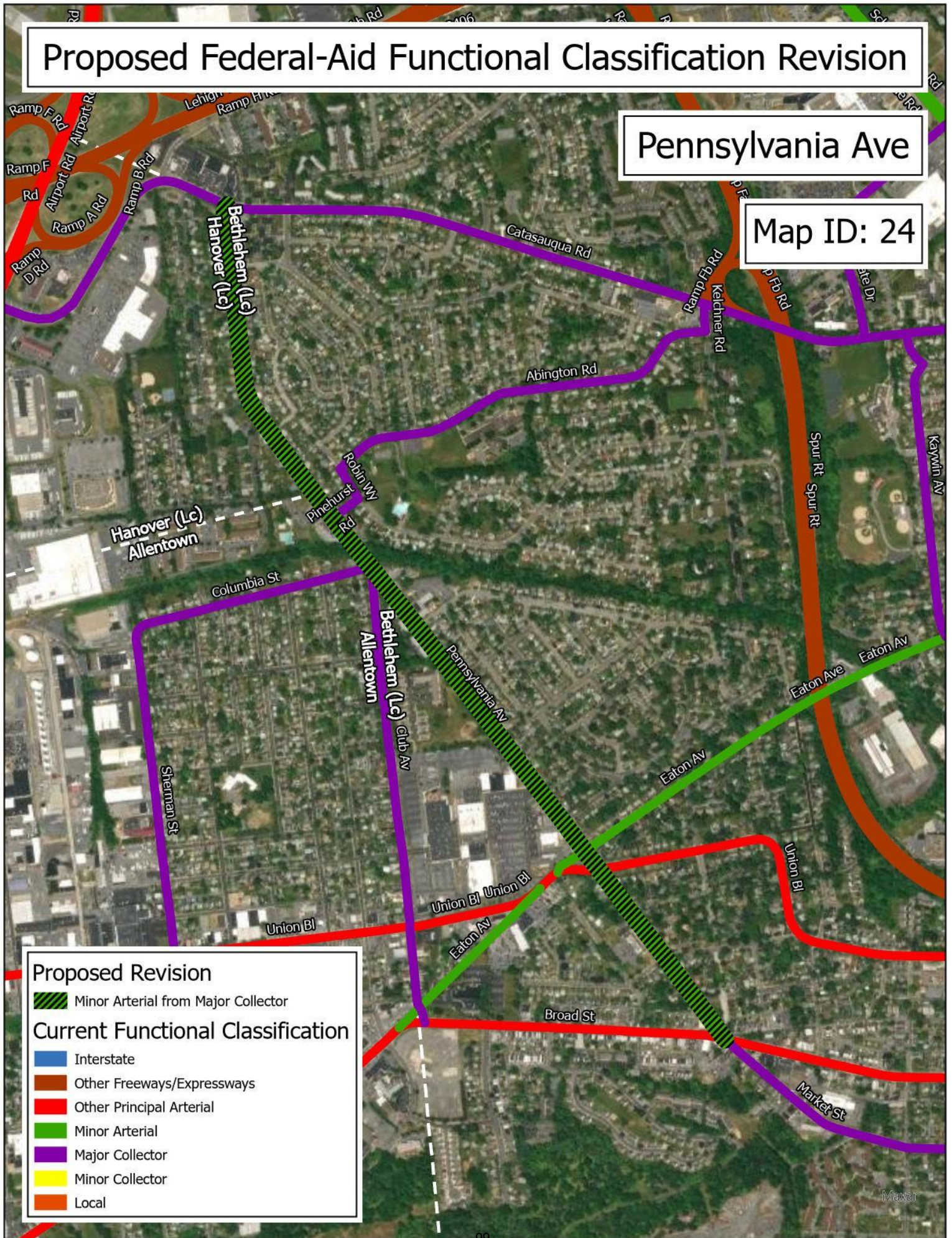
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



## **Map ID 24: A070 – Pennsylvania Avenue**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Catasauqua Road to Broad Street

**County:** Lehigh

**Municipalities:** Bethlehem City, Hanover Township

**Justification:** A070 (Pennsylvania Avenue, Segment 10-150) is a north-south corridor located in Lehigh County, serving Hanover Township and Bethlehem City. Currently classified as a Major Collector, it has exceeded its AADT threshold and can be considered for upgrade to Minor Arterial. The corridor channelizes traffic from Catasauqua Road to West Broad Street. It also connects population to high activity centers, LANTAs EBS Blue Route and the Lehigh Shopping Center. The corridor also runs through dense residential areas. Given that this corridor supports traffic from other major corridors and high activity centers, and its exceeded AADT volume, we propose Pennsylvania Avenue be upgraded to Minor Arterial.

# Proposed Federal-Aid Functional Classification Revision

Illicks Mill Rd

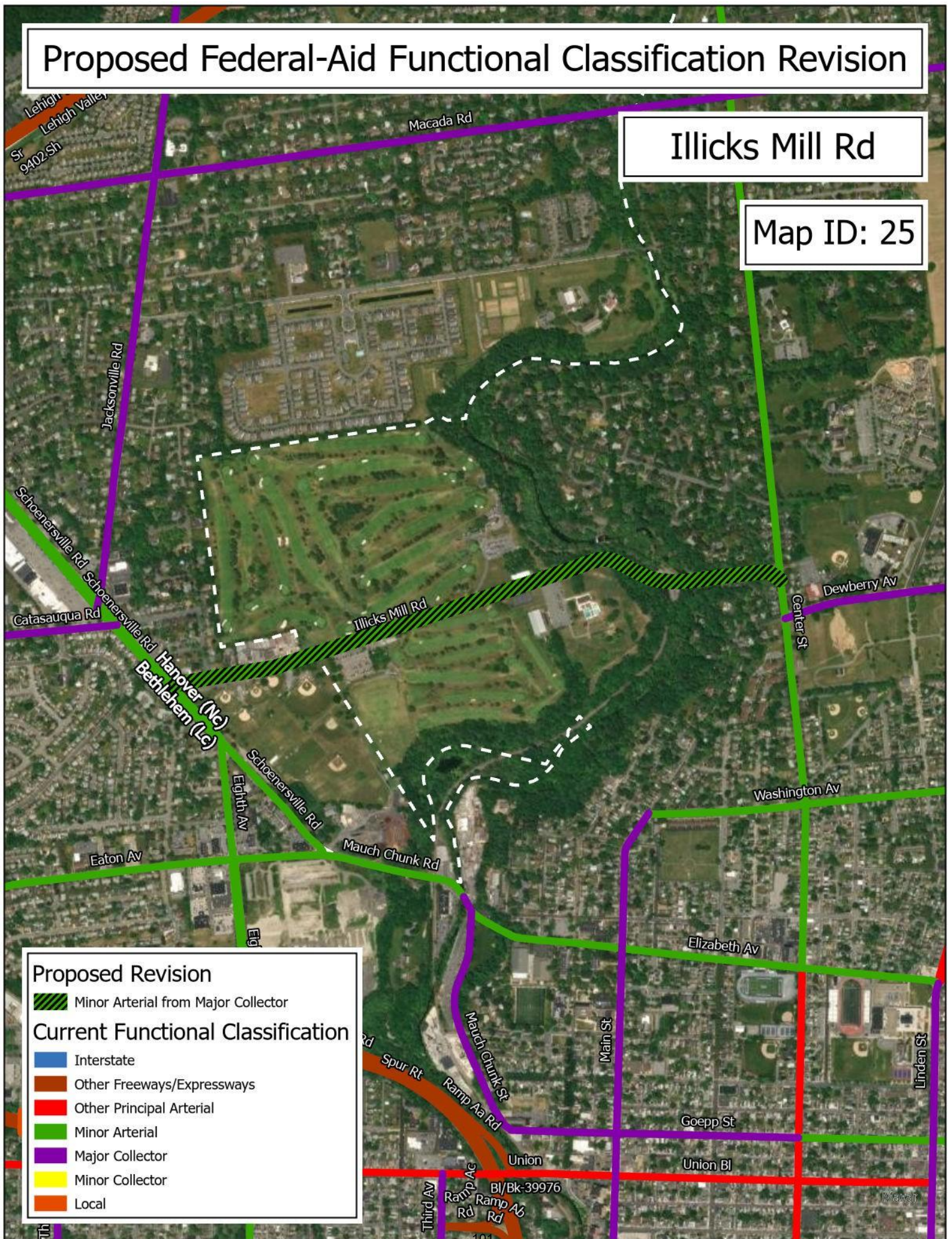
Map ID: 25

## Proposed Revision

Minor Arterial from Major Collector

## Current Functional Classification

- Interstate
- Other Freeways/Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



## **Map ID 25: A102 – Illicks Mill Road**

**Existing Functional Class**— Major Collector

**Proposed Functional Class**— Minor Arterial

**Extent:** From Center Street to Schonersville Road

**County:** Northampton

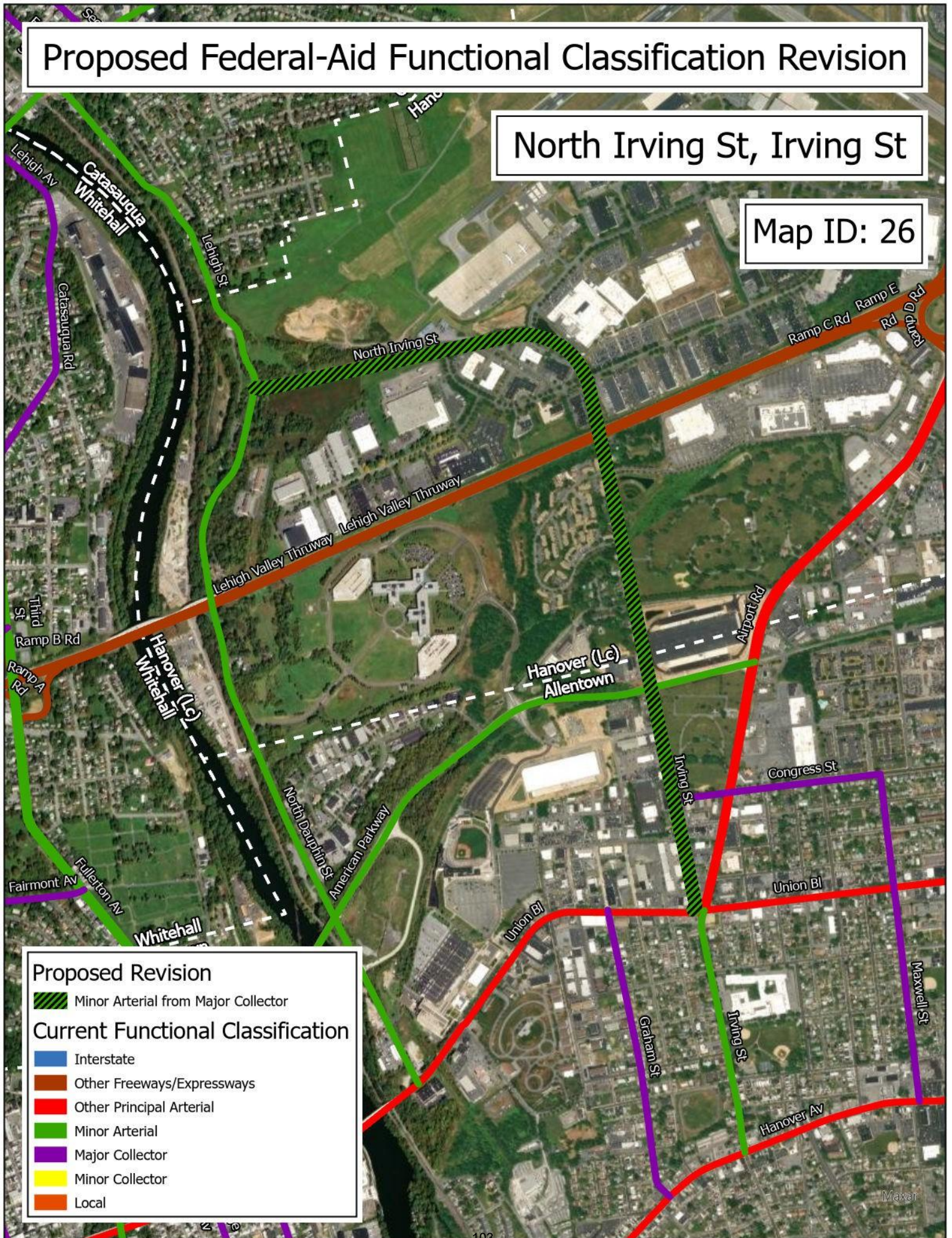
**Municipalities:** Bethlehem City, Hanover Township

**Justification:** A102 (Illicks Mill Road, Segment 10-20) is an important east-west corridor in the City of Bethlehem, extending into Bethlehem City and Hanover Township in Northampton County. It functions as a strategic cut-through between Schoenersville Road and PA Route 512, carrying substantial traffic volumes and serving residential, recreational, institutional, and commercial areas. Supporting a range of trip purposes, the corridor plays a key role in local and regional connectivity. Recent counts show its AADT exceeds the threshold for its current Major Collector classification. Given its demand, jurisdictional connectivity, linkage to key corridors, and diverse land use context, we recommend reclassifying A102 from Major Collector to Minor Arterial to better reflect its regional role.

# Proposed Federal-Aid Functional Classification Revision

North Irving St, Irving St

Map ID: 26



## **Map ID 26: SR 1005, A167 – Irving Street**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Lehigh Street to Union Boulevard

**County:** Lehigh

**Municipalities:** Allentown City, Hanover Township

**Justification:** A167 (Segment 10) and SR 1005 (Segment 10), locally known as North Irving Street and Irving Street, form a key north–south corridor through Hanover Township and Allentown in Lehigh County. Serving industrial and commercial areas near Lehigh Valley International Airport, the corridor carries substantial truck and passenger traffic, providing access to employment centers, distribution facilities, and airport-related services. It also connects directly to American Parkway and Union Boulevard, reinforcing its role in freight movement and regional mobility. Currently classified as a Major Collector, recent AADT volumes exceed the threshold for this designation. Given its traffic demand, freight context, and strategic regional connectivity, we recommend reclassifying Irving Street from Major Collector to Minor Arterial.

# Proposed Federal-Aid Functional Classification Revision

Front St, Fullerton Ave, Third St, First Ave

Map ID: 27

## Proposed Revision


 Other Principal Arterial from Minor Arterial

## Current Functional Classification


 Interstate

 Other Freeways/Expressways

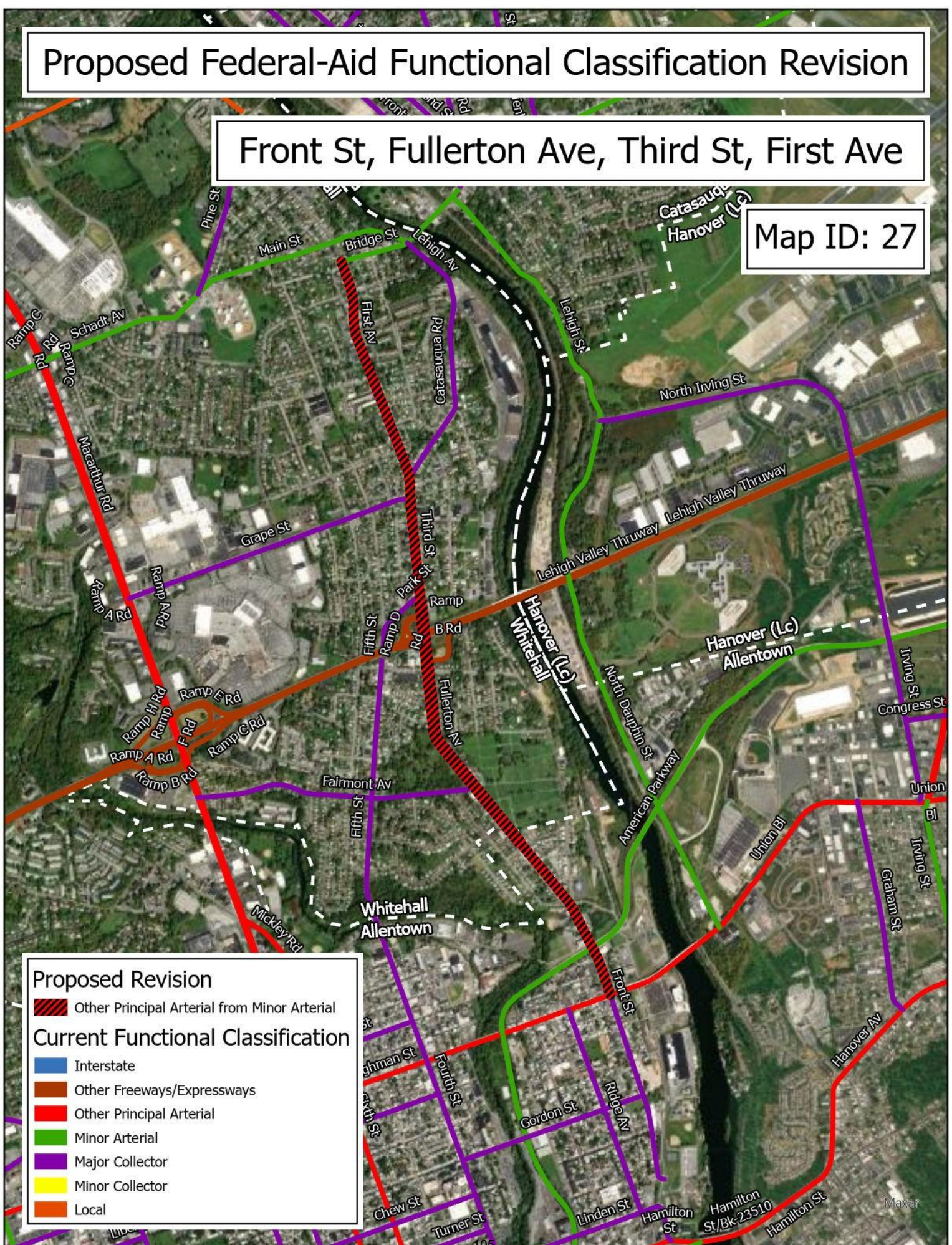
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



## **Map ID 27: SR 1015 – Fullerton Avenue, Front St, First Ave and Third St**

**Existing Functional Class**– Minor Arterial

**Proposed Functional Class**– Other Principal Arterial

**Extent:** From Bridge Street to Tilghman Street

**County:** Lehigh

**Municipalities:** Allentown City, Whitehall Township

**Justification:** SR 1015 (Fullerton Avenue, Segment 10-60) is a key north–south corridor in Lehigh County, traversing Whitehall Township and the City of Allentown. The corridor connects major regional routes, including US Route 22 and American Parkway, and channels traffic through densely developed residential and mixed-use areas. It supports high local and regional volumes and links employment centers, commercial zones, and regional transportation infrastructure. Currently classified as a Minor Arterial, several segments exceed the maximum AADT for this classification, with others also qualifying for an upgrade. Given its traffic demand, regional connectivity, and role in linking neighborhoods to major economic and transportation nodes, we recommend reclassifying SR 1015 (Fullerton Avenue) as an Other Principal Arterial.

# Proposed Federal-Aid Functional Classification Revision


Limeport Pk

Map ID: 28

## Proposed Revision

 Minor Arterial from Major and Minor Collector

## Current Functional Classification

 Interstate

 Other Freeways/Expressways

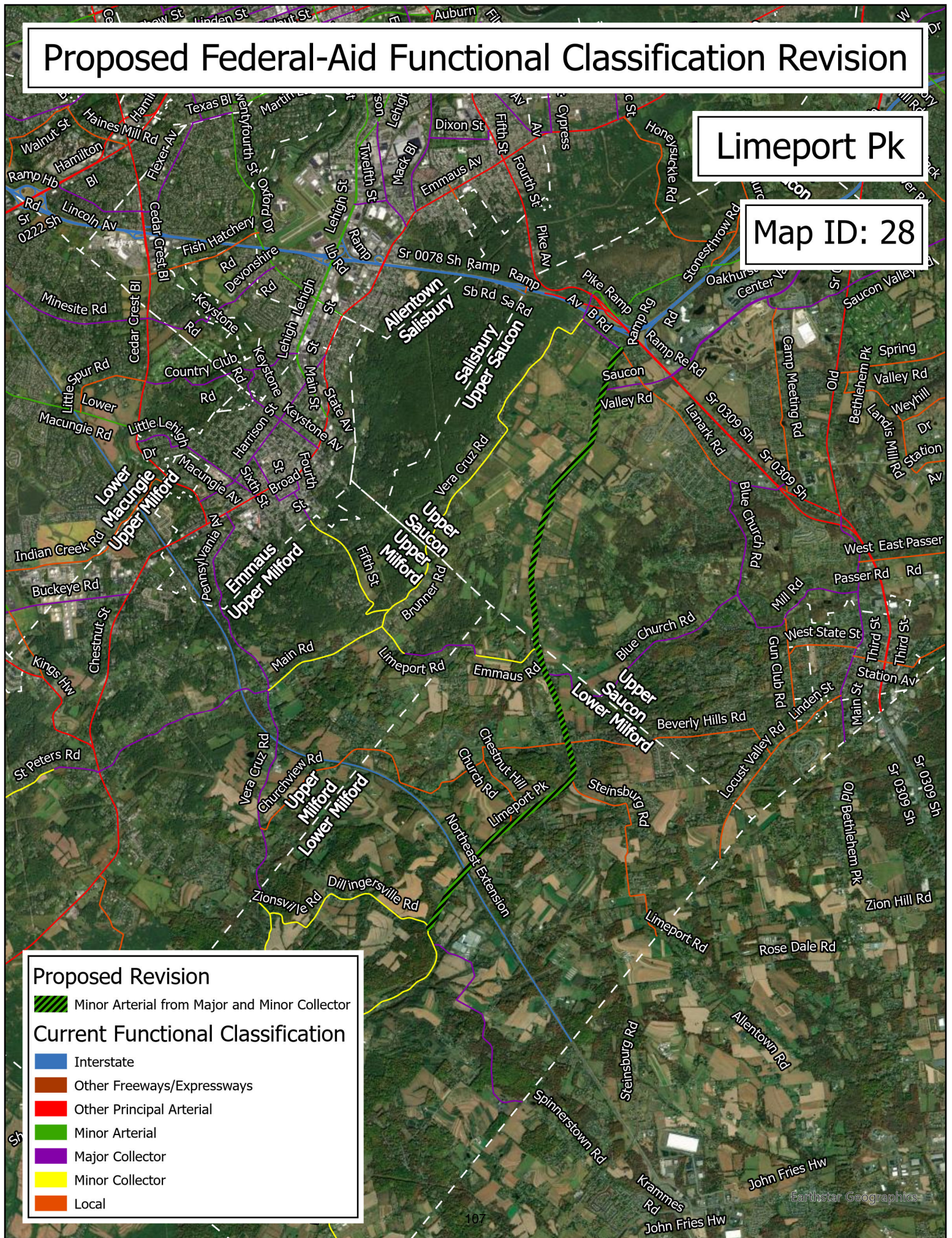
 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local



## **Map ID 28: SR 2029 – Limeport Pike**

**Existing Functional Class**— Major and Minor Collector

**Proposed Functional Class**— Minor Arterial

**Extent:** From Lanark Road to Dillingersville Road

**County:** Lehigh

**Municipalities:** Lower Milford and Upper Saucon Township


**Justification:** SR 2029 (Limeport Pike, Segment 110-230) is a north–south connector through Lower Milford and Upper Saucon Townships in Lehigh County, linking rural residential areas and agricultural lands to PA Route 309. The corridor parallels I-476, providing a key alternative for local and subregional travel, and serves low-density residential, agricultural, and recreational areas. Despite its rural character, Limeport Pike supports consistent two-way traffic for residents, commuters, and local service providers. Many segments exceed the AADT thresholds for its current Major Collector classification. Given its strategic location, regional access role, and growing traffic volumes, we recommend reclassifying SR 2029 from Major and Minor Collector to Minor Arterial to reflect its function and support future infrastructure needs.

# Proposed Federal-Aid Functional Classification Revision

Main St

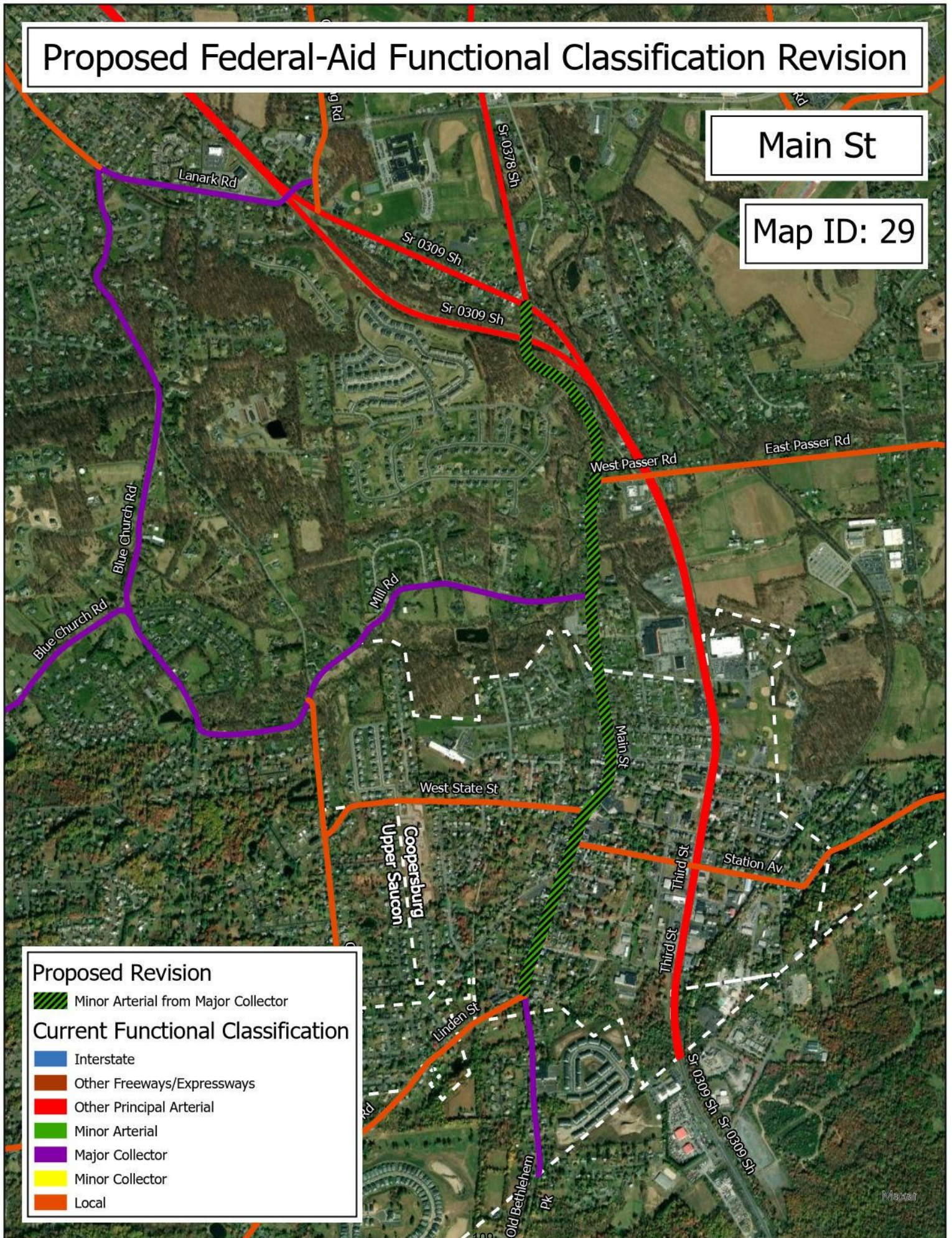
Map ID: 29

## Proposed Revision

 Minor Arterial from Major Collector

## Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



## **Map ID 29: SR 2045 – N Main Street**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From PA Route 309 to Linden Street

**County:** Lehigh

**Municipalities:** Coopersburg Borough and Upper Saucon Township

**Justification:** SR 2045 (N Main Street, Segment 20-50) serves as a primary north-south route through Coopersburg Borough and Upper Saucon Township in Lehigh County, connecting local roadways to PA Route 309 and providing essential access between residential neighborhoods, institutional uses, and community facilities. The corridor plays an important role in supporting both local circulation and regional commuting patterns. Currently classified as a Major Collector, N Main Street has experienced traffic volumes that exceed the functional classification threshold, with all but one segment surpassing the AADT limit. Given the consistent AADT exceedances, the corridor's importance in facilitating subregional connectivity, and growing capacity needs, we propose the reclassification of SR 2045 from Major Collector to Minor Arterial to more accurately reflect its current and future role within the regional transportation network

# Proposed Federal-Aid Functional Classification Revision

Downyflake Ln

Map ID: 30

Downyflake Ln

Twelfth St

Mack Bl

Lehigh St Lehigh St


Emmaus Av

Ramp Lg Rd

Emmaus Av

Meyer

## Proposed Revision

 Minor Arterial from Major Collector

## Current Functional Classification

-  Interstate
-  Other Freeways/Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local

## **Map ID 30: 004A – Downyflake Lane**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From Lehigh Street to 12th Street

**County:** Lehigh

**Municipalities:** Allentown City


**Justification:** SR 004A (Downy Flake Lane, Segment 10) is a key east–west connector in the City of Allentown, linking I-78 via Lehigh Street to the urban core and providing access between regional highways, industrial and commercial zones, and adjacent residential areas. The corridor supports both passenger and commercial traffic, serving major employment centers, retail destinations, and freight facilities. Currently classified as a Major Collector, its AADT is nearly double the threshold for this designation. Configured as a two-lane roadway, it functions as a vital freight and commuter link, channeling traffic between arterial routes and supporting concentrated industrial, retail, and institutional land uses. Given its sustained volumes, regional connectivity, and role in economic and freight movement, we recommend reclassifying SR 004A from Major Collector to Minor Arterial.

# Proposed Federal-Aid Functional Classification Revision

Lehigh St

Map ID: 31

## Proposed Revision

 Minor Arterial from Major Collector


## Current Functional Classification


 Interstate

 Other Freeways/Expressways

 Other Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

 Local

## **Map ID 31: SR 1014 – Lehigh Street**

**Existing Functional Class**– Major Collector

**Proposed Functional Class**– Minor Arterial

**Extent:** From 2<sup>nd</sup> Street to MacArthur Street

**County:** Lehigh

**Municipalities:** Whitehall Township, North Catasauqua Borough

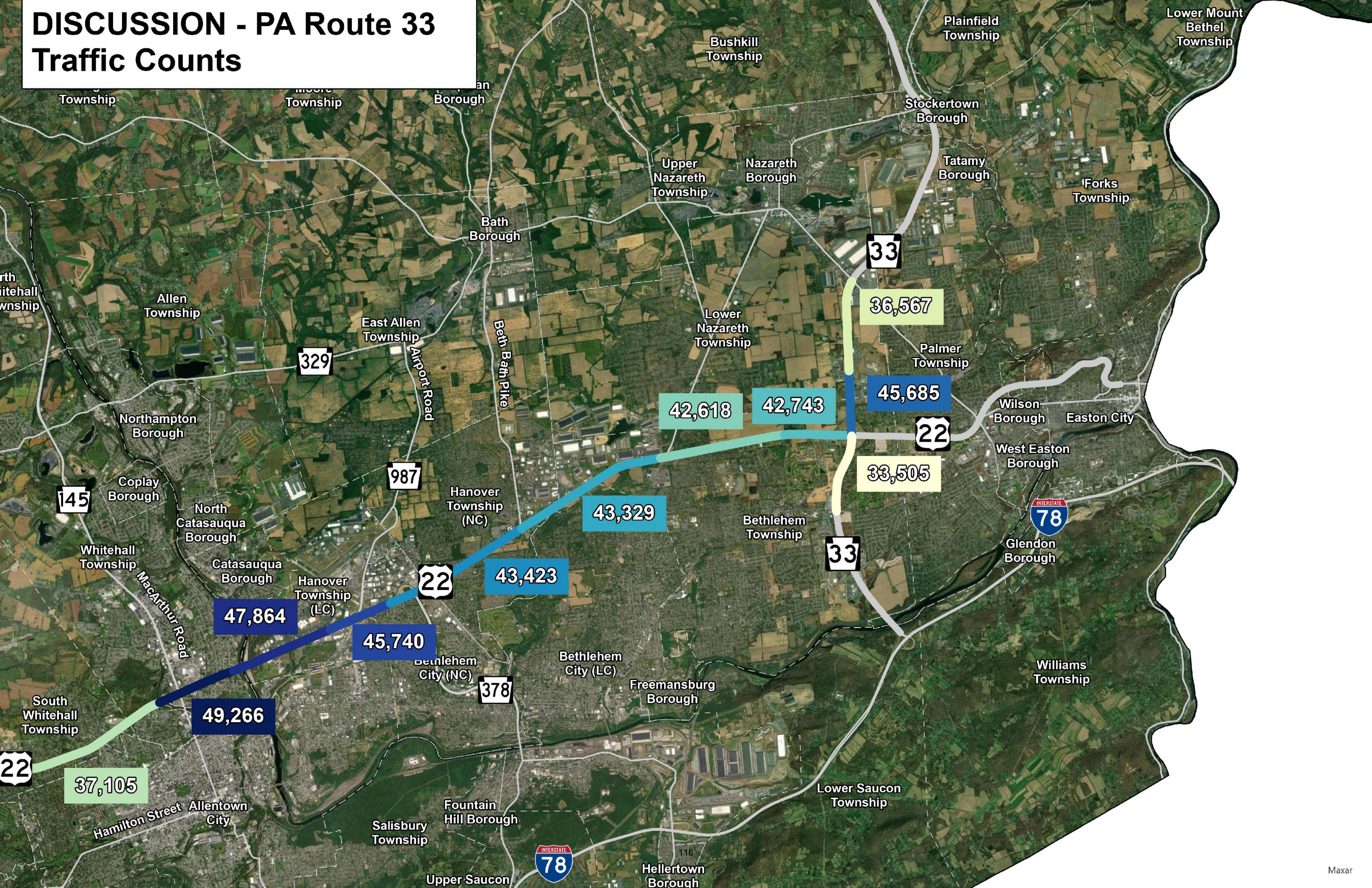
**Justification:** SR 1014 (Lehigh Street, Segment 12-40) is a key north–south route in Whitehall Township, Lehigh County, passing through Coplay and North Catasauqua. It connects regional arterials, including MacArthur and Mechanicsville Roads, and serves residential neighborhoods, commercial areas, and recreational destinations. Supporting both commuter and non-commuter trips, the corridor’s AADT exceeds the threshold for its current Major Collector classification. It links higher-order arterials, community facilities, and dense suburban areas, facilitating sustained traffic across multiple land use types. Given its volumes, connectivity, land use context, and operational role, we recommend reclassifying SR 1014 from Major Collector to Minor Arterial.

# DISCUSSION - US Route 22 Traffic Counts



# DISCUSSION - PA Route 33

## Traffic Counts



## PROJECT OVERVIEW

### SCOPE OF PROJECT

- Updated regional trail inventory
- Identification of top trail gaps
- Strategies to close trail gaps, including resources and tools

### DELIVERABLES

- Trail Inventory and Gap Analysis Document
- Map-based trail location and implementation tracker

### ENGAGEMENT

- Municipal survey to collect trail information
- Trail partner coordination workshop and gap priorities discussion

### TIMING

- **August** – Municipal survey, research and analysis
- **September** – Trail partner coordination  
– Gap priorities discussion
- **October** – Mapping tool and draft report development
- **November** – Publication

Online @  
**LVPC.org**



### What is the project?

An inventory of all existing, planned and future trail infrastructure in the Lehigh Valley. This information will help identify trail infrastructure gaps, benchmark them against regional goals and prioritize their closure, and interactive mapping tools designed to coordinate the regional trail system and track gap closures will set the stage for organized implementation of gap closures.

### When will the project be complete?

The Trail Inventory and Gap Analysis will be published by November 2025.

### Where will the project focus?

The project area covers the Lehigh Valley, including all 62 municipalities. Ten top trail gaps will be determined through data analysis and outreach with municipalities and trail partners.

### Why are we doing this project?

The previous Trail Inventory and Gap Analysis was completed in 2013, many changes have occurred since then. This project will organize up-to-date trail data into one report, which will inform regional stakeholders about the status of trail infrastructure and support creation of a larger regional system.

This effort will support other active transportation initiatives throughout the Valley for both commuter and recreational options. Municipalities and trail partners will be able to use information included in the analysis to support funding applications for trail improvements.

### Who is this for?

This project is designed for a wide range of audiences, including local and county governments, planning staff, non-profits, advocacy groups, the general public and agencies such as the Federal Highway Administration, U.S. Department of Transportation, Pennsylvania Department of Transportation, PA Department of Community and Economic Development and PA Department of Conservation and Natural Resources

## PROJECT OVERVIEW

### SCOPE OF PROJECT

- Industrial market evolution and trends
- Tools local governments have available to them through the Pennsylvania Municipalities Planning Code
- Provide a guide to address existing and evolving industrial land use issues
- Questions municipalities can ask developers in the land development process
- Resources to manage impacts

### DELIVERABLES

- Land Use Guidance Publication
- Resource Tools for Local Governments
- Local Government Training/Technical Assistance

### ENGAGEMENT

- **Industrial Land Use Workshop**
  - Presentation by LVPC on project scope and initial data findings
  - Facilitated discussion on local industrial land use and freight concerns, priorities for planning for industrial growth, areas of traffic impacts and tools municipalities use to address impacts.

### TIMING

- **August / September** – Research and Analysis
- **October** – Municipal Workshop
- **November** – Draft Guidance
- **December** – Publication

Online @  
**LVPC.org**

f in X @

### What is the project?

A how-to guide to help communities address existing industrial impacts and plan for new and emerging industrial land uses. The guide provides an overview of the ways the industrial market is evolving in the Lehigh Valley and highlights the tools that local governments have available to best manage the trends.

### When will project be complete?

End of 2025.

### Where will the project focus?

This will be a general industrial land use guide, which will include recommendations focused on Lehigh County municipalities.

### Why are we doing this project?

Freight and industrial development have evolved throughout the region since the period of rapid growth before and through the COVID-19 pandemic. The plan will help local leaders connect data to planning decisions to proactively manage their existing industrial land uses and plan for new kinds of industrial uses, such as data centers, advanced manufacturing or alternative energy generation.

### Who is this for?

This information is intended for a wide range of stakeholders including local governments, elected officials, planning commission members, zoning hearing board members, appointed municipal officials, developers, engineers, planners, industrial companies and the general public.

Key organizations and partners such as the Federal Highway Administration, Pennsylvania Department of Community and Economic Development, Pennsylvania Department of Transportation, Metropolitan Planning Organizations, Lehigh Valley Economic Development Corporation and the Lehigh and Northampton Transportation Authority are among the intended audience.





**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

## MEMORANDUM

**DATE:** September 9, 2025  
**TO:** Lehigh Valley Transportation Study Technical and Coordinating Committees  
**FROM:** Becky A. Bradley, AICP, LVPC Executive Director and LVTS Secretary  
**CC:**  
**REGARDING:** U.S. Route 22: Mobility, Safety and Congestion Management Plan

As you are aware the Lehigh Valley Planning Commission (LVPC) received funding through the Pennsylvania Department of Transportation (PennDOT) to update *22 Tomorrow: A Corridor Planning Study*, completed in November 2001. This funding is included in the LVPC's 2025-2027 Unified Planning Work Program. This new plan will replace the legacy study and create a new 'U.S. Route 22: Mobility, Safety and Congestion Management Plan,' colloquially known as the 'What to do With 22 Plan'.

The scope was jointly drafted by the LVPC and PennDOT. A request for proposals (RFP) for a one-time contract to perform certain professional (consulting) services work for the 23-mile portion of U.S. Route 22 limited access freeway from I-78 in Upper Macungie Township, Lehigh County to the Pennsylvania/New Jersey border in the City of Easton, Northampton County is available for inspection, question and response through Pennbid. The request for proposals may be accessed on and after the issue date, here:  
<https://pennbid.bonfirehub.com/portal/?tab=openOpportunities>.

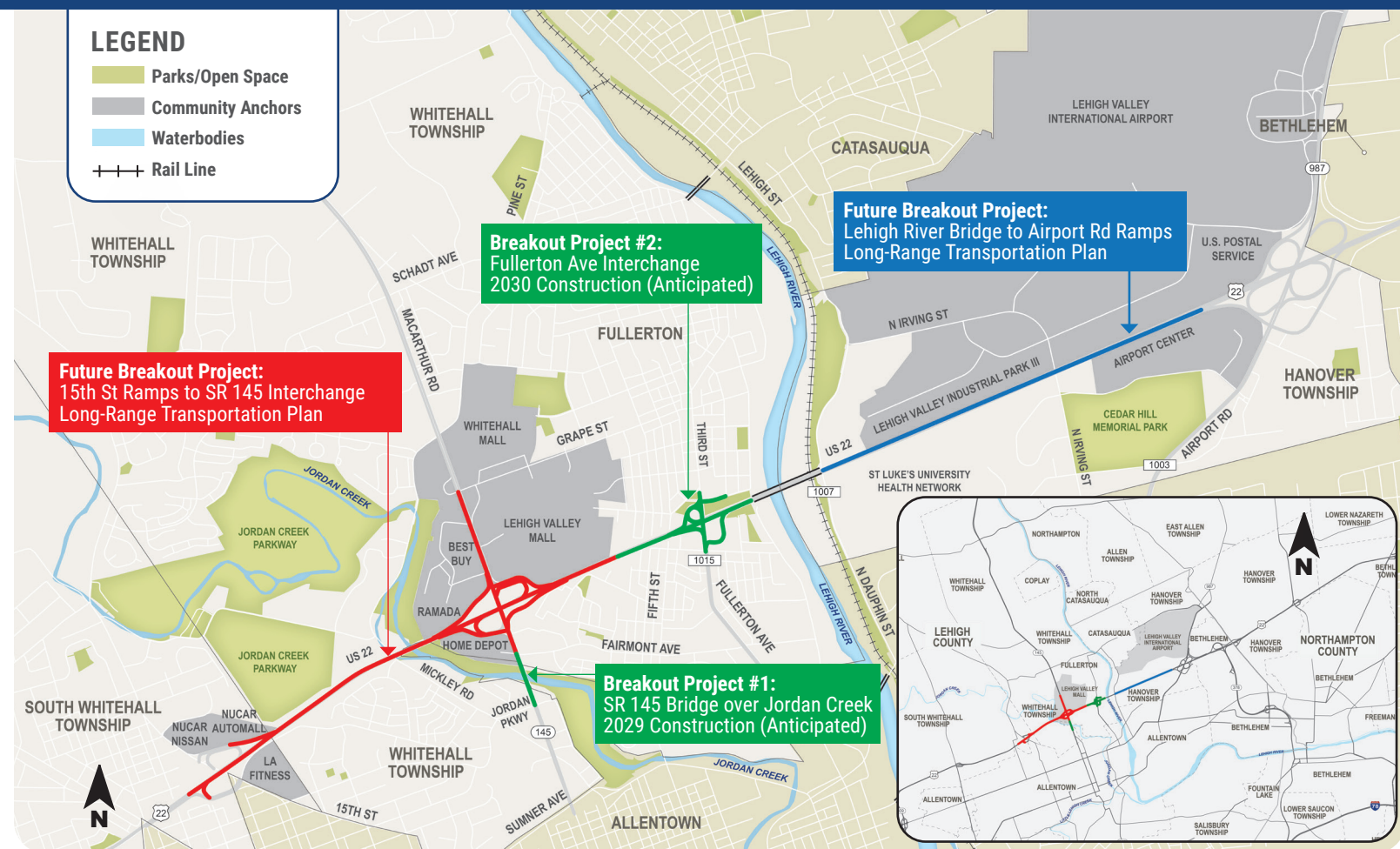
The estimated project timeline is as follows:

- |  |                              |
|--|------------------------------|
| • RFP Issue Date:                                      | September 12, 2025           |
| • Questions Due:                                       | September 30, 2025, 3 PM EST |
| • Answers to Questions Posted:                         | October 3, 2025              |
| • Proposals Due:                                       | October 10, 2025, 3 PM EST   |
| • Notification of Potential Consultants for Interview: | October 17, 2025             |
| • Consultant Interviews:                               | October 30-31, 2025          |
| • Anticipated Notice of Award:                         | November 7, 2025             |
| • Anticipated Beginning of Contract:                   | December 1, 2025             |
| • Anticipated Project Completion:                      | December 1, 2026.            |

This project has been specifically timed to align with the update of the Metropolitan Transportation Plan and will involve significant participation by the Lehigh Valley Transportation Study.

We are seeking two or four volunteers from the LVTS Technical and Coordinating Committee, in addition, to PennDOT District and Central offices and the LVPC, to review proposals and participate in consultant interviews on October 30<sup>th</sup> and 31<sup>st</sup>. If you interested, please contact me at [bbradley@lvpc.org](mailto:bbradley@lvpc.org) by no later than October 1, 2025. Thank You.

# U.S. 22 FROM 15TH STREET TO AIRPORT ROAD



Improvements to U.S. Route 22 are critical to improve safety and increase traffic flow, while maintaining and enhancing this key transportation corridor. A series of improvements, originally envisioned in 2001\*, have been actively advanced by the Lehigh Valley Transportation Study in partnership with the Pennsylvania Department of Transportation and funded through congressional and state legislative dollars over the last twenty years.

The four-mile stretch of U.S. 22 from 15th Street/Mauch Chunk Road to Airport Road has seen a series of phased improvements since 2015, including the replacement of the Lehigh River Bridge. The Route 22 Fullerton Avenue Interchange improvements and the Jordan Creek Bridge carrying MacArthur Road (State Route 145) projects are currently in design. The remaining phased breakout projects noted in the map are currently being contemplated for future planning purposes in conjunction with a new region-wide corridor study.

Community input on all phases of the U.S. 22 from 15th Street to Airport Road improvements will help us plan the future of this important route. Please assist us in connecting with your community using the District 5 Public Community Outreach Comment Form.

\*This project was originally envisioned in the 22/Tomorrow: A Corridor Planning Study in 2001. The needs of the region and the Route 22 corridor are evolving and a new region-wide corridor study will commence later this year, key infrastructure maintenance and safety concerns remain. A portion of these needs is anticipated to be addressed through the U.S. 22 from 15th Street to Airport Road breakout projects.

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from July 5, 2025 through September 5, 2025

MPO Tech Meeting: August-20, 2025 September 17, 2025

MPO Coord Meeting: August-20, 2025 September 17, 2025

Statewide Administrative Action #1				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Total	Remarks	
Penn Ave Aburris RRX	102870	CON	Before	RRX					282,000						0						282,000.00	Align funds with anticipated need.	
Adjust			RRX					(282,000)						282,000						0.00			
After			RRX					0							282,000					282,000.00			
Lehigh County	102864	CON	Before	RRX								500,000			500,000			160,000			1,160,000.00	Align funds with anticipated need.	
Adjust			RRX					(500,000)						500,000			500,000			0.00			
After			RRX					0						500,000			660,000			1,160,000.00			
Bethlehem Corr. Safety 3015 - 01X	98255	CON	Before	RRX		426,927			68,210			395,993			854,007			1,435,246			3,180,383.00	Balancing source to maintain fiscal constraint.	
Adjust			RRX					282,000			500,000			(282,000)			(500,000)			0.00			
After			RRX				426,927			350,210			895,993			572,007			935,246		3,180,383.00		
Administrative Action #1				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Total	Remarks	
City of Allentown - School Zone Traffic Safety Upg	121550	CON	Before	SRTSF					1,500,000												1,500,000.00	Regionally selected for additional work.	
Adjust			TAU					400,000												400,000.00			
After			SRTSF					1,500,000												1,500,000.00			
Lehigh County	121551	CON	Before	TAU		0															0.00	Regionally selected for ongoing bicycle education.	
Adjust			TAU		634,122															634,122.00			
After			TAU		634,122															634,122.00			
Youth Bike Education-Community Bike Works - YBE	82806	CON	Before	TAU		796,122			400,000			967,738			1,295,000			10,359,000			13,817,860.00	Souci.	
Adjust			TAU		(634,122)				(400,000)										(1,034,122.00)				
After			TAU		162,000				0				967,738			1,295,000			10,359,000		12,783,738.00		
Statewide Administrative Action #2				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Total	Remarks	
Pearl Street Safety Improvements	122908	CON	Before	411			0	0													0.00	Add project to TIP.	
Adjust			411		83,353	30,008															113,361.00		
After			411		83,353	30,008															113,361.00		
Northampton County	102893	CON	Before	411		50,609,157				83,637,886			87,340,000		89,867,000						311,454,043.00	Source.	
Adjust			411		(83,353)															(83,353.00)			
After			411		50,525,804				83,637,886			87,340,000			89,867,000					311,370,690.00			
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 (\$)	Total	Remarks	
Environmental Impact Resolution LI - EIR	95400	PE	Before	581		150,100				150,100			150,100			150,100			1,550,100		2,150,500.00	Increase to cover negotiated agreement.	
Adjust			581		31,996															31,996.00			
After			581		182,096			150,100						150,100			150,100			1,550,100			2,182,496.00
Lehigh County	102201	CON	Before	BOF	185	72,860	344,231		1,020,568	387,550		93,640	1,036,295		755,016	2,472,654		27,377,555	37,380,461		70,940,830.00	Source.	
Before			BRIP		612,960			424,800				757,472			3,826,560			48,710,904			54,332,696.00		
Before			NHPP		40,066			662,768				1,279,940			319,000			67,372,480			69,674,254.00		
Before			STP	581	528,512	1,136,908		2,373,748	480,277		410,100			633,536	76,377		31,204,252	89,552,238			126,395,948.00		
Adjust			STP	581		(31,996)															(31,996.00)		
After			BOF	185	72,860	344,231		1,020,568	387,550		93,640	1,036,295		755,016	2,472,654		27,377,555	37,380,461			70,940,830.00		
After			BRIP		612,960			424,800			757,472			3,826,560			48,710,904				54,332,696.00		
After			NHPP		40,066			662,768			1,279,940			319,000			67,372,480				69,674,254.00		
After			STP	581	528,512	1,104,912		2,373,748	480,277		410,100			633,536	76,377		31,204,252	89,552,238			126,363,952.00		
Administrative Action #3				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Total	Remarks	
Shimerville Hill Safety Improvements	110183	CON	Before	HSIP	Toll	2,677,925			1,857,074			1,700,000			2,520,001						8,755,000.00	Advance funds to use available HSIP funds in FFY 25.	
Adjust			HSIP	Toll	314,095											(314,095)					0.00		
After			HSIP	Toll	2,992,020			1,857,074					1,700,000			2,205,906							8,755,000.00
Lehigh County	82807	CON	Before	HSIP		314,095			5,287			96,000			963,687			39,246,000			40,625,069.00	Source and balancing source to maintain fiscal constraint.	
Adjust			HSIP		(314,095)											314,095					0.00		
After			HSIP		0			5,287					96,000			1,277,782			39,246,000				40,625,069.00
Administrative Action #4				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Total	Remarks	
LVTS CMAQ-Lanta Flex	64729	CON	Before	CAQ		2,920,000			480,000			480,000			480,000			4,840,000			9,200,000.00	Assign funds to regionally selected project to allow flexing of funds by FFY deadline.	
Before			CRP		0																0.00		
Adjust			CRP		366,000																		366,000.00
After			CAQ		2,920,000						480,000			480,000			480,000			4,840,000			9,200,000.00
Lehigh County	120973	Study	Before	CRP		366,000															366,000.00	Release due to project not qualifying for funds.	
Before			CRP		500,000					500,000			500,000			500,000			2,000,000.00				
Adjust			CRP		(366,000)																(366,000.00)		
After			CRP		134,000					500,000			500,000			500,000			1,634,000.00				
Carbon Reduction Monitoring and Evaluation																							
Northampton County																							

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from July 5, 2025 through September 5, 2025

MPO Tech Meeting: August 20, 2025 September 17, 2025

MPO Coord Meeting: August 20, 2025 September 17, 2025

Administrative Action #5				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Riverside Drive RAISE Grant / RSD	118070	PE	Before	RAISE		0															0.00	Increase to cover additional eligible scope to allow project to continue while grant agreement amendment is in progress.	
Lehigh County			Adjust	RAISE		725,000															725,000.00		
			After	RAISE		725,000																	725,000.00
Riverside Drive RAISE Grant / RSD	118070	FD	Before	RAISE		650,000															650,000.00	Increase to cover estimate.	
Lehigh County			Adjust	RAISE		125,000															125,000.00		
			After	RAISE		775,000																	775,000.00
Riverside Drive RAISE Grant / RSD	118070	ROW	Before	RAISE		1,000,000															1,000,000.00	Reduce to match current estimate.	
Lehigh County			Adjust	RAISE		(482,100)															(482,100.00)		
			After	RAISE		517,900																	517,900.00
Riverside Drive RAISE Grant / RSD	118070	CON	Before	RAISE					17,208,854				0								17,208,854.00	Reduced to cover needs on other phases.	
Lehigh County			Adjust	RAISE					(17,208,854)				16,840,954								(367,900.00)		
			After	RAISE						0			16,840,954										16,840,954.00
Administrative Action #6				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
SR 512 o/ Brush Meadow Creek	85945	FD	Before	STP	581	0	0														0.00	Increase to address ROW and permit revisions due to last minute Norfolk Southern Railroad comments.	
512 - 05B			Adjust	STP	581	23,420	5,855														29,275.00		
Northampton County			After	STP	581	23,420	5,855																29,275.00
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185	72,860	344,231		1,020,568	387,550		93,640	1,036,295		755,016	2,472,654		27,377,555	37,380,461		70,940,830.00	Source.	
			Before	BRIP		612,960			424,800			757,472			3,826,560			48,710,904			54,332,696.00		
			Before	NHPP		40,066			662,768			1,279,940			319,000			67,372,480			69,674,254.00		
Lehigh County	Before	STP	581	528,512	1,104,912		2,373,748	480,277		410,100				633,536	76,377		31,204,252	89,552,238		126,363,952.00			
	Adjust	STP	581	(23,420)	(5,855)															(29,275.00)			
	After	BOF	185	72,860	344,231		1,020,568	387,550		93,640	1,036,295		755,016	2,472,654		27,377,555	37,380,461			70,940,830.00			
	After	BRIP		612,960			424,800			757,472			3,826,560			48,710,904				54,332,696.00			
	After	NHPP		40,066			662,768			1,279,940			319,000			67,372,480				69,674,254.00			
	After	STP	581	505,092	1,099,057		2,373,748	480,277		410,100			633,536	76,377		31,204,252	89,552,238			126,334,677.00			
Administrative Action #7				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Beth-Bath Pike over Monocacy Creek	85946	UTL	Before	STP	185	206,000	51,500					0	0								257,500.00	Align with anticipated need, YOE included. Let date 6/29/2028.	
512 - 04B			Adjust	STP	185	(206,000)	(51,500)					206,000	51,500								0.00		
Northampton County			After	STP	185	0	0					2,472,000	618,000				0	0		3,394,880	848,720		
Beth-Bath Pike over Monocacy Creek	85946	CON	Before	BRIP	581																1,153,600.00	Align with anticipated need and increase cover current estimate, YOE included. Let date 6/29/2028.	
512 - 04B			Adjust	BRIP	581				(2,472,000)	(618,000)					3,394,880	848,720					4,243,600.00		
Northampton County			After	BRIP	Toll				0	0		1,250,000				1,635,000							4,635,000.00
Hill to Hill Bridge Rehabilitation	93630	UTL	Before	STP	581		750,000			1,250,000			1,000,000			1,635,000					4,635,000.00	Release due to current estimate.	
378 - 03B			Adjust	STP	581											(848,720)					(848,720.00)		
Lehigh County			After	STP	581		750,000			1,250,000		1,000,000			1,000,000			786,280					3,786,280.00
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185	72,860	344,231		1,020,568	387,550		93,640	1,036,295		755,016	2,472,654		27,377,555	37,380,461		70,940,830.00	Source and balancing source to maintain fiscal constraint.	
			Before	BRIP		612,960			424,800			757,472			3,826,560			48,710,904			54,332,696.00		
			Before	NHPP		40,066			662,768			1,279,940			319,000			67,372,480			69,674,254.00		
Lehigh County	Before	STP	581	505,092	1,099,057		2,373,748	480,277		410,100			633,536	76,377		31,204,252	89,552,238			126,334,677.00			
	Adjust	BOF	185		51,500								(51,500)								0.00		
	Adjust	BRIP							2,472,000						(3,394,880)						(922,880.00)		
	Adjust	STP	581	206,000					618,000		(206,000)										618,000.00		
	After	BOF	185	72,860	395,731		1,020,568	387,550		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461			70,940,830.00			
	After	BRIP		612,960			2,896,800			757,472			431,680			48,710,904				53,409,816.00			
	After	NHPP		40,066			662,768			1,279,940			319,000			67,372,480				69,674,254.00			
	After	STP	581	711,092	1,099,057		2,373,748	1,098,277		204,100			633,536	76,377		31,204,252	89,552,238			126,952,677.00			
Administrative Action #8				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 (\$)			
Shinersville Hill Safety Improvements	110183	ROW	Before	HSIP	581	0	0														0.00	Increase due to plan changes requiring additional claims and claim revisions, and current market value increases.	
29 - 05S			Adjust	HSIP	581	1,170,000	130,000														1,300,000.00		
Lehigh County			After	HSIP	581	1,170,000	130,000																1,300,000.00
222 & Shantz & 863 Improv	79554	ROW	Before	HSIP																	0.00	Deobligation returned to region for reassignment.	
222 - 01S			Adjust	HSIP		(1,170,000)															(1,170,000.00)		
Lehigh County			After																				0.00
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185	72,860	395,731		1,020,568	387,550		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461		70,940,830.00	581 source.	
			Before	BRIP		612,960			2,896,800			757,472			431,680			48,710,904			53,409,816.00		
			Before	NHPP		40,066			662,768			1,279,940			319,000			67,372,480			69,674,254.00		
Lehigh County	Before	STP	581	711,092	1,099,057		2,373,748	1,098,277		204,100			633,536	76,377		31,204,252	89,552,238			126,952,677.00			
	Adjust	STP	581		(130,000)															(130,000.00)			
	After	BOF	185	72,860	395,731		1,020,568	387,550		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461			70,940,830.00			
	After	BRIP		612,960			2,896,800			757,472			431,680			48,710,904				53,409,816.00			
	After	NHPP		40,066			662,768			1,279,940			319,000			67,372,480				69,674,254.00			
	After	STP	581	711,092	969,057		2,373,748	1,098,277		204,100			633,536	76,377		31,204,252	89,552,238			126,822,677.00			

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from July 5, 2025 through September 5, 2025

MPO Tech Meeting: August 20, 2025 September 17, 2025

MPO Coord Meeting: August 20, 2025 September 17, 2025

Administrative Action #9				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 (\$)		
Freemansburg Ave Safety Improvements 2018 - 02S Northampton County	117509	ROW	Before	HSIP	Toll	515,000															515,000.00	Increase to cover 971 Claims Damage Estimate.
			Adjust	HSIP	Toll	168,000															168,000.00	
			After	HSIP	Toll	683,000															683,000.00	
222 & Shantz & 863 Improv 222 - 01S Lehigh County	79554	ROW	Before	HSIP																	0.00	Deobligation returned to region for reassignment.
			Adjust	HSIP		(168,000)															(168,000.00)	
Administrative Action #10				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
PA 309 Resurface 309 - 14M Lehigh County	102312	FD	Before	NHPP	581	122,292	30,573														152,865.00	Increase to cover supplement to complete additional signal/preemption work for the railroad. Source.
			Adjust	NHPP	581	30,444	7,611														38,055.00	
			After	NHPP	581	152,736	38,184															
LVTS Highway & Bridge LI          Lehigh County	102201	CON	Before	BOF	185	72,860	395,731		1,020,568	387,550		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461		70,940,830.00	
			Before	BRIP		612,960			2,896,800		757,472		431,680		48,710,904		53,409,816.00					
			Before	NHPP		40,066			662,768		1,279,940		319,000		67,372,480		69,674,254.00					
			Before	STP	581	711,092	969,057		2,373,748	1,098,277		204,100		633,536	76,377	31,204,252	89,552,238	126,822,677.00				
			Adjust	NHPP		(30,444)												(30,444.00)				
			Adjust	STP	581		(7,611)											(7,611.00)				
			After	BOF	185	72,860	395,731		1,020,568	387,550		93,640	984,795		755,016	2,472,654	27,377,555	37,380,461	70,940,830.00			
			After	BRIP		612,960			2,896,800		757,472		431,680		48,710,904		53,409,816.00					
			After	NHPP		9,622			662,768		1,279,940		319,000		67,372,480		69,643,810.00					
			After	STP	581	711,092	961,446		2,373,748	1,098,277		204,100		633,536	76,377	31,204,252	89,552,238	126,815,066.00				
Administrative Action #11				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 - C2S Lehigh County	122781	CON	Before	TAU		306,860					327,262										634,122.00	Advance funds to use up all available funds in FFY 25.
			Adjust	TAU		162,000			(162,000)												0.00	
			After	TAU		468,860			165,262												634,122.00	
South Bethlehem Greenway Trail Extension - SBE Northampton County	122782	CON	Before	TAU							275,000			225,000							500,000.00	Advance funds to use up all available funds in FFY 26.
			Adjust	TAU					162,000			(162,000)									0.00	
			After	TAU					437,000			63,000									500,000.00	
TAP Line Item  Lehigh County	82806	CON	Before	TAU		162,000					967,738			1,295,000				10,359,000			12,783,738.00	Balancing source to maintain fiscal constraint.
			Adjust	TAU		(162,000)						162,000								0.00		
			After	TAU		0						1,129,738			1,295,000			10,359,000			12,783,738.00	
Administrative Action #12				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 (\$)		
Shmerville Hill Safety Improvements 29 - 05S Lehigh County	110183	CON	Before	HSIP	Toll	2,992,020			1,857,074					1,700,000			2,205,906				8,755,000.00	Advance funds to use deobligation.
			Adjust	HSIP	Toll	615,387									(615,387)						0.00	
			After	HSIP	Toll	3,607,407			1,857,074			1,700,000			1,590,519						8,755,000.00	
SR 191 Lower Nazareth Intersection Improvements 191 - 04S Northampton County	116936	FD	Before	HSIP	581	250,110	27,790		167,040	18,560											463,500.00	Advance funds to use deobligation.
			Adjust	HSIP	581	167,040	18,560		(167,040)	(18,560)											0.00	
			After	HSIP	581	417,150	46,350		0	0											463,500.00	
SR 191 Lower Nazareth Intersection Improvements 191 - 04S Northampton County	116936	ROW	Before	HSIP	581	325,620	36,180		276,930	30,770											669,500.00	Advance funds to use deobligation and reduce to match 971 Claim Damage Estimate.
			Adjust	HSIP	581	214,830	23,870		(276,930)	(30,770)											(69,000.00)	
			After	HSIP	581	540,450	60,050		0	0											600,500.00	
LVTS High Friction Surface - 2025 412 - HFS Northampton County	120949	CON	Before	HSIP		153,750						440,000						2,640,000			3,233,750.00	Reassign regional funds due to project receiving HSIP Set Aside funds.
			Before	sHSIP		200,000														200,000.00		
			Adjust	HSIP		(153,750)															(153,750.00)	
			After	HSIP		0						440,000						2,640,000			3,080,000.00	
Freemansburg Ave Safety Improvements 2018 - 02S Northampton County	117509	UTL	Before	HSIP	581	0	0		238,707	26,523											265,230.00	Advance to convert AC'd funds.
			Adjust	HSIP	581	238,707	26,523		(238,707)	(26,523)											0.00	
			After	HSIP	581	238,707	26,523		0	0											265,230.00	
222 & Shantz & 863 Improv 222 - 01S Lehigh County	79554	ROW	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	HSIP		(1,047,739)															(1,047,739.00)	
			After																		0.00	
Cedar Crest Corridor Improvement Study 1019 - 03S Lehigh County	117879	Study	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	HSIP		(34,475)															(34,475.00)	
			After																		0.00	
Safety Line Item_LVTS  Lehigh County	82807	CON	Before	HSIP					5,287					96,000			1,277,782		39,246,000		40,625,069.00	Balancing source to maintain fiscal constraint.
			Adjust	HSIP							682,677					615,387					1,298,064.00	
			After	HSIP							687,964			96,000		1,893,169		39,246,000			41,923,133.00	
LVTS Highway & Bridge LI          Lehigh County	102201	CON	Before	BOF	185	72,860	395,731		1,020,568	387,550		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461		70,940,830.00	581 source and balancing source to maintain fiscal constraint.
			Before	BRIP		612,960			2,896,800		757,472		431,680		48,710,904		53,409,816.00					
			Before	NHPP		9,622			662,768		1,279,940		319,000		67,372,480		69,643,810.00					
			Before	STP	581	711,092	961,446		2,373,748	1,098,277		204,100		633,536	76,377	31,204,252	89,552,238	126,815,066.00				
			Adjust	STP	581		(68,953)			75,853											6,900.00	
			After	BOF	185	72,860	395,731		1,020,568	387,550		93,640	984,795		755,016	2,472,654	27,377,555	37,380,461	70,940,830.00			
			After	BRIP		612,960			2,896,800		757,472		431,680		48,710,904		53,409,816.00					
			After	NHPP		9,622			662,768		1,279,940		319,000		67,372,480		69,643,810.00					
			After	STP	581	711,092	892,493		2,373,748	1,174,130		204,100		633,536	76,377	31,204,252	89,552,238	126,821,966.00				

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from July 5, 2025 through September 5, 2025

MPO Tech Meeting: August 20, 2025 September 17, 2025

MPO Coord Meeting: August 20, 2025 September 17, 2025

Administrative Action #13				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
SR 512 of Brush Meadow Creek 512 - 05B Northampton County	85945	CON	Before	STP	185	80,000	120,000		0	106,600											306,600.00	Toll Credit to release 185 funds and increase to cover current estimate.
			Before	STU		400,000			426,400												826,400.00	
			Adjust	STP	185	1,301,402	(120,000)		292,198	(106,600)											1,367,000.00	
			After	STP	Toll	1,381,402			292,198												1,673,600.00	
			After	STU	Toll	400,000			426,400												826,400.00	
PA 100 Reconstruction 100 - 13M Lehigh County	102311	CON	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	STP		(50,000)														(50,000.00)		
PA 100 Reconstruction 100 - 13M Lehigh County	102311	CON	After																		0.00	Deobligation returned to region for reassignment.
			Adjust	STP		(398,543)														(398,543.00)		
LVTS All Weather Pavement Markers 2021 222 - AWP Lehigh County	114342	CON	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	STP		(34,460)														(34,460.00)		
Race Street over Lehigh River 1004 - 03B Lehigh County	108134	ROW	After																		0.00	Deobligation returned to region for reassignment.
			Adjust	STP		(29,160)														(29,160.00)		
SR 412 Connector Road - CRD Northampton County	94603	UTL	After																		0.00	Deobligation returned to region for reassignment.
			Adjust	STP		(2,138)														(2,138.00)		
SR 412 Connector Road - CRD Northampton County	94603	ROW	After																		0.00	Deobligation returned to region for reassignment.
			Adjust	STP		(2,000)														(2,000.00)		
Newburg Rd over E. Branch Monocacy Crk 3020 - 02B Northampton County	85941	ROW	After																		0.00	Deobligation returned to region for reassignment.
			Adjust	STP		(74,009)														(74,009.00)		
LVTS Highway & Bridge LI  Lehigh County	102201	CON	Before	BOF	185	72,860	395,731		1,020,568	387,550		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461		70,940,830.00	Partial source and balancing source to maintain fiscal constraint.
			Before	BRIP		612,960			2,896,800			757,472			431,680			48,710,904			53,409,816.00	
			Before	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			Before	STP	581	711,092	892,493		2,373,748	1,174,130		204,100			633,536	76,377		31,204,252	89,552,238		126,821,966.00	
			Adjust	BOF	185		120,000			106,600											226,600.00	
			Adjust	STP	581	(711,092)			(292,198)												(1,003,290.00)	
			After	BOF	185	72,860	515,731		1,020,568	494,150		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461		71,167,430.00	
			After	BRIP		612,960			2,896,800			757,472			431,680			48,710,904			53,409,816.00	
			After	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			After	STP	581	0	892,493		2,081,550	1,174,130		204,100			633,536	76,377		31,204,252	89,552,238		125,818,676.00	
Administrative Action #14				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 (\$)		
Freeway Service Patrol 78 - FSP Lehigh County	68190	CON	Before	NHPP	Toll	377,250			384,752			400,000			400,000			3,200,000			4,762,002.00	Increase to allow AC conversion.
			Adjust	NHPP	Toll	23,690													23,690.00			
			After	NHPP	Toll	400,940			384,752			400,000			400,000			3,200,000			4,785,692.00	
SR 22 Resurf - Beth Rd to 25th St 22 - 14M Northampton County	114350	CON	Before	NHPP		0															0.00	Increase to cover drainage outlet reconstruction and additional inspection costs due to time extension.
			Adjust	NHPP		89,153														89,153.00		
PA 100 Reconstruction 100 - 13M Lehigh County	102311	ROW	After	NHPP		89,153															89,153.00	Deobligation returned to region for reassignment.
			Adjust	NHPP		(112,843)														(112,843.00)		
Administrative Action #15				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
PA 33 Bushkill Creek Bridges 33 - 05B Northampton County	96431	CON	Before	BRIP	185	2,917,600	729,400														3,647,000.00	Increase for inspection due to time extension on contract.
			Adjust	BRIP	185	460,000	115,000														575,000.00	
			After	BRIP	185	3,377,600	844,400														4,222,000.00	
LVTS Highway & Bridge LI  Lehigh County	102201	CON	Before	BOF	185	72,860	515,731		1,020,568	494,150		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461		71,167,430.00	Source.
			Before	BRIP		612,960			2,896,800			757,472			431,680			48,710,904			53,409,816.00	
			Before	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			Before	STP	581		892,493		2,081,550	1,174,130		204,100			633,536	76,377		31,204,252	89,552,238		125,818,676.00	
			Adjust	BOF	185		(115,000)														(115,000.00)	
			Adjust	BRIP		(460,000)															(460,000.00)	
			After	BOF	185	72,860	400,731		1,020,568	494,150		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461		71,052,430.00	
			After	BRIP		152,960			2,896,800			757,472			431,680			48,710,904			52,949,816.00	
			After	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			After	STP	581		892,493		2,081,550	1,174,130		204,100			633,536	76,377		31,204,252	89,552,238		125,818,676.00	
Administrative Action #16				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 (\$)		
Howtown Road Bridge 3017 - 01B Northampton County	105371	CON	Before	STU	Toll	0															0.00	Increase to covered pipe saddle over water line, relaping guiderail, and additional CENG due to time extension.
			Adjust	STU	Toll	127,600															127,600.00	
Linden Street 3015 - 01M Northampton County	11981	FD	After	STU	Toll	127,600															127,600.00	Deobligation returned to region for reassignment.
			Adjust	STU		(127,600)															(127,600.00)	
			After																		0.00	

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from July 5, 2025 through September 5, 2025

MPO Tech Meeting: August 20, 2025 September 17, 2025

MPO Coord Meeting: August 20, 2025 September 17, 2025

Administrative Action #17				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 (\$)	Total	Remarks	
Linden Street Two-Way Conversion - LSC Northampton County	120976	FD	Before	CAQ	Toll							85,000			78,905						163,905.00	Advance phase of regionally selected CRP/CRPU funded project.	
			Before	CRP	Toll	0															0.00		
			Adjust	CAQ	Toll								(85,000)			(78,905)					(163,905.00)		
			Adjust	CRP	Toll	100,000															100,000.00		
			After	CAQ	Toll								0			0					0.00		
Linden Street Two-Way Conversion - LSC Northampton County	120976	UTL	After	CRP	Toll	100,000															100,000.00	Release funds due to phase not being needed.	
			Before	CAQ	Toll														57,965		57,965.00		
Linden Street Two-Way Conversion - LSC Northampton County	120976	CON	Adjust	CAQ	Toll														(57,965)		(57,965.00)		
			After	CAQ	Toll														0		0.00		
			Before	CAQ	Toll															1,043,370		1,043,370.00	
			Before	CRP	Toll	0																0.00	
			Before	CAPU	Toll	0																0.00	
			Adjust	CAQ	Toll															(1,043,370)		(1,043,370.00)	
			Adjust	CRP	Toll	106,000																106,000.00	
			Adjust	CRPU	Toll	1,594,000																1,594,000.00	
			After	CAQ	Toll															0		0.00	
			After	CRP	Toll	106,000																106,000.00	
Carbon Reduction Monitoring and Evaluation Northampton County	120973	Study	After	CRPU	Toll	1,594,000															1,594,000.00	Release due to project not qualifying for funds.	
			Before	CRP		134,000					500,000			500,000			500,000				1,634,000.00		
Corridor Signal Impr LI Lehigh County	82804	CON	Adjust	CRP		(134,000)															(134,000.00)	Balancing source to maintain fiscal constraint.	
			After	CRP		0				500,000			500,000			500,000					1,500,000.00		
Urban Line Item Reserve Lehigh County	82810	CON	Before	CAQ					26,820			74,000			63,565			41,172,845			41,337,230.00	Source.	
			Adjust	CAQ									85,000			78,905			1,101,335		1,265,240.00		
			After	CAQ					26,820			159,000			142,470			42,274,180		42,602,470.00			
			Before	CRP		72,000			93,000			93,000			93,000			4,744,000		5,095,000.00			
			Before	CRPU		1,594,000			1,626,000			1,626,000			1,626,000			13,009,000		19,481,000.00			
			Before	STU		12,920			58,900			159,064			494,825			73,246,508		73,972,217.00			
			Adjust	CRP		(72,000)															(72,000.00)		
			Adjust	CRPU		(1,594,000)															(1,594,000.00)		
			After	CRP		0			93,000			93,000			93,000			4,744,000		5,023,000.00			
			After	CRPU		0			1,626,000			1,626,000			1,626,000			13,009,000		17,887,000.00			
After	STU		12,920			58,900			159,064			494,825			73,246,508		73,972,217.00						
Statewide Administrative Action #3				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Total	Remarks	
LVTS High Friction Surface - 2025 412 - HFS Northampton County	120949	CON	Before	HSIP								440,000						2,640,000			3,080,000.00	Release funds due to low bid savings.	
			Before	sHSIP		200,000															200,000.00		
			Adjust	sHSIP		(26,160)															(26,160.00)		
			After	HSIP									440,000						2,640,000		3,080,000.00		
			After	sHSIP		173,840															173,840.00		
HSIP Set Aside Reserve Line Item Central Office	101969	CON	Before	sHSIP		2,631,160			12,372,290			40,838,800			39,994,355			95,836,605			95,836,605.00	Balancing source to maintain fiscal constraint.	
			Adjust	sHSIP		26,160															26,160.00		
After	sHSIP		2,657,320					12,372,290			40,838,800			39,994,355						95,862,765.00			
Administrative Action #18				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 (\$)	Total	Remarks	
Church Road over Trib to Mill Creek 4014 - 01B Lehigh County	85689	CON	Before	581			0			0											0.00	Add CON phase to TIP to allow letting of project previously included in bundle but pulled due to delays in receiving clearances.	
			Adjust	581			852,912				137,088										990,000.00		
			After	581			852,912				137,088										990,000.00		
Construction Assistance - State - CAS Lehigh County	97325	CON	Before	581			50,000			50,000			50,000			50,000			400,000		600,000.00	Release funds due to not being encumbered.	
			Adjust	581			(50,000)														(50,000.00)		
In House Geo Tech Assistance 4009 - GTA Lehigh County	117522	PE	After	581			0			50,000			50,000			50,000			400,000		550,000.00	Release funds due to not being encumbered.	
			Before	581			50,000			50,000			50,000			50,000			400,000		600,000.00		
			Adjust	581			(50,000)														(50,000.00)		
LVTS Highway & Bridge LI Lehigh County	102201	CON	After	581			0			50,000			50,000			50,000			400,000		550,000.00	Additional source.	
			Before	BOF	185	72,860	400,731		1,020,568	494,150		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461	71,052,430.00			
			Before	BRIP		152,960			2,896,800			757,472			431,680		48,710,904		52,949,816.00				
			Before	NHPP		9,622			662,768			1,279,940			319,000		67,372,480		69,643,810.00				
			Before	STP	581		892,493		2,081,550	1,174,130		204,100			633,536	76,377	31,204,252	89,552,238	125,818,676.00				
			Adjust	STP	581		(752,912)			(137,088)											(890,000.00)		
			After	BOF	185	72,860	400,731		1,020,568	494,150		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461	71,052,430.00			
			After	BRIP		152,960			2,896,800			757,472			431,680		48,710,904		52,949,816.00				
			After	NHPP		9,622			662,768			1,279,940			319,000		67,372,480		69,643,810.00				
			After	STP	581		139,581		2,081,550	1,037,042		204,100			633,536	76,377	31,204,252	89,552,238	124,928,676.00				
Administrative Action #19				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 (\$)	Total	Remarks	
Donats Peak Road Bridge over Kistler Creek 4037 - 02B Lehigh County	11588	CON	Before	185						0											0.00	Bridge pulled from bundle to allow letting sooner.	
			Adjust	185							1,450,000										1,450,000.00		
Box Culvert Bundle-Round 2 143 - BC2 Lehigh County	110066	CON	After	185						1,450,000											1,450,000.00	Release funds due to bridge being pulled from bundle.	
			Before	185						2,200,000			2,786,230							4,986,230.00			
			Adjust	185						(1,450,000)											(1,450,000.00)		
After	185							750,000			2,786,230								3,536,230.00				

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from July 5, 2025 through September 5, 2025

MPO Tech Meeting: August 20, 2025 September 17, 2025

MPO Coord Meeting: August 20, 2025 September 17, 2025

Administrative Action #20			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 (\$)		
Powder Valley Rd over Indian Creek 2025 - 01B Lehigh County	109237	FD	Before	BOF	Toll	0			0												0.00	Add phase to TIP.
			Adjust	BOF	Toll	362,360			87,640												450,000.00	
			After	BOF	Toll	362,360			87,640												450,000.00	
Powder Valley Rd over Indian Creek 2025 - 01B Lehigh County	109237	UTL	Before	BOF	185	12,360	3,090					0	0								15,450.00	Move out to align with anticipated need. YOE is included.
			Adjust	BOF	185	(12,360)	(3,090)					12,360	3,090								0.00	
			After	BOF	185	0	0					12,360	3,090								15,450.00	
Powder Valley Rd over Indian Creek 2025 - 01B Lehigh County	109237	ROW	Before	BOF	Toll				0												0.00	Add phase to TIP.
			Adjust	BOF	Toll				25,000												25,000.00	
			After	BOF	Toll				25,000												25,000.00	
Powder Valley Rd over Indian Creek 2025 - 01B Lehigh County	109237	CON	Before	BOF	185	350,000	87,500		432,800	108,200			0			0					978,500.00	Increase to cover current estimate and move out to align with anticipated need. Let date 2/11/2027. YOE is included.
			Adjust	BOF	185	(350,000)	(87,500)		(432,800)	(108,200)			500,000			530,000					51,500.00	
			After	BOF	185	0	0		0	0			500,000			530,000					1,030,000.00	
LVTS Highway & Bridge LI  Lehigh County	102201	CON	Before	BOF	185	72,860	400,731		1,020,568	494,150		93,640	984,795		755,016	2,472,654		27,377,555	37,380,461		71,052,430.00	Partial source and balancing source to maintain fiscal constraint.
			Before	BRIP		152,960			2,896,800			757,472			431,680			48,710,904			52,949,816.00	
			Before	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			Before	STP	581		139,581		2,081,550	1,037,042		204,100			633,536	76,377		31,204,252	89,552,238		124,928,676.00	
			Adjust	BOF	185		90,590		320,160	108,200		(12,360)	(503,090)		(530,000)			(526,500.00)				
			After	BOF	185	72,860	491,321		1,340,728	602,350		81,280	481,705		755,016	1,942,654		27,377,555	37,380,461		70,525,930.00	
			After	BRIP		152,960			2,896,800			757,472			431,680			48,710,904			52,949,816.00	
			After	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			After	STP	581		139,581		2,081,550	1,037,042		204,100			633,536	76,377		31,204,252	89,552,238		124,928,676.00	
Administrative Action #21			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 (\$)		
Limeport Pike over Hosensack Creek 2029 - 04B Lehigh County	119936	FD	Before	BOF	185	100,000	25,000		229,600	57,400											412,000.00	Advance funds to use available funds.
			Adjust	BOF	185	159,970	39,993		(159,970)	(39,993)											0.00	
			After	BOF	185	259,970	64,993		69,630	17,407											412,000.00	
Hollenbachs Bridge 4009 - 02B Lehigh County	11390	UTL	Before	BOF	185	22,248	5,562														27,810.00	Release due to phase not being needed.
			Adjust	BOF	185	(22,248)	(5,562)														(27,810.00)	
			After	BOF	185	0	0														0.00	
Mosserville Road over Ontelaunee Creek 4024 - 01B Lehigh County	85692	CON	Before	BOF		40,000															40,000.00	Release due to project being complete.
			Adjust	BOF		(40,000)															(40,000.00)	
			After	BOF		0															0.00	
Indian Trail Road over Hokendauqua Creek 3016 - 01B Northampton County	12310	CON	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	BOF		(24,862)															(24,862.00)	
			After																		0.00	
LVTS Highway & Bridge LI  Lehigh County	102201	CON	Before	BOF	185	72,860	491,321		1,340,728	602,350		81,280	481,705		755,016	1,942,654		27,377,555	37,380,461		70,525,930.00	Partial source and balancing source.
			Before	BRIP		152,960			2,896,800			757,472			431,680			48,710,904			52,949,816.00	
			Before	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			Before	STP	581		139,581		2,081,550	1,037,042		204,100			633,536	76,377		31,204,252	89,552,238		124,928,676.00	
			Adjust	BOF	185	(72,860)	(34,431)		159,970	39,993											92,672.00	
			After	BOF	185	0	456,890		1,500,698	642,343		81,280	481,705		755,016	1,942,654		27,377,555	37,380,461		70,618,602.00	
			After	BRIP		152,960			2,896,800			757,472			431,680			48,710,904			52,949,816.00	
			After	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			After	STP	581		139,581		2,081,550	1,037,042		204,100			633,536	76,377		31,204,252	89,552,238		124,928,676.00	
Administrative Action #22			Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
SR 512 over Martins Creek  512 - 06B  Northampton County	92007	PE	Before	BRIP		0															0.00	Advance to use available funds.
			Before	STP	581	0	0		175,000	43,750		125,000	31,250		209,232	52,308					636,540.00	
			Adjust	BRIP		131,160															131,160.00	
			Adjust	STP	581	174,007	76,292					(95,935)	(23,984)		(209,232)	(52,308)					(131,160.00)	
			After	BRIP		131,160															131,160.00	
			After	STP	581	174,007	76,292		175,000	43,750		29,065	7,266		0	0					505,380.00	
Easton Rd over Saucon Crk E. Branch 2006 - 02B Northampton County	93631	FD	Before	BRIP	185	150,000	37,500		97,200	24,300											309,000.00	Advance to use available funds and Toll Credit to release 185 funds.
			Adjust	BRIP	185	61,800	(37,500)			(24,300)											0.00	
			After	BRIP	Toll	211,800	0		97,200	0											309,000.00	
Newburg Road over Trib Monocacy Creek 3020 - 01B Northampton County	85940	CON	Before	BRIP	185	40,000	10,000														50,000.00	Release due to project being complete.
			Adjust	BRIP	185	(40,000)	(10,000)														(50,000.00)	
			After	BRIP	185	0	0														0.00	
Richmond Bridge 611 - 06B Northampton County	12084	PE	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	STP		(174,007)															(174,007.00)	
			After																		0.00	
LVTS Highway & Bridge LI  Lehigh County	102201	CON	Before	BOF	185		456,890		1,500,698	642,343		81,280	481,705		755,016	1,942,654		27,377,555	37,380,461		70,618,602.00	Partial source and balancing source to maintain fiscal constraint.
			Before	BRIP		152,960			2,896,800			757,472			431,680			48,710,904			52,949,816.00	
			Before	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			Before	STP	581		139,581		2,081,550	1,037,042		204,100			633,536	76,377		31,204,252	89,552,238		124,928,676.00	
			Adjust	BOF	185		47,500			24,300											71,800.00	
			Adjust	BRIP		(152,960)															(152,960.00)	
			Adjust	STP	581		(76,292)														305,167.00	
			After	BOF	185		504,390		1,500,698	666,643		81,280	481,705		755,016	1,942,654		27,377,555	37,380,461		70,690,402.00	
			After	BRIP		0			2,896,800			757,472			431,680			48,710,904			52,796,856.00	
After	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00				
After	STP	581		63,289		2,081,550	1,037,042		300,035	23,984		842,768	128,685			89,552,238			125,233,843.00			

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from July 5, 2025 through September 5, 2025

MPO Tech Meeting: August 20, 2025 September 17, 2025

MPO Coord Meeting: August 20, 2025 September 17, 2025

Administrative Action #23				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 Road Bridge over US 22 2027 - 01B Northampton County	89614	CON	Before	STU		4,104,300			1,345,700												5,450,000.00	Advance to use available funds.
			Adjust	STU		545,168			(545,168)												0.00	
			After	STU		4,649,468			800,532												5,450,000.00	
611 Retaining Wall Rehab - Easton 611 - RWR Northampton County	110179	CON	Before	NHPP		473,080		118,270							0		0				591,350.00	Align with anticipated need.
			Adjust	NHPP		(473,080)		(118,270)							473,080		118,270				0.00	
			After	NHPP		0		0							473,080		118,270				591,350.00	
Lower South Main Street o/Martins Creek 1015 - 03B Northampton County	85930	CON	Before	STU	185	80,000	20,000														100,000.00	Reduce to match obligation.
			Adjust	STU	185	(40,000)	(10,000)														(50,000.00)	
			After	STU	185	40,000	10,000														50,000.00	
US 22 Resurface 15th Street to SR 309 22 - 08M Lehigh County	96385	CON	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	STU		(4,168)															(4,168.00)	
			After																		0.00	
SR 512 Resurface S. Main St to SR 611 512 - 10M Northampton County	101571	CON	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	STU		(15,000)															(15,000.00)	
			After																		0.00	
Urban Line Item Reserve  Lehigh County	82810	CON	Before	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	Partial source and balancing source to maintain fiscal constraint.
			Before	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00	
			Before	STU		12,920			58,900			159,064			494,825			73,246,508			73,972,217.00	
			Adjust	STU		(12,920)			545,168						(473,080)						59,168.00	
			After	CRP					93,000			93,000			93,000			4,744,000			5,023,000.00	
			After	CRPU					1,626,000			1,626,000			1,626,000			13,009,000			17,887,000.00	
			After	STU		0			604,068			159,064			21,745			73,246,508			74,031,385.00	
			Before	BOF	185		504,390		1,500,698	666,643		81,280	481,705		755,016	1,942,654		27,377,555	37,380,461		70,690,402.00	
			Before	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00	
LVTS Highway & Bridge LI  Lehigh County	102201	CON	Before	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	Balancing source to maintain fiscal constraint.
			Before	STP	581		63,289		2,081,550	1,037,042		300,035	23,984		842,768	128,685		31,204,252	89,552,238		125,233,843.00	
			Adjust	BOF	185		10,000														10,000.00	
			After	BOF	185		514,390		1,500,698	666,643		81,280	481,705		755,016	1,942,654		27,377,555	37,380,461		70,700,402.00	
			After	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00	
			After	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			After	STP	581		63,289		2,081,550	1,037,042		300,035	23,984		842,768	128,685		31,204,252	89,552,238		125,233,843.00	
Administrative Action #24				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 (\$)		
Lower Saucon Road over E. Branch of Saucon Creek 2001 - 01B Northampton County	119940	FD	Before	BOF	185	0			200,000	50,000		139,488	34,872								424,360.00	Advance to use available funds, increase to cover negotiated agreement plus internal costs, and toll to release 185 funds.
			Adjust	BOF	185	682,440			(200,000)	(50,000)		(139,488)	(34,872)								258,080.00	
			After	BOF	Toll	682,440			0	0		0	0								682,440.00	
Country Club Road over US 22 2031 - 01B Northampton County	89616	CON	Before	BOF	581	80,000	20,000														100,000.00	Release due to project being complete.
			Adjust	BOF	581	(80,000)	(20,000)														(100,000.00)	
			After	BOF	581	0	0														0.00	
Hugh Moore Park Bridge Painting and Repairs 7302 - HSB Northampton County	118069	CON	Before	BOF		780,431		650,000	0												1,430,431.00	Align funds with anticipated need.
			Before	SXF					1,616,279												1,616,279.00	
			Adjust	BOF		(602,440)			602,440												0.00	
			After	BOF		177,991		650,000	602,440												1,430,431.00	
			After	SXF					1,616,279												1,616,279.00	
LVTS Highway & Bridge LI  Lehigh County	102201	CON	Before	BOF	185		514,390		1,500,698	666,643		81,280	481,705		755,016	1,942,654		27,377,555	37,380,461		70,700,402.00	185 source and balancing source to maintain fiscal constraint.
			Before	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00	
			Before	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			Before	STP	581		63,289		2,081,550	1,037,042		300,035	23,984		842,768	128,685		31,204,252	89,552,238		125,233,843.00	
			Adjust	BOF	185				(402,440)	50,000					34,872						(317,568.00)	
			Adjust	STP	581		20,000					139,488									159,488.00	
			After	BOF	185		514,390		1,098,258	716,643		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		70,382,834.00	
			After	BRIP					2,896,800			757,472			431,680			48,710,904			52,796,856.00	
			After	NHPP		9,622			662,768			1,279,940			319,000			67,372,480			69,643,810.00	
			After	STP	581		83,289		2,081,550	1,037,042		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,393,331.00	

**TIP Modifications from July 5, 2025 through September 5, 2025**

**MPO Coord Meeting: ~~August 20, 2025~~ September 17, 2025**

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**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from July 5, 2025 through September 5, 2025

MPO Tech Meeting: August-20, 2025 September 17, 2025

MPO Coord Meeting: August-20, 2025 September 17, 2025

Administrative Action #29				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 (\$)				
Church Road over Trib to Mill Creek 4014 - 01B Lehigh County	85689	CON	Before	AMT	581		852,912			137,088											990,000.00	Advance to use up available funds.		
			Adjust	AMT	581		39,000			(39,000)											0.00			
			After	AMT	581		891,912			98,088											990,000.00			
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185				1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00	Balancing source to maintain fiscal constraint.		
			Before	BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00				
			Before	NHPP				662,768			1,279,940			319,000			67,372,480			69,634,188.00				
Before			STP	581		39,000		2,081,550	1,037,042		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,349,042.00				
Adjust			STP	581		(39,000)			39,000											0.00				
After			BOF	185				1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00				
After			BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00					
After			NHPP				662,768			1,279,940			319,000			67,372,480			69,634,188.00					
After			STP	581		0		2,081,550	1,076,042		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,349,042.00				
Interstate 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 (\$)				
I-78 Recon-Berks County Line to SR 100 78 - 19M Lehigh County	92780	FD	Before	AMT	581					4,000,000			4,000,000			4,033,151					12,033,151.00	Align funds with anticipated need due to CE anticipated for fall 2027.		
			Adjust	AMT	581					(4,000,000)						4,000,000					0.00			
			After	AMT	581					0			4,000,000			8,033,151					12,033,151.00			
Interstate Contingency Line Item Central Office	75891	CON	Before	AMT	581		5,786,382			1,812,374			6,004,571			12,257,144					25,860,471.00	Balancing source to maintain fiscal constraint.		
			Adjust	AMT	581					4,000,000						(4,000,000)					0.00			
			After	AMT	581		5,786,382			5,812,374			6,004,571			8,257,144					25,860,471.00			
Administrative Action #30				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 (\$)				
309 Center Valley IC  309 - 19M Lehigh County	102160	PE	Before	CAQ	581		0	0		0											0.00	To advance project design and convert from Design/Bid/Build to Design/Build.		
			Before	STP						0											0.00			
			Adjust	CAQ	581		1,101,600	275,400		26,820	39,556										1,443,376.00			
			Adjust	STP						131,404											131,404.00			
			After	CAQ	581		1,101,600	275,400		26,820	39,556										1,443,376.00			
309 Center Valley IC 309 - 19M Lehigh County	102160	FD	Before	CAQ	581		1,101,600	275,400													1,377,000.00	Release due to project going Design/Build, phase not needed.		
			Adjust	CAQ	581		(1,101,600)	(275,400)													(1,377,000.00)			
			After	CAQ	581		0	0													0.00			
			CON	Before	CAQ						26,820			159,000			142,470			42,274,180			42,602,470.00	
				Adjust	CAQ						(26,820)												(26,820.00)	
Corridor Signal Impr LI  Lehigh County	82804	CON	After	CAQ						0			159,000			142,470			42,274,180		42,575,650.00	STP and 581 source.		
			Before	BOF	185				1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00			
			Before	BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00				
			Before	NHPP				662,768			1,279,940			319,000			67,372,480			69,634,188.00				
			Before	STP	581				2,081,550	1,076,042		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,349,042.00			
LVTS Highway & Bridge LI  Lehigh County	102201	CON	Adjust	STP	581				(131,404)	(39,556)											(170,960.00)			
			After	BOF	185				1,098,258	315,533		81,280	516,577		755,016	1,942,654		27,377,555	37,380,461		69,467,334.00			
			After	BRIP				2,896,800			757,472			431,680			48,710,904			52,796,856.00				
			After	NHPP				662,768			1,279,940			319,000			67,372,480			69,634,188.00				
			After	STP	581				1,950,146	1,036,486		439,523	23,984		842,768	128,685		31,204,252	89,552,238		125,178,082.00			
Before FFY Totals						46,535,601	78,492,714	768,270	175,755,658	123,479,842	0	103,025,518	116,177,064	0	113,885,920	152,172,448	0	3,741,757,251	2,414,471,381		7,066,521,667	Actions do not affect the project delivery schedules or air quality conformity.		
FFY Adjustment Totals						367,900	0	(88,262)	(17,208,854)	0	0	16,840,954	0	0	0	0	118,270	0	0	0	30,008			
After FFY Totals						50,372,505	78,492,714	680,008	158,546,804	123,479,842	0	119,866,472	116,177,064	0	113,885,920	152,172,448	118,270	3,741,757,251	2,414,471,381		7,070,020,679			

NOTES: Non-Zero Adjustment Totals due to local match and RAISE Grant funding adjustment.

# Transportation Alternative Set-Aside + Carbon Reduction Program Events Media coverage

## Bethlehem Event News Coverage



From [www.lehighvalleynews.com](http://www.lehighvalleynews.com): **\$3.7 million in grants to complete South Bethlehem Greenway Trail, other projects**



BETHLEHEM, Pa. — Funding for South Bethlehem Greenway Trail Extension: Check.

Funding for the Linden Street Two-Way Conversion: Check.

Funding for Broad Street Multimodal Project: Check.

Each of those boxes were checked as checks from grants totaling \$3.7 million were presented to Bethlehem by Lehigh Valley Transportation Study on Wednesday to support the city's transformative transportation and infrastructure projects.

A news conference was held at the South Bethlehem Greenway trailhead in Saucon Park.

"People here are committed to creating things, not just for themselves, but for others and for spaces we can share," Bethlehem Mayor J. William Reynolds said.

Attendees also included Lehigh Valley Planning Commission and LVTS members, Northampton County Executive Lamont McClure, Lehigh Valley state representatives and a representative from the state Department of Conservation and Natural Resources.

Three separate checks from state grants were awarded by the LVTS under distinct transportation programs.

### **'What this is all about'**

The grants included:

From the federally funded Transportation Alternative Set-Aside, or TASA Program:

- [South Bethlehem Greenway Trail Extension](#) received \$500,000 to help complete the final phase of a two-decade project that will develop a 13.7-mile corridor connecting Bethlehem, Hellertown, Coopersburg and Quakertown.

From the Carbon Reduction Program, or CRP:

- [Linden Street Two-Way Conversion Project](#) received \$1.8 million. The project will convert the street from one-way southbound to two-way within the city, from Fairview Street to East Church Street to reduce congestion.

The CRP was established to reduce transportation-related carbon emissions, create bicycle and pedestrian infrastructure, promote green infrastructure and implement intelligent transportation systems that reduce the environmental and community impacts of freight movement.

"In its current configuration, Linden Street is a one-way racetrack," said Scott Slingerland, executive director for the Coalition for Appropriate Transportation, or CAT.

"With two lanes for car drivers to go too fast and jockey for position at the expense of pedestrians."

- Broad Street Multimodal Project received \$1.4 million.

The project consists of constructing improvements along Broad Street, from Hanover Avenue to Stefko Boulevard, as recommended in the Broad Street Act Transportation Plan of 2021.

The project is a cornerstone of Bethlehem's Safe Streets and Carbon Reduction Strategy.

The Broad Street redesign will better accommodate pedestrians, cyclists, transit riders and drivers through safer intersections, upgraded crossings and modernized streetscapes.

"These projects come together because people in the Lehigh Valley and Bethlehem get it right about how to come together in a nonpartisan way to do good things," Reynolds said.

“That’s what this is all about.”

**'Building healthier communities'**

The Greenway project now is fully funded, Reynolds said, and will move into the design and engineering stage.

The \$500,000 grant will help build a one-mile trail extension connecting the South Bethlehem Greenway with the Saucon Rail Trail in Hellertown.

It’s part of a \$7.1 million plan to connect two of the region’s most widely used trails, closing one of the state’s Top 10 trail gaps.

The project also will include installing a 12-foot-wide trail that will be ADA compliant, with native plants, benches, wayfinding signs and trash receptacles. Construction will take place in 2026.

Bethlehem also received a \$300,000 Livable Landscapes Grant, presented to Reynolds by McClure.

“This is a vibrant connected community and Northampton County is proud to be a partner in this effort,” McClure told Reynolds.

“Projects like this, mayor, demonstrate that you are strategic in determining the funding through which the Livable Landscapes would come in and help.

“We’re not just building trails, we’re building healthier communities, enhancing access to green space and investing in the long-term wellbeing of our residents.”

LVPC Executive Director Becky A. Bradley celebrated the grants for helping invest in these projects.

“All these projects have been ones the local governments have given to the region,” Bradley said. “Then the region matches them up with the policy that we developed together.

“These are two specific funding pools that have allowed us to invest in these priorities.”

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## THE MORNING CALL

### **‘Changing the way people are moving around Bethlehem.’ City announces timeline for 3 major transportation projects**

Bethlehem officials on Wednesday celebrated more than \$3.7 million in outside investments that will go toward making the city easier and safer to walk and bike in.

Standing in front of what will become an extension connecting the Saucon Rail Trail with the Bethlehem Greenway trail, Mayor J. William Reynolds said the following investments will make the city a “healthier and more sustainable community”:

\$800,000 to help Bethlehem pay for construction costs of a 1-mile trail extension connecting the rail trail with the greenway.

\$1.5 million to construct improvements on Broad Street between Stefko Boulevard and Hanover Ave., including bike lanes and pedestrian bump outs.

\$1.8 million to convert Linden Street from a one-way to a two-way street between Fairview Street and East Church Street, which officials say will slow traffic on the street.

All of the projects have already received millions in outside funding and have been in the works for several years. Engineering and planning work is ongoing for all three projects. However, the newly announced investments mean the projects are fully funded so the city can give a timeline of when they will be complete.

Officials touted what they see as the benefits of better trail connections and walkable and bikeable infrastructure, including safer routes and better connections with the community.

“When you are on a trail, people say hi to you, so you say ‘good morning,’ ‘good afternoon,’ ‘I’m glad you’re enjoying your day on the trail,’ ” said Claire Jantz, deputy secretary of the Department of Conservation and Natural Resources, which previously announced around \$1.7 million in grants toward the Greenway project. “It really makes you feel connected within the community. And so there is a magic to trails that that is really transformative for communities.”

“We are here today because we are changing the way people are moving around Bethlehem,” Reynolds said. “Most people drive their car too much, and I will say that. And we need to find a way to reduce those car trips and also connect communities.”

Most of the newly announced funding for the improvements came from grants via the Lehigh Valley Transportation Study, an arm of the Lehigh Valley Planning Commission that awards grants to transportation oriented projects. Northampton County also kicked in an additional \$300,000 this month for the trail construction costs.

Construction on the South Bethlehem Greenway extension will begin early next year and be complete by the end of 2026. The trail will be 12 feet wide and include landscaping, benches, signage and trash bins. Construction on both the Broad Street and Linden Street improvements will also begin next year. The Linden Street conversion will be complete by next summer, and the Broad Street project will take around three to four years, according to Reynolds.

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## **Bethlehem secures funding for final phase of Greenway, other multimodal travel projects**

BETHLEHEM, Pa. – A green addition is coming to Southside Bethlehem.

The city secured funding for the final phase of the South Bethlehem Greenway. It will now move into the design and engineering stage, followed by construction in 2026. The project will include the installation of a 12-foot-wide trail that will be ADA-compliant and will include landscaping with native plants, benches, wayfinding signs and trash receptacles.

Once completed, the South Bethlehem Greenway will provide continuous travel along a 13.7-mile corridor that serves residents and visitors in Bethlehem, Hellertown, Coopersburg and Quakertown.

Funds to complete the final construction of the Greenway were granted by the Pennsylvania Department of Conservation and Natural Resources (\$500,000), the Lehigh Valley Transportation Study (\$500,000), and Northampton County via the Livable Landscapes Grant (\$300,000).

Two other significant transportation initiatives were also announced Wednesday.

### **Linden Street**

After years of public feedback and planning, the city will move forward with the conversion of Linden Street from one-way to two-way traffic between Church Street and Fairview Street, connecting to the existing two-way roadway. This will make the entirety of Linden Street between Elizabeth Avenue and the Fahy Bridge two-way traffic.

The city says this change is designed to improve traffic flow and enhance safety for all road users, including drivers, pedestrians and cyclists. LVTS presented the city with a check for \$1.8 million to support the initiative.

### **Broad Street**

The Broad Street Multimodal Corridor Project is part of Bethlehem's "Safe Streets and Carbon Reduction Strategy." The project aims to redesign Broad Street to better accommodate pedestrians, cyclists, transit riders and drivers through safer intersections, upgraded crossings and modernized streetscapes.

In addition to the nearly \$10 million secured through the Safe Streets for All grant, LVTS presented the city with \$1.4 million to bring the project to fruition.

## Easton Event News Coverage



### 'Safer and more welcoming': Easton gets \$1.3 million for transportation improvements



EASTON, Pa. — Easton soon will see \$1.3 million in funding for safe and accessible transportation efforts in the city.

Community members, city and regional workers, and politicians gathered Wednesday to celebrate a \$1 million award for traffic calming and safety improvements.

Additionally, the city got \$300,000 for a downtown intersection redesign as a conference in Scott Park near the waterfront.

The money comes from the Lehigh Valley Transportation Study.

LVTs Technical Committee Chairman Brendan Cotter said the body works with the state Transportation Department, the U.S. Department of Transportation, each municipality in the Lehigh Valley, and active community groups to ensure funding is allocated in a balanced manner for all modes of transportation.

Those groups include Community Bike Works and the Coalition for Appropriate Transportation and Lehigh and Northampton Transportation Association.

### **\$1.3 million in funding for Easton**

Transportation Alternatives Set-Aside and Carbon Reduction Program funding helps support community-based projects that expand transportation — including biking and walking.

In addition, it supports safety and education programs and the reduction of carbon emissions due to travel.

“This funding is dedicated to advancing transportation alternative projects such as bicycle and pedestrian infrastructure, promoting sustainable and green infrastructure and implementing intelligent transportation systems that reduce the environmental and community impacts of freight movement throughout the region,” Cotter said.

“LVTS is distributing \$11.4 million in grants from these two essential programs: \$2.6 million in TASA grants and \$8.8 million in CRP grants.

“On behalf of the LVTS, we are honored and excited to award \$1.3 million of that right here in Easton at this time.”

LVPC Executive Director Becky Bradley, also the study's secretary, thanked United Way of the Greater Lehigh Valley and AARP Pennsylvania for partnering with the LVPC for a walking study that helped identify intersections and other areas that posed problems for pedestrians and cyclists.

In addition, Bradley commended the Greater Easton Development Partnership, Easton City Council, Northampton County Council, Northampton County Department of Community and Economic Development, and other city and state groups that have played a role in the acquisition of funding or improvements.

### **The improvements**

“With this money, Easton is going to install all kinds of new sidewalks, crosswalks, ADA-accessible ramps and bump-outs that will make this very busy downtown community all the way into the West Ward of Easton better,” Bradley said.

“And those improvements continue up Northampton Street, as most of you know, which is the lifeblood of Easton's downtown business district.

“So all of those things will help from 7th to 15th Street and then, eventually, along to 13th Street, from Butler to Jackson, allow the city to accomplish its goals of a more pedestrian and bike friendly and transit friendly place.

“So all these traffic calming strategies will help make the city's busiest corridor safer and more welcoming to everyone, as well as provide options and make it easier for people to walk, bike and take transit, which helps meet some of our global air quality goals.”

Easton Mayor Sal Panto Jr. gave a brief history of the LVPC and LVTS helping to connect the waterfront to the downtown district via one of his favorite funding methods — “OPM,” or “Other People’s Money.”

In addition, Panto said, it has helped the city's historic design as a walkable metro area that requires accessibility for pedestrians and cyclists.

"We need to be able to go across streets, and the bump-outs will make a smaller area for people to have to cross," Panto said. "And we're really looking forward to this \$1.3 million as we provide more bike lanes.

"We just provided one up at College Avenue and one from the circle all the way out to 15th street. That's very important, as more and more people use alternative methods of transportation, and bicycles seems to be the cheapest and easiest ones to get."

Panto concluded his remarks alluding to federal funding that was "clawed back," leading to the city cutting a position, though he reassured attendees that would not happen with the \$1.3 million.

"This one isn't coming back," Panto said. "This one we're going to spend real quick."

### **Steering from a car-centric culture**

State Rep. Robert Freeman also spoke on the rise in pedestrian and cyclist traffic in the city, saying, "we have been a far-too car-centric culture," which leads to accidents.

"These improvements will go a long way to accommodate even more safety, ensuring pedestrian safety and also ensuring that we calm traffic to a reasonable level," Freeman said.

"This is long overdue. This is a great shot in the arm to the community, and I am just so grateful for the work that's been done by everyone to bring these dollars here to Easton to improve our pedestrian, bike and transit friendly setting."

State Sen. Lisa Boscola's chief of staff, Joe Kelly, closed out remarks, touching on the walkability of Easton as a key feature that needs to be promoted and protected.

"I've been to a number of Sal Panto presentations, where he often laments that you don't have a parking problem here in Easton, you have a walking problem," Kelly said.

"And creating interesting places and fascinating ways to move people about the city encourages people to walk, walk a little further and make it more interesting. So that's always important."

### **'Getting stuff done for a long time'**

Kelly said Boscola "always likes to emphasize it's really easy to invest in Easton because Sal Panto has been getting stuff done for a long time."

Following the presentation, city Department of Public Works Director Dave Hopkins said he was very excited about the funding. He called it "a decent amount of money, and significant for us" that could also help drive traffic to the waterfront.

"It doesn't go as far as it used to, but \$1.3 million is definitely significant," Hopkins said.

Hopkins said he's "really looking forward to working on the intersection of Larry Holmes Drive and Northampton Street. That is a tough one to navigate for anybody.

"I'm a walking commuter, and I have trouble getting through there," he said. "So trying to shorten the crossing distance and make it a lot easier to cross there, that is a big goal of ours.

"We want people to come to the waterfront. It's a beautiful space: We have a new dog park, we have some new swings, and we want to get people here as easily and safely as possible."

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## THE MORNING CALL

### **How one Lehigh Valley city plans to spend \$1.3 million to protect pedestrians**

A construction facelift along heavily traveled intersections and traffic corridors in Easton will help improve safety for pedestrians and motorists, officials say.

The city has received \$1.3 million in transportation grants, which officials heralded Wednesday during a media event hosted by the Lehigh Valley Planning Commission at Scott Park.

A \$300,000 grant will redesign an intersection near Scott Park, at Northampton Street and Larry Holmes Drive. The work will include new sidewalks, disability curb ramps, crosswalks and bump-outs designed to slow traffic at the busy intersection, which also connects the Easton free bridge.

Another \$1 million will go toward traffic-calming and safety improvements along the West Ward. They include bump-outs, crosswalks and disability ramps along Northampton Street from Seventh to 15th streets, and along North 13th Street from Butler to Jackson streets, near Wood Avenue.

"This is a great shot in the arm to the community," said state Rep. Robert Freeman, D-Northampton, who called the grants "long overdue."

But the streets projects won't begin soon. City officials said after the event it is likely to be at least two years before the work begins, with construction bids and other steps necessary to start.

"It is hard to get contractors to bid on things," said Easton Mayor Sal Panto Jr., who expressed hope that the money would cover the entire work. "Once bids come in, we will know how much it costs."

The grants are part of \$11.4 million in investments toward improving safety, extending trails, expanding bicycle and pedestrian options, and providing youth bike-education programs.

The money comes via the Lehigh Valley Transportation Study, an arm of the Lehigh Valley Planning Commission that awards grants for such projects.

Easton's work, LVPC Executive Director Becky Bradley said, "advances the regional plan, our active transportation plan, creating a mixed-transportation region" that includes mass transit, biking and walking.

Wednesday's event was one of four news conferences to announce funding awards for improvements in Allentown, Bethlehem and Hellertown. One event was held last month in

Bethlehem to announce several projects, while two are being planned to announce funding for rapid bus transit and Allentown's Riverside Drive, LVPC officials said.

Most projects have already received millions in outside funding and have been in the works for several years. Engineering and planning work is ongoing for all three projects in Bethlehem, for instance.

However, the newly announced investments in the Valley mean the projects are fully funded, so municipal officials can provide a timeline of when they will be completed.

The \$11.4 million covers eight grants: \$2.6 million awarded through the 2025-26 Transportation Alternative Set-Aside Program, and \$8.8 million under the Carbon Reduction Program to reduce transportation-related pollution emissions.

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### **Easton gets \$1.3 million in grants for traffic, pedestrian improvements**

EASTON, Pa. - Easton has landed two major federal grants which will help make people walking along the city's streets safer. The funding totals \$1.3 million. The grants were announced Wednesday by Mayor Sal Panto at Scott Park.

Easton received a \$300,000 grant to re-design the intersection at Northampton St, and Larry Holmes Drive, right at the Free Bridge. But that's not all, there is another \$1 million coming to allow for pedestrian improvements on Northampton St. in the West Ward.

The funds will support traffic-calming and safety improvements, and downtown intersection redesigns to enhance pedestrian and bicycle mobility.

The grants are part of the Transportation Alternatives Set-Aside (TASA) and Carbon Reduction Program (CRP) initiatives.

The work includes installing new sidewalks, crosswalks, bumpouts, and ADA-accessible ramps, and will focus on making Northampton Street in the West Ward more pedestrian-friendly.

"I appreciate the fact that instead of having to cross a 50-foot highway that with people going faster and faster every day, they only have to cross about 30 feet," said Mayor Panto.

The Department of Public Works is Easton's largest department, with an operating budget of \$17 million. The two grants total \$1.3 million. Easton Public Works Director David Hopkins says the money is important to city improvement projects that would otherwise remain unfunded.

"We do not have a tremendous amount of capital resources available," Hopkins said. "So, when you get an influx of money like this to be able to do some bigger things, it's great."

Easton was founded in 1752 as a pedestrian-oriented city, and city officials have worked hard to preserve that spirit downtown.

"I think there's been a much greater focus on pedestrian-friendly routes versus vehicle-centric routes. That's part of every design that we do," explained Hopkins.

Easton won't be the only beneficiary of the federal grants. Another \$10 million will be awarded to communities for pedestrian projects throughout the Lehigh Valley.

"The money has to be placed in places where you can have safer walking or biking routes help kids get more safely to schools, for example," said Becky Bradley, Executive Director of the Lehigh Valley Planning Commission.

More grants are on the way. There will be announcements in Allentown and Hellertown in the coming weeks, as well as grants for several nonprofits.

## Allentown Event News Coverage



### Allentown gets \$1.5 million to address transportation safety, carbon emissions



ALLENTOWN, Pa. — The stream of traffic that whizzed past South Mountain Middle School on Tuesday morning provided a fitting backdrop for the event at hand.

Vehicles were racing horizontally; emissions were rising vertically.

Meanwhile, standing among four ceremonial checks totaling \$1.5 million from the Lehigh Valley Transportation Study to address transportation safety and carbon emissions in the city, Allentown School District Chief Operating Officer Robert Whartenby shared a story.

“I’ve received dozens of phone calls from people telling me they were worried about kids crossing into intersections from between cars,” Whartenby said during a ceremony outside the school.

“These weren’t all from parents who have kids in school, just people concerned about their safety. This money will help provide a safety net for those children.”

The city received four separate grants under two distinct programs — the Transportation Alternative Set-Aside, or TASA, and the Carbon Reduction Program, or CRP.

TASA is funded through the Infrastructure Investment and Jobs Act and the state Transportation Department.

It directs money to community-based projects that expand travel choices and enhance the transportation experience by integrating biking, pedestrian safety and education program projects into the transportation network to improve safety and mobility.

### **‘Shining example,’ economic impact**

The grants were allocated through a competitive selection process, prioritizing projects that enhance safety, connectivity and accessibility within the Lehigh Valley region.

The CRP grant is dedicated to advancing transportation alternatives projects such as bicycle and pedestrian infrastructure and promoting sustainable and green infrastructure, including public transit.

It’s also dedicated to implementing transportation systems that reduce the environmental and community impacts of freight movement.

The LVPC’s partnership with AARP and the Greater Lehigh Valley United Way in prior Walk Audits provided data to help identify the most critical areas for pedestrian improvements, including corridors near South Mountain Middle School.

“This money will improve safety and visibility for thousands of children who walk to and from schools like this one every day,” said Becky A. Bradley, Lehigh Valley Planning Commission executive director and LVTS secretary.

“It will help improve things like crosswalks and pedestrian signalization markings at various school sites around the city.”

The TASA grants include:

- Safe Routes to School upgrades: \$400,000 for Allentown to begin modernizing existing school zone traffic controls and installing eight new ones. The improvements are part of a \$2.4 million plan to improve school safety zones throughout the district.
- Albert Street Share the Road Corridor: \$95,000 to add pavement markings along Albert Street to provide a clear connection to the Delaware & Lehigh National Heritage Trail Network.

Allentown Mayor Matt Tuerk said the improvements will help achieve his goal of no pedestrian/roadway fatalities and serious injuries in the city by 2030.

“There are more and more kids in our city and people are getting around in lots of different ways,” Tuerk said. “They’re riding bikes, they’re riding scooters and e-bikes. I saw somebody on a push scooter today, and people bicycling.

“There’s also more cars on the road in the city, just a lot more activity. So we need to continue to invest in infrastructure that keeps everybody safe.”

**‘We can lower that number’**

The CRP grants address:

- LED Streetlight Conversion: \$719,000 to install LED lighting along pedestrian corridors throughout the school district to improve energy efficiency, visibility and safety.
- Martin Luther King Jr. Drive: \$300,000 to modernize key intersections with Americans with Disabilities Act ramps, traffic control signals, sidewalks and crosswalks.

The transportation safety and emissions projects rose to the top of a list of more than 100 that applied because the improvements will touch the lives of families across the city, Bradley said.

“And we know from our research that this region emits 12.7 million metric tons of carbon dioxide equivalent every year,” she said. “That’s 14.7 metric tons for every resident who lives here.

“That research shows that two-thirds of all of our transportation emissions come from passenger vehicles — not trucks or buses.

“We can lower that number by reducing congestion and encouraging people to walk, bike or use transit. These projects do that.”

## Coalition for Appropriate Transportation Event News Coverage



### CAT in Bethlehem rolling with new federal boost for K-12 bicycle programming



BETHLEHEM, Pa. — As car traffic whizzed by on West Broad Street on Friday, a celebration just down from the Pennsylvania Avenue intersection centered around the love of bicycles.

Coalition for Appropriate Transportation, a local nonprofit advocating and educating for bicycling, public transit and pedestrian safety, outside its headquarters announced it was awarded \$634,122 to further its educational programming across the Lehigh Valley.

The money through the federal Transportation Alternative Set-Aside program will cover staffing, bicycle helmets, safety checks from skilled mechanics and other supplies needed for the nonprofit's bicycle cooperative and off-site events for several years.

For CAT, with more than three decades of service to the Lehigh Valley and more than 4,000 children benefitting from its services annually, it's a welcome boost to an already busy operation.

"These younger kids ages 5, 8, 10, 12 years old, TASA supports that they can enjoy their freedom and exhilaration and responsibility of navigating their neighborhoods, local trails," CAT Executive Director Scott Slingerland said.

“And when they get a little older, to make these kids better drivers, no matter what kind of vehicle they drive.

“And for young people at age 14, 16 or 18 years old, a bicycle can be transportation to get to their first job.”

**'Walk and roll!'**

CAT sports a variety of programs, such as Holiday Bikes, which has provided 873 refurbished bikes for Lehigh Valley children for Christmas since 2017.

And since 2004, CAT has connected with more than 27,000 young people through its efforts, Slingerland said.

“For many kids, this is the first time they'll feel the freedom of riding on their own or the pride of fixing something with their own hands,” CAT Board President Bill Meiklejohn said.

“Those moments can spark a lifetime of active, sustainable transportation.”

Lehigh County Executive Phillips Armstrong, with a bit of a shimmy, said, “Walk and roll!”

The funding comes through the Transportation Alternative Set-Aside program, which funds “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,” the commonwealth website reads.

TASA is funded through the Infrastructure Investment and Jobs Act and the state Transportation Department.

**'Every single day, every single year'**

Lehigh Valley Transportation Study, the Metropolitan Planning Organization of Lehigh Valley Planning Commission, has awarded \$2.6 million in TASA grants to area agencies such as CAT.

Its mission is to “ensure every person has access to a safe and efficient transportation network that connects them to all areas of the region, whether they are walking, rolling, driving or riding,” LVTS Vice Chairman Ryan Meyer said.

Becky Bradley, executive director with Lehigh Valley Planning Commission, said research from LVPC shows the region emits 12.7 million metric tons of carbon dioxide equivalent annually, or roughly 14.7 metric tons for each area resident.

Two-thirds of that figure is attributed to transportation, specifically passenger vehicles.

“So we know we can lower that number by reducing congestion and encouraging more people to bike, to walk, to take transit,” Bradley said.

“And CAT works on that mission every single day, every single year.”

Bethlehem Planning and Zoning Director Cathy Fletcher said “to move people, not just cars, through the city safely, sustainably and equitably” is the city’s role at hand.

And the TASA funding makes that a reality.

Beyond that, the city has announced major updates to come for the eastern and western ends of the Broad Street thoroughfare, all benefitting the safety of everyone using the roadway.

CAT will relocate from its current 1935 W. Broad St. headquarters to the ground floor of the new Walnut Street Garage downtown when it's finished later this year.

There are other LVTS area funding announcements to come in the weeks ahead, including 1 p.m. Thursday, Aug. 28, at Keck Park, celebrating the efforts of Community Bike Works of Allentown.

## Community Bike Works Event News Coverage



### 'Improves lives': LVTs grant to Community Bike Works reaches kids



ALLENTOWN, Pa. — Nick Miller knows.

As an Allentown kid, Miller, the current 14th Legislative District state senator, learned first-hand that the impact of the Community Bike Works' Earn A Bike program goes far beyond, well, bikes.

"I was nine and 10 years old when I went through the Community Bike Works program and the Earn A Bike program," Miller said. "It's about having fun, but also about learning life lessons."

Miller shared his memories of CBW during a news conference Thursday at Keck Park at which the organization got \$634,122 for young bike education from the Lehigh Valley Transportation Study under the Alternative Set-Aside, or TASA program.

The Earn A Bike program partners students, ages 9 to high school graduates, with adult mentors for month-long classes in bike mechanics and safety.

While overhauling their bikes, students practice life skills by working collaboratively, solving problems and learning perseverance.

The Junior Earn a Bike Program mentors ages 7-8 in a similar way.

Community Bike Works has grown into a regional organization, engaging youth across the Lehigh Valley.

**'It's an honor to help kids'**

Each weekday, six CBW teams teach kids at each of its bike hubs — Keck Park and Franklin Park in Allentown, in Easton's West Ward and in schools throughout the Lehigh Valley.

At the conclusion of the program, which mentors 600 children a year, each student gets to keep the bike on which he or she worked.

All bicycles in the Own a Bike program are donated to Community Bike Works.

"It's an honor to help kids enjoy cycling and meet the area's transportation goals," CBW Executive Director Kim Schaffer said.

"The kids tell us riding a bike is how they get to school, to after-school and to see friends in the park."

TSA is funded through the Infrastructure Investment and Jobs Act and the state Transportation Department.

It directs money to community-based projects that expand travel choices and enhance the transportation experience by integrating biking, pedestrian safety and education program projects into the transportation network.

**'Invests in human beings'**

CBW provides important community programs that improve safety, mobility and air quality regionwide, officials said.

"Community Bike Works teaches kids about bikes," said Becky A. Bradley, executive director of Lehigh Valley Planning Commission and LVTS secretary.

"But it also teaches them how to improve lives, build our lives together and create a safe space.

"This program underscores the impact of federal funding."

Students collectively biked 5,300 miles over the past year, Schaffer said.

"And 20 percent of Earn A Bike students say the bike they get from the program is the first bike they've ever owned," she said.

State Rep. Peter Schweyer, D-134th District, said: "Community Bike Works isn't just about bikes. It invests in human beings. It teaches kids to put down their cellphones and engage in one another."

The Community Bike Works allocation is among \$2.6 million in TASA funding issued by LVTS.

## Riverside Drive Press Event Coverage



### Close the gap: Funding awarded to extend key section of D&L Trail



WHITEHALL TWP., Pa. - Piece by piece, a project that is seen as essential to revitalizing one part of Lehigh County is coming together.

On Wednesday, the Lehigh Valley Transportation Study (LVTS) awarded \$1.8 million in funding to the Riverside Drive commuter road and trail project, a public-private partnership more than a decade in the making.

LVTS is the Metropolitan Planning Organization (MPO) arm of the Lehigh Valley Planning Commission (LVPC).

The money comes from the Carbon Reduction Program (CRP), which was established by the Infrastructure Investment and Jobs Act to reduce transportation related carbon emissions.

The overall \$43 million Riverside project will extend Riverside Drive south from Hamilton Street to Union Street in the city of Allentown, and north from Furnace Street to E. Wood Street in Allentown and Whitehall Township.

Also, a gravel, multi-use trail will continue from Wood Street to Lehigh Avenue in Whitehall.

The LVTS has announced a number of CRP funding awards in recent weeks; the \$1.8 million check rolled out on Wednesday will be used specifically to build a one-mile-plus, 10-foot-wide stretch of the trail from Wood Street to Race Street in Whitehall.

Riverside Drive is seen as the backbone of the ongoing Allentown waterfront project, which spans 29 acres on the western banks of the Lehigh River, and includes office space, apartments, restaurants and public spaces. The developer is Jaindl Enterprises, which donated the land- old railroad beds- for the project.

"The contribution of the \$20 million land value is just a sample of our dedication to the city of Allentown, Whitehall Township and the Lehigh Valley in our effort to continue connecting communities and making sure that pedestrian trailways are safer, and really advancing the goals of The Lehigh Valley Planning Commission," said Zachary Jaindl.

The stretch is part of the 165-mile D&L Trail, which starts in Wilkes-Barre and runs to Bristol in Bucks County. But there are gaps along the way, including in the Lehigh Valley. "What makes the Lehigh Valley gap so important to close is because the Lehigh Valley represents the highest population density of anywhere along the trail," said Tony Pierucci, executive director of the Delaware & Lehigh National Heritage Corridor (DLNHC). "Sure, we have trails in Bucks County. We have trails up in White Haven, and that's wonderful for those communities, but we lack the trail right here where it matters most, where it can impact the most lives."

Still, it'll likely be several years before anyone is walking, jogging or biking along the trail. The overall Riverside Drive project has a target completion date of 2029. All work must be done by September of that year, according to conditions of a \$21.2 million federal grant the LVPC secured for the project.

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# THE MORNING CALL

## Plan to fill a D&L Trail gap in the heart of the Lehigh Valley gets \$1.8 million boost



Funding to complete a gap in the D&L Trail in Whitehall Township received a boost Wednesday as the Lehigh Valley Transportation Study presented a check for \$1.8 million.

The money comes via the Carbon Reduction Program, which was established by the Infrastructure Investment and Jobs Act to reduce transportation-related carbon emissions by advancing transportation alternatives, such as bicycle and pedestrian infrastructure, promoting sustainable and green infrastructure and implementing systems that reduce the impacts of freight movement.

The funding will be used specifically to construct a more than 1-mile path from Wood Street to Race Street in Whitehall.

It is part of the \$43 million project that will extend the D&L Trail alongside Riverside Drive from Furnace Street in Allentown to Wood Street in Whitehall. In addition to the CRP money, the full project is funded by a \$21.2 million federal grant, secured by the Lehigh Valley Planning Commission, and an additional \$20 million from the Waterfront Development Corp.

When completed, Riverside Drive will run from Hamilton Street in Allentown, along the Lehigh River and into Whitehall.

The project is expected to be completed in 2029.

## Hellertown Borough Event News Coverage



### Corridor with 'one of Hellertown's busiest intersections' slated for \$600K in upgrades

HELLERTOWN, Pa. — A new traffic signal and crosswalks will go in at the intersection of Main Street and Polk Valley Road, with sidewalk improvements to come along the nearby corridor — all courtesy of \$600,000 in federal funding.

At a gusty ceremony at Detwiller Plaza on Thursday, Lehigh Valley Transportation Study announced the Carbon Reduction Program federal allocation for Hellertown and its planned upgrades in the coming years.

Borough Engineer Bryan Smith said the area, located at the southern end of Hellertown where it meets Lower Saucon Township, will see an expansion of the nearby sidewalk network to fill gaps in access to Tumminello Park and Saucon Rail Trail close by.

Meanwhile the intersection and its crosswalks could be up for curb bump-outs, a rapid flashing beacon and pedestrian markings.

The improvements are to be further designed over the next year, with construction to potentially begin in 2027, according to Smith.

The ever-busy junction — Northampton County Director of Community and Economic Development Tina Smith called it “one of Hellertown’s busiest intersections” — sits next to Shoppes at Hellertown and Hellertown Diner.

Saucon Valley School District is located about a mile away on Polk Valley Road.

### **'Real progress' for Hellertown**

Becky Bradley, Lehigh Valley Planning Commission executive director and LVTS secretary, said the upgrades will make the borough even more friendly to bikers and pedestrians, and more accessible for those with physical disabilities.

“We know from our regionwide surveys that people want walkable, bikeable neighborhoods and associated business districts — this project checks every single one of those boxes,” Bradley said.

“As is the case with the Carbon Reduction Program funding, this money will also help improve air quality by reducing emissions from idle vehicles and giving people an alternative to get out of their cars and be able to reach other destinations safely.”

According to a news release from LVTS, the metropolitan planning organization of LVPC, the Carbon Reduction Program aims for “advancing transportation alternatives projects such as bicycle and pedestrian infrastructure; promoting sustainable and green infrastructure, including public transit and bio-sequestration efforts; and implementing intelligent transportation systems that reduce the environmental and community impacts of freight movement.”

Hellertown Mayor David Heintzelman said the work will further complement a town with an already “exceptional” walkability and vibrant Main Street corridor.

“By creating a safer, more accessible downtown, we support our small businesses through increased foot traffic and a more welcoming environment to both residents and visitors,” Heintzelman said. “This \$600,000 investment demonstrates real progress for Hellertown.”

“It is the result of careful planning, responsiveness to community needs and successful intergovernmental collaboration.”

### **'Crossroad town'**

State Rep. Bob Freeman, D-Northampton, said the borough being a “crossroad town” — with State Route 412 coming from the south to Main Street and continuing north under Interstate 78 toward Bethlehem — has come with its challenges.

But the borough will be safer and more accessible thanks to the new award, Freeman said.

Joe Kelly, chief of staff for state Sen. Lisa Boscola, D-Lehigh/Northampton, said the work will help foster even more meaningful growth locally.

“We all think that Hellertown used to be a hidden gem, but I don’t think it’s so hidden anymore,” Kelly said.

“The growth has been palpable, and it’s awesome.”

LVTS is actively distributing \$11.4 million in federal funding for other similar area projects, including \$8.8 million from CRP and \$2.6 million through Transportation Alternatives Set-Aside funding.

The next announcement — 1 p.m. Sept. 8, at Allentown Transportation Center — will benefit bus transit infrastructure safety improvements.

Coalition for Appropriate Transportation in Bethlehem recently was awarded more than \$634,000 in TASA funding to continue its K-12 bicycle education programming for several more years.

## LANTA Event News Coverage



### **LANTA gets \$1.2M to improve efficiency, rider amenities along express bus routes**

ALLENTOWN, Pa. — A federal award of more than \$1.2 million will boost ridership and efficiency for the local rapid-transit bus system while reducing its impact on regional air quality, officials announced Monday.

As buses arrived and departed and riders filed off and on close by, Lehigh and Northampton Transportation Authority announced the new allocation at Allentown Transportation Center on North Sixth Street.

The \$1,204,400 award through the Carbon Reduction Program will help LANTA make the most of its limited stops along the Enhanced Bus Service's Blue Line and Green Line routes, according to LANTA Executive Director Owen O'Neil.

Officials said that will include newer and improved bus shelters, bike racks, electronic signage and infrastructure improvements to help buses along EBS routes.

Those improvements include crosswalks, curb bump-outs and even queue jumps at intersections.

Enhanced amenities en route will "improve the experience for the rider and draw more people into using transit and make it a feasible choice for them," while improved shelters will "create a station feel, rather than just a bus stop," O'Neil said.

### **'Get to good jobs now and into the future'**

The EBS Blue Line starts in Easton, goes through Bethlehem, Allentown and heads west to Trexlertown.

The Green Line starts at Whitehall Township, goes to Allentown and over to Bethlehem, with a shared segment between the two cities.

EBS routes — O'Neil said they're currently the most heavily used lines in LANTA's entire system — run every half-hour, offering more frequent service and limited stops.

CRP funding comes directly from Congress and is allocated to the state, then to each region based on population, targeting a reduction in transportation-related carbon emissions.

Lehigh Valley Transportation Study, the metropolitan planning organization arm of Lehigh Valley Planning Commission, facilitated the award here locally.

Allentown Mayor Matt Tuerk described himself as “a bus kid and a friend of LANTA.”

“Enhanced bus service here coming out of the Allentown Transit Center through LANTA is one of the ways that people are going to continue to get to good jobs now and into the future,” Tuerk said.

LANTA offers more than a million rides annually across the region, according to LVPC Executive Director Becky Bradley.

Bradley said of the CRP award, “It's going to help us make safer movements and increase higher-frequency stops and make them safer as people become more choice riders, as well as riders in need.

“We need to diversify our riding base here in the Lehigh Valley as we continue to grow, which ultimately has air quality or carbon reduction benefits.”

### **'Around for our grandchildren'**

Lehigh County Executive Phillips Armstrong emphasized the funding will help with a reduction in carbon emissions for generations to come.

“We're talking about enhancing our bus transportation, getting people from place to place, getting them to their job and home again without ruining the environment,” Armstrong said.

“We want this to be sustainable; we want this to be around for our grandchildren.”

State Rep. Steve Samuelson, D-Northampton, said the House of Representatives “remains committed to fully funding transit in Pennsylvania.”

“We're not talking about raising taxes,” Samuelson said. “We're talking about having an increased share of the existing Pennsylvania sales tax dedicated to transit.

“That would mean \$292 million around the state; it would mean a significant investment in LANTA and all of the other 51 transit agencies all over Pennsylvania.”

The last three local CRP awards have included \$600,000 for intersection improvements in Hellertown and \$1.8 million for a multi-use path into Whitehall Township.

Other awards include federal funding through the Transportation Alternative Set-Aside program, including more than \$630,000 apiece going to youth bicycle education for Coalition for Appropriate Transportation in Bethlehem and Community Bike Works in Allentown.

LVTs has awarded more than \$11 million across both CRP and TASA for projects across the region.



**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

## MEMORANDUM

**DATE:** September 9, 2025  
**TO:** Lehigh Valley Transportation Study Technical and Coordinating Committees  
**FROM:** Becky A. Bradley, AICP, LVPC Executive Director and LVTS Secretary  
**CC:**  
**REGARDING:** Infrastructure Investment and Jobs Act Reauthorization

The Infrastructure Investment and Jobs Act will expire on September 30, 2026, and the US Department of Transportation and Congress are in the process of developing reauthorization legislation. Several items are active among Metropolitan Planning Organizations in partnership with the National League of Cities, National Association of Counties, US Conference of Mayors, National Association of Regional Councils, Association of Metropolitan Planning Organizations and National Association of Development Organizations, collectively known as the Local Officials for Transportation (LOT) Coalition. The LOT Coalition represents cities, townships and boroughs, counties, local elected officials, MPOs, Rural Planning Organizations and economic development planning organizations and regional councils to advocate for federal transportation policies that recognize the integral role that communities play in our transportation system and strengthen the infrastructure that connects people, neighborhoods, and businesses.

The LVPC is participating in the LOT Coalition through both the National Association of Regional Councils (NARC) and the Association of Metropolitan Planning Organizations and has been active in the development of policy priorities and response to a request for information (RFI) issued by the US Department of Transportation (USDOT; Federal Register Docket No: DOT-OST-2025-0468; copy attached).

The Association of Metropolitan Planning Organization's (AMPO) response to USDOT's RFI is enclosed, and it is requested that the LVTS consider filing an independent response. LVTS's response should mirror the policy priorities of the LOT coalition which are generally outlined between AMPO's RFI response, the Infrastructure Investment and Jobs Act reauthorization AMPO's Roadmap (attached) and the NARC's Surface Transportation Reauthorization Priorities (attached).

It is expected that Leann Sinpatanasakul, NARC's Policy Director, will attend the September LVTS meeting to discuss reauthorization further.

## **Department of Transportation**

### **Office of the Secretary**

1. [Docket No. DOT-OST-2025-0468]

#### **ACTION:**

Notice; Request for information.

#### **SUMMARY:**

The current authorization for Federal surface transportation programs is set to expire on September 30, 2026. In preparation for the next surface transportation reauthorization bill, and to ensure that the public's perspectives and ideas are considered, the Department of Transportation (DOT) invites the public to provide ideas, comments, and information for consideration in the development of the next surface transportation authorizing legislation.

#### **DATES:**

Comments must be received by no later than August 20, 2025. DOT will consider comments filed after this date to the extent practicable.

#### **ADDRESSES:**

Written comments may be submitted electronically or via U.S. mail. Respondents are encouraged to submit comments electronically to ensure timely receipt. Please include your name, title, organization, postal address, telephone number, and email address.

*Electronic Submission:* Go to <http://www.regulations.gov>. Search by using the docket number (provided above). Follow the instructions for submitting comments on the electronic docket site.

*Email:* [STR2026@dot.gov](mailto:STR2026@dot.gov). Please include the full body of your comments in the text of the electronic message and as an attachment.

*Mail:* Dockets Operation; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, W12-140, Washington, DC 20590-0001.

*Instructions:* All submissions should include the agency name and docket number.

#### **FOR FURTHER INFORMATION CONTACT:**

Daniel Cohen, Assistant General Counsel for Regulation and Legislation, at [STR2026@dot.gov](mailto:STR2026@dot.gov) or (202) 366-4702.

#### **SUPPLEMENTARY INFORMATION:**

DOT has a mission to deliver the world's leading transportation system, serving the American people and economy through the safe and efficient movement of people and goods. That mission covers all modes of transportation be it by air, sea, or on land. Several operating administrations in DOT administer laws and programs related to surface transportation including: the Federal Highway Administration, the Federal Motor Carrier Safety Administration, the Federal Railroad Administration, the Federal Transit Administration, the National Highway Traffic Safety Administration, and the Pipeline and Hazardous Materials Safety Administration. The activities of those DOT surface transportation operating administrations are governed by laws that must be reauthorized periodically.

With the current surface transportation authorization set to expire on September 30, 2026, DOT is seeking input from the public. In particular, DOT seeks comments from entities significantly affected by administrative actions of DOT including: State, local, and tribal governments; small businesses; consumers; non-governmental organizations; transportation system operators and service providers; and manufacturers and their trade associations. Such stakeholders can provide valuable insight and suggestions to support the development of the next surface transportation reauthorization bill to address the nation's most essential infrastructure needs. As we approach reauthorization, DOT seeks to engage a broad range of stakeholders to assess what has worked, what needs improvement, and what new priorities should be included.

Through this Request for Information (RFI), DOT seeks information from stakeholders across transportation sectors on the upcoming surface transportation reauthorization. This RFI is intended to gather feedback, ideas, and recommendations to help inform legislative priorities and ensure future infrastructure programs focus on delivering safe and efficient surface transportation, without attaching unnecessary requirements. The reauthorization effort will focus on modernizing America's infrastructure by improving safety, streamlining Federal processes, promoting economic growth, and strengthening partnerships.

*Written Comments:* DOT invites stakeholders to provide input on any aspect of Federal transportation infrastructure policy to inform the surface transportation reauthorization process. Please be as specific as possible, including identifying any statutory changes necessary to effectuate your idea. Comments may respond to any of or all the following major policy themes of importance to the Department:

- Enhancing transportation safety—including bridges, safety for transportation workers and pedestrians, truck parking, and autonomous vehicles.

- Accelerating project delivery for transportation projects—including reforming the National Environmental Policy Act (NEPA) and permitting, enhancing One Federal Decision, and increasing the use of technology.
- Increasing opportunities through investment in transportation infrastructure that promotes economic growth, including through expanded capacity and mobility, congestion relief, and more private sector investment.
- Strengthening partnerships with States and other key stakeholders to improve transportation outcomes, including prioritizing the Federal interest, greater efficiencies, and research.

This RFI is issued solely for information and program planning purposes. Responses to this RFI do not bind DOT to any further actions related to the response. All submissions will be made publicly available on <https://www.regulations.gov>.

Issued in Washington, DC, on July 16, 2025.

Gregory D. Cote,

Acting General Counsel.

[[FR Doc. 2025-13663](#) Filed 7-18-25; 8:45 am]



Response to Docket No. DOT-OST-2025-0468

**RE: Request for Information – Advancing a Surface Transportation Proposal that Focuses on America’s Most Fundamental Infrastructure Needs**

**Submitted by:**

Bill Keyrouze

Executive Director

The Association of Metropolitan Planning Organizations

4300 Wilson Blvd., Suite 220, Arlington, VA 22203

(202) 449-1993

[bkeyrouze@ampo.org](mailto:bkeyrouze@ampo.org)

Dear Secretary Duffy,

On behalf of the Association of Metropolitan Planning Organizations (AMPO) and our national membership of Metropolitan Planning Organizations (MPOs), I appreciate the opportunity to submit comments in response to the Department’s Request for Information (Docket No. DOT-OST-2025-0468) on the development of the next surface transportation authorization.

We thank the Department for its continued leadership and dedication to advancing transportation solutions that serve communities of all sizes. AMPO is a nonprofit membership organization that serves the needs and interests of MPOs nationwide. As federally mandated and locally driven organizations, MPOs are key to ensuring that federal transportation investment reflects regional priorities while meeting national goals.

MPOs are federally designated regional policy-making bodies that ensure federal surface transportation funds are invested in ways that are efficient, forward-looking, and locally responsive. By law, MPOs coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, state DOTs, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

As the first step in project execution, MPOs are uniquely positioned to translate national transportation goals into regional outcomes. MPOs conduct data-driven planning, engage a wide range of stakeholders, break down jurisdictional silos, and ensure transparency and accountability in transportation investment.

Local governments are foundational to our national transportation system, owning over 75% of roads, more than half of bridges, and the majority of public transit systems. Yet, they receive just 14% of federal transportation funds, despite being closest to the needs of businesses, residents, and job creators. A more balanced, streamlined system is needed. One that empowers regions to invest in projects that deliver real economic value, improve safety, and support long-term competitiveness.

We commend the Department for initiating this RFI and for its ongoing commitment to strengthening partnerships with local and regional governments. The following recommendations are grounded in the on-the-ground experience of MPOs and align with the priorities of the Local Officials for Transportation (LOT) Coalition. Our comments are organized by the four key themes outlined in the RFI:

## Theme 1: Enhancing Transportation Safety

**Empower MPOs to Advance Safety Outcomes.** AMPO supports the Secretary’s call to address the significant safety challenges on our roads, highways, bridges, and infrastructure. Regions play a critical role in addressing safety nationwide. MPOs are uniquely positioned to identify and address safety challenges such as dangerous intersections and high-crash corridors, and have delivered proven results including applying data-driven crash analysis to guide investments that improved corridor lighting and optimized signal timing in high-incident areas, using digital twin technology to model and improve safety in high-crash corridors, and advancing freight corridor safety plans that reduce truck-related crashes. Regions offer an efficient and effective path to ensure safety investments lead to substantial improvements, helping Americans travel safely to work, play, and home to their loved ones. AMPO supports proposals that expand MPO and Rural Transportation Planning Organizations (RTPOs) eligibility and decision-making authority for federal safety programs to ensure investments are guided by local data and regional safety action plans. AMPO specifically recommends:

- **Incorporate the Safe Streets and Roads for All (SS4A) grant program into the Highway Safety Improvement Program (HSIP) formula, while preserving its local focus:** To advance the Department’s safety focus, the Safe Streets and Roads for All (SS4A) grant program should be incorporated into the Highway Safety Improvement Program (HSIP) formula, with a portion suballocated to MPOs and RTPOs. SS4A has proven to be an effective safety program to address America’s road safety crisis but could be delivered more efficiently via formula at the regional level. The addition of SS4A funding and policy intent into HSIP will complement and enhance the existing highway safety program. The SS4A program fills critical gaps by empowering local and regional governments to proactively develop comprehensive safety action plans and implement a broader range of community-driven safety strategies than HSIP alone. SS4A’s local and regional nature, flexibility, and focus on preventative planning is critical for addressing systemic safety risks before they become tragedies. Together, HSIP and SS4A form complementary pillars of a stronger, more proactive national safety framework that delivers life-saving investments where they are needed most.

**Strengthen the Regional and Local Role in Bridge Safety and Asset Management.** Locally owned bridges make up about half of all US bridges but are twice as likely to be in poor condition compared to state-owned bridges. Federal efforts to help locally owned bridges have often come through assistance for “off-system” bridges, or bridges not on the Federal-aid Highway System. However, “locally owned” and “off-system” are not synonymous, with 27 percent of bridges owned by local governments being on the Federal-aid Highway System. AMPO recommends:

- Continuing the Bridge Formula Program and giving local decision makers more control over those funds, to ensure that they are used for the bridges that need it the most.

## Theme 2: Accelerating Project Delivery

**Allowing for Carryover of Federal Funds:** Current law restricts obligation timelines for many suballocated federal funds, which face the risk of being clawed back if not obligated within the fiscal year, creating pressure to obligate funds quickly rather than strategically. Many transformative projects cannot be funded in a single fiscal year. MPOs often need to save and combine multiple years of allocations to deliver these larger, multi-year projects. Without carryover authority, regions are forced to

rush smaller projects to meet the deadline or risk losing funds intended for more impactful investments. Allowing carryover of both planning and capital funds would enable MPOs to align obligations with project readiness, strategically accumulate funding, and maintain uninterrupted progress on multi-year projects that improve safety, reduce congestion, and strengthen the economy. We recommend:

- **Provide Carryover Authority:** Align obligation timelines with contract authority and allow both planning and capital funds to carry over into future years.

**Streamline environmental review and permitting for certain local and regional projects:** Many locally supported projects are delayed by review processes that were not designed for their scope or scale, driving up costs and stretching timelines. Targeted reforms would accelerate delivery without compromising environmental protection. This could include categorical exclusions for smaller projects (i.e., specifically those below a certain dollar threshold that pose little risk for environmental harm). Additionally, Planning funds support the initial steps in the federal permitting process. Increased planning funds can better address environmental and permitting delays, by identifying and resolving problems early in the process (see below).

### **Theme 3: Increasing Opportunities Through Investment in Transportation Infrastructure**

**Planning is the Foundation:** If it doesn't get planned, it doesn't get built. Smart MPO planning ensures federal transportation dollars are invested in solutions that help people get to work, deliver goods, and build strong American communities. Planning is a blueprint that guides every step from design to delivery, aligns investments with local and national priorities, and ensures that every project is built for long-term success.

Strong planning is also a streamlining force multiplier. By identifying environmental, community, and engineering challenges early in the project development process, MPO-led planning helps avoid costly redesigns, accelerates project delivery, and reduces risk for state and local partners. Planning also strengthens public trust by engaging communities upfront and aligning projects with clear long-term goals. Without adequate planning resources, projects risk cost overruns, delays, or misalignment with community needs. Investing in planning is one of the most cost-effective ways to ensure every federal transportation dollar delivers maximum value.

MPOs provide the blueprints for smart transportation, but they cannot deliver on their full potential without adequate resources and authority. Metropolitan Planning (PL) funding is currently less than 1% of total federal formula allocations and has not kept pace with MPOs' rising responsibilities. The current structure makes this work harder than it needs to be. MPOs rely on state DOTs to pass through funds, which can add extra steps and delay access. The 20% local match requirement also leaves small or fiscally distressed regions struggling to access available funding.

On the capital side, the required match is especially burdensome for small, rural, and fiscally constrained communities, which often lack the tax base or staff capacity to meet the 20% requirement. Match requirements can delay projects when local governments need time to assemble their share or when inflation drives costs higher, requiring additional local funds. In some cases, these pressures force communities to make difficult tradeoffs between essential local needs, such as choosing whether limited dollars go to water or wastewater infrastructure, housing, or transportation projects. These challenges

slow the delivery of needed improvements, leave federal funds underused, and reduce the overall efficiency of investment.

Streamlining access and modernizing PL and allowing for more flexible match requirements will help MPOs and their local partners deliver results faster and with greater impact. AMPO recommends:

- **Increase PL Funding:** Increase to 3% of total formula allocations and establish a funding floor to support small and rural regions.
- **Streamline Access:** Grant all MPOs the option to serve as direct recipients of PL funds, with an opt-out option for those that prefer the current state-administered model.
- **Remove Barriers:** Eliminate the local match requirement for PL funds, recognizing that federally mandated planning should not create an unfunded mandate for local governments.
  - Additionally, lower the local match requirement for suballocated capital programs and allow in-kind services or other flexible approaches, benefiting small, rural, and fiscally constrained communities.
- **Modernize Eligible Uses:** Expand and update PL eligibility to include implementation activities that reflect today's needs and are aligned with the full project lifecycle, maximizing the impact of every federal dollar.

By modernizing planning funds, MPOs will be better equipped to support local governments, anticipate challenges, keep projects moving, and meet national goals. Strong planning delivers tangible results: safer roads, quicker commutes, and faster project delivery that benefits every community, from urban centers to rural towns.

**Strengthen Predictable and Accessible Funding.** Expand formula-based programs with guaranteed regional access to provide communities with a more stable and reliable funding pathway. At the same time, retain and refine certain competitive grant programs to streamline application, award, and implementation processes. A more balanced mix of funding tools will ensure all communities can effectively access federal transportation programs while reducing administrative burdens and improving delivery timelines. (see “Enhancing Transportation Safety” recommendations above for proposal).

#### **Theme 4: Strengthening Partnerships with States and Other Key Stakeholders**

**Empower Regional Decision-Making:** Municipal, county, and regional governments are on the front lines of the nation's transportation system. They plan for, own, and maintain more than 75% of the nation's road miles, yet on average receive only 14% of federal transportation funds through suballocations. Despite this critical responsibility, local and regional entities are often sidelined when it comes to deciding which projects advance with federal funds. This disconnect means that the communities responsible for most of the system do not always have a clear voice in shaping the investments that impact daily travel, safety, and economic activity.

Transportation investments are most successful when federal, state, and local partners work together. MPOs provide the regional voice in this partnership. They bring together towns, cities, counties, transit providers, state officials, and other key stakeholders to identify shared priorities and plan for regional growth. MPOs contribute local knowledge, data, and community input that ensures projects meet real-world needs.



Currently, the process for advancing regionally prioritized projects can lack transparency and consistency. Projects that MPOs have already programmed into their Transportation Improvement Programs (TIPs) may face delays or reprogramming due to complex administrative steps or shifting priorities. These challenges can result in unobligated balances, slow project delivery, and uncertainty for local partners, even when MPOs have fully prepared projects for advancement.

Strengthening the role of MPOs in project selection and programming will create a process that is more transparent, accountable, and aligned with community priorities. A clearly defined regional role allows federal dollars to move efficiently to projects that are ready to advance, have local support, and will deliver lasting benefits. Clear expectations and stronger coordination also build public trust, reduce duplication, and make the most of limited federal funds.

AMPO supports reforms that modernize funding mechanisms and strengthen processes for effective regional delivery. These changes would enhance local accountability, improve project delivery, and streamline the process. We recommend:

- **Clarify and Strengthen Project Selection Roles:** Ensure MPOs and RTPOs have a clearly defined role in selecting federally funded projects in their regions, improving transparency, accountability, and alignment with local and regional priorities.
- **Enhance Coordination and Transparency:** Strengthen requirements for state coordination with MPOs and RTPOs in all aspects of planning and programming. Clear coordination requirements reduce duplication, encourage partnership, and support smoother project implementation.
  - **Ensure transparent MPO engagement in State Transportation Improvement Program (STIP) development:** Accountability and shared decision-making ensure federal funds reflect both state and regional priorities.
- **Pilot Streamlined Regional Funding:** Create a pilot program for select MPOs with Transportation Management Areas (TMAs) to receive suballocated capital funds directly through a simplified process that allows ready-to-go projects to move forward quickly.
- **Establish Dedicated Formula Funding for Rural Transportation Planning:** RTPOs play a vital role in rural planning but lack consistent federal funding. A dedicated formula program for RTPOs, modeled on MPO PL funding, yet separate in source, would strengthen rural project delivery, regional coordination, and safety outcomes.
- **Recognize local governments as co-owners of the national transportation system with authority to lead regional investment decisions:** Local governments know their communities best. Empowering them supports responsive governance, local economic development, and effective use of taxpayer dollars.

AMPO and our members respectfully urge USDOT and Congress to empower municipal, county, and regional governments as co-implementers of the federal transportation program. With the appropriate authority, flexibility, and funding, MPOs can accelerate project delivery, advance national safety goals, and ensure that transportation investments deliver measurable value to communities across the country.

We appreciate the opportunity to provide input and welcome continued dialogue on these recommendations. AMPO stands ready to support the Department and Congress as they advance the next



generation of federal transportation policy. Please contact Katie Economou, Legislative Director, at [keconomou@ampo.org](mailto:keconomou@ampo.org) for any additional information or questions.

Sincerely,

A handwritten signature in purple ink that reads "William Keyrouze".

Bill Keyrouze  
Executive Director  
Association of Metropolitan Planning Organizations

**NEXT STOP** 

# Reauthorization

## AMPO'S POLICY ROADMAP III



# Welcome to Providence

Dear AMPO Members and Partners,

Welcome to Providence and the 2025 AMPO Annual Conference! This gathering brings together dedicated leaders and colleagues who are committed to strengthening communities across the United States through forward-looking, collaborative transportation planning.

**Where we stand today:** This year's conference comes at a pivotal moment. Congress is moving quickly on the next surface transportation reauthorization. Committee staff are working through policy details and funding levels, and lawmakers are weighing priorities while balancing budget pressures and local needs. Authorizing committees in both chambers are preparing to release draft text, with markups and floor action expected to follow soon after. With the current Infrastructure Investment and Jobs Act (IIJA) set to expire on September 30, 2026, decisions made in the next 12 months will define the future of transportation planning for years to come.

Over the past two years, AMPO and its members have built a strong foundation for this work. The AMPO Policy Committee, guided by input from members around the country, has helped shape a policy agenda that reflects the realities and goals of MPOs across the nation. With this direction, AMPO has refined our core policy priorities, strengthened coalitions with our national partners, built new alliances, and developed robust data and local success stories that prove what MPOs do best: bring people together to design cost-effective, community-driven solutions that keep regions moving and economies growing.

AMPO's role has been to support and amplify your efforts. Over the past year, AMPO has elevated member voices through Capitol Hill meetings and fly-ins, provided policy tools to help communicate your impact, and worked to ensure that regional priorities are front and center in national policy discussions. None of this would be possible without the active participation, input, and leadership of AMPO's members.

But the work is not finished. As Congress advances reauthorization, the success of AMPO's legislative priorities depends on maintaining this momentum through final passage and beyond. Reauthorization is not won in Washington alone. It is secured when every region shows how federal investments translate into better roads, safer streets, thriving businesses, and stronger local economies.

Thank you for your partnership and for the dedication you bring to your communities each day. Together, MPOs are turning planning into progress...and progress into results.

Our work is far from done. The next phase requires action from all MPOs to share your stories, uplift AMPO's priorities, and help deliver a reauthorization that works for MPOs and the people they serve.

**The next step is reauthorization.  
Let's get to work!**

With deep appreciation,



**Pragati Srivastava**

Administrator, Memphis MPO and  
Board President of the Association of  
Metropolitan Planning Organizations



**Bill Keyrouze**

Executive Director,  
Association of Metropolitan  
Planning Organizations



# What is Reauthorization?

Federal surface transportation **reauthorization** is the process Congress uses to renew, fund, and update the programs that build and maintain the nation's roads, bridges, transit, and multimodal networks. Reauthorization is one of the most important tools Congress has to shape national transportation policy. Typically passed every five to six years, these bills **establish funding levels, define federal priorities, and guide how transportation investments are made.** These decisions influence which types of projects are eligible, what outcomes are prioritized (such as safety, mobility, economic development, etc.), and how regions access and manage federal dollars.

For MPOs, reauthorization is a **key opportunity** to improve the funding and policy frameworks that impact day-to-day operations and long-term regional planning. It directly affects how MPOs are funded, how flexibly they can use resources, and how much authority they have in shaping transportation decisions for their communities.



## Where We Stand

As we stand in 2025, Congress is rewriting this blueprint for the future. **AMPO is working to ensure the next reauthorization strengthens MPOs' ability to lead and deliver results.** What we do together in the next year will shape how every region grows, moves, and thrives until the passage of the following bill.

### Since Cleveland 2023, AMPO has:

- Identified actionable solutions to pressing challenges by conducting in-depth member surveys.
- Provided members and policymakers with detailed issue papers and policy briefs grounded in data and real-world examples.
- Expanded our reach and influence by building new partnerships with national organizations and key industry stakeholders aligned with MPO goals.
- Elevated the voice of MPOs at the federal level by engaging directly with Congressional leaders to ensure regional priorities are understood and addressed.
- Launched the MPO Institute, providing a platform for peer learning, capacity building, and a deeper understanding of MPO roles among both practitioners and policy stakeholders.

### Since Salt Lake City 2024, we accelerated our efforts:

- Ensured our platform reflects the needs of MPOs by refining legislative priorities based on member input and feedback.
- Deepened partnerships by moving from coordination to joint action, strengthening efforts with the Local Officials for Transportation (LOT) Coalition (NLC, NACo, NARC, NADO, USCM, AMPO) and other organizations to align and amplify local and regional priorities at the federal level.
- Expanded our influence on Capitol Hill by ramping up direct engagement with Congress and maintaining regular contact with key offices and authorizing committee leadership.
- Secured a seat at the federal policymaking table by building trusted relationships with the new USDOT leadership team, helping ensure MPOs shape national guidance.
- Connected our members directly with federal decision makers through targeted Hill fly-ins that highlight MPO leadership and on-the-ground impact.
- Made engagement easier and more effective by releasing new messaging tools, templates, and the MPO Engagement Toolkit to support every MPO in telling its story and advancing its goals.

And much more, all designed to make sure regional priorities are front and center as reauthorization takes shape.

### In Providence 2025, we turn this groundwork into action:

- Now is the time to show Congress why MPOs are essential: We bring communities together, break down jurisdictional silos, and turn transportation dollars into local outcomes that keep the nation moving forward.

## OUR REAUTHORIZATION ITINERARY

### HERE'S HOW REAUTHORIZATION IS SHAPING UP:

#### SUMMER-FALL 2025:

Congressional committees in both chambers are developing legislative proposals and drafting bill text. This is a key window for stakeholder engagement.

#### FALL 2025:

Introduction of reauthorization bills is expected, along with committee markups.

#### WINTER 2025-26:

Potential floor consideration in both chambers, likely beginning in the House, followed by conference negotiations to reconcile differences between the House and Senate versions.

#### SEPTEMBER 30, 2026:

The IIJA expires. While Congress is working toward passing a new law before this deadline, one or more short-term extensions are possible if negotiations are delayed.

**Your continued engagement during this process is essential.**  
**What you do regionally will help shape what gets included nationally.**

# Mileposts:

## MPO's Core Legislative Priorities

Strong planning and coordination leads to smart, cost-effective infrastructure investments. To deliver that, **MPOs need the funding, flexibility, and authority that match the scale of their responsibility.** Our message to Congress is clear and consistent:

### Planning: The Blueprint for Success

MPO planning ensures federal transportation dollars are invested in solutions that get people to work, deliver goods, and build strong American communities. As we say:

*"You wouldn't build a house without a blueprint—so why build the transportation networks that connect our communities, drive our economy, and shape our future without one? Planning is that blueprint. It guides every step, aligns investments with local and national priorities, and ensures that every project is designed for long-term success."*

**Planning is a streamlining force.**

By identifying environmental, community, and engineering challenges early in the project development process, MPO-led planning helps avoid costly redesigns, accelerates project delivery, and reduces risk for state and local partners. **Planning is strengthening the public trust** by engaging communities upfront and aligning projects with clear long-term goals.

**Planning is turning vision into efficiency.**





It identifies regionally and nationally significant infrastructure projects, sequences them effectively, and ensures that federal funds are spent on solutions that last. Without planning, projects risk cost overruns, delays, or misalignment with community needs. Investing in planning is one of the most cost-effective ways to ensure every federal transportation dollar delivers maximum value.

### THE CHALLENGE

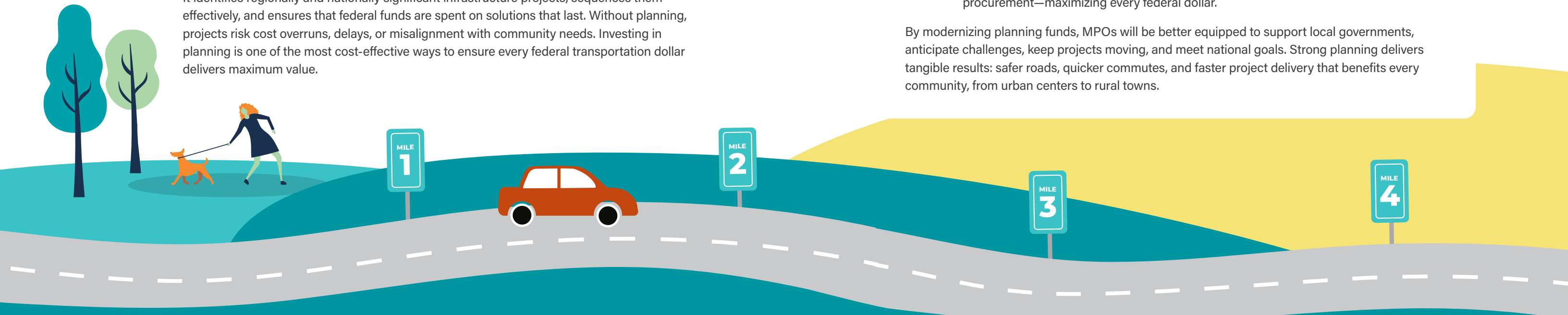
MPOs provide the blueprints for smart transportation, but they cannot deliver on their full potential without adequate resources and authority. Metropolitan Planning (PL) funding is currently less than 1% of total federal formula allocations and has not kept pace with MPOs' rising responsibilities and transportation system needs. The current structure makes this work harder than it should be. MPOs rely on state DOTs to pass through funds, which can add extra steps and delay access. The 20% local match requirement also leaves small or fiscally distressed regions struggling to access available planning funds.

Streamlining access and modernizing PL funds will help MPOs deliver results faster and with greater impact.

### OUR PROPOSAL:

-  **Increase PL Funding:** Increase to 3% of total formula allocations and establish a funding floor to support small and rural regions.
-  **Streamline Access:** Allow MPOs to receive PL funds directly, with an opt-out for those that prefer the current state-administered model.
-  **Remove Barriers:** Reduce fiscal burden by eliminating the local match requirement for PL funds, thereby recognizing that federally mandated planning should not create an unfunded mandate for local governments.
-  **Modernize Eligible Uses:** Reflect today's need to plan for the full project lifecycle—including fiscal administration of local projects, preliminary design, economic development studies tied to transportation, local technical assistance, and critical data procurement—maximizing every federal dollar.

By modernizing planning funds, MPOs will be better equipped to support local governments, anticipate challenges, keep projects moving, and meet national goals. Strong planning delivers tangible results: safer roads, quicker commutes, and faster project delivery that benefits every community, from urban centers to rural towns.



# Empower

## Regional Decision-Making

Local and regional governments are on the front lines of the nation's transportation system. They plan for, own, and maintain more than 75% of the nation's road miles, yet on average receive only 14% of federal transportation funds through suballocations.<sup>1</sup> Despite this critical responsibility, local and regional entities often have limited influence in determining which projects move forward with federal funding. As a result, the communities that manage much of the system are not always able to directly shape the investments that influence daily travel, safety outcomes, and economic growth.

Transportation investment is most successful when federal, state, and local partners work together. MPOs are a proven means to do that. They bring together towns, cities, counties, transit providers, state officials, and other key stakeholders to identify shared priorities and plan for regional growth. MPOs contribute local knowledge, data, and community input that ensures projects meet real-world needs.

<sup>1</sup> Adie Tomer and Ben Swedberg, "Connecting the DOTS: A survey of state transportation planning, investment, and accountability practices," Brookings Institution, November 12, 2024, <https://www.brookings.edu/articles/connecting-the-dots-a-survey-of-state-transportation-planning-investment-and-accountability-practices/>.

### THE CHALLENGE

Currently, even when MPOs have fulfilled their responsibilities—identifying regional priorities, securing local consensus, and programming projects in their Transportation Improvement Programs (TIPs)—those projects can still face delays or reprogramming due to broader administrative processes, procedural bottlenecks, or shifting priorities at the state level. These systemic hurdles, often outside MPO control, contribute to unobligated balances, slow project delivery, and uncertainty for local partners.

A clearly defined and strengthened regional role in project selection and programming would improve transparency, reduce duplication, and ensure that federal dollars move efficiently to projects that are ready to advance and reflect community priorities. Strengthening MPO authority and coordination not only accelerates project delivery but also builds public trust and maximizes the impact of limited federal resources.

### OUR PROPOSAL:



**Clarify and Strengthen Project Selection Roles:** Ensure that MPOs and federally designated RTPOs have clearly defined authority to select projects funded by suballocated programs (e.g., STBG, CMAQ, CRP). In some states, ambiguity in procedures or state-level administrative overrides can delay or alter projects selected through the MPO process. Clear, enforceable authority will ensure that local decisions guide the use of funds intended for local priorities while reinforcing accountability and alignment with national performance goals.



**Enhance Coordination and Transparency:** Establish clear expectations for coordination between states, MPOs, and RTPOs so project programming is predictable, timely, and transparent. Allow for public notification and documentation of program allocations and project selection through strengthened coordination between states and MPOs. This will ensure the public and stakeholders can easily track where federal dollars are going, how projects are prioritized, and their alignment with local priorities and national goals.



**Pilot Streamlined Regional Funding:** Create a pilot program for select MPOs in Transportation Management Areas (TMAs) to receive suballocated capital funds directly through a simplified process that allows projects to move forward quickly.



**Establish Dedicated Formula Funding for Rural Transportation Planning:** RTPOs play a vital role in rural planning but lack consistent federal funding. A dedicated formula program for RTPOs, modeled on MPO PL funding, yet separate in source, would strengthen rural project delivery, regional coordination, and safety outcomes.

With clear authority, sufficient funding, and the right implementation tools, MPOs and their partners are well-positioned to advance projects that reduce roadway fatalities, ease congestion, support economic development, and reflect community-driven priorities.

# Right-size, Align, and Streamline

Federal transportation programs are most effective when funding can be deployed **quickly, predictably, and with the flexibility to meet real-world needs**. Yet local and regional governments commonly face administrative hurdles and systemic constraints, often beyond their control that slow project delivery and limit the full impact of federal dollars. Four challenges show where federal programs could better align with local realities and move dollars more efficiently:



## LOCAL MATCH REQUIREMENTS

Local match requirements (i.e., often set at a 20% local and 80% federal split) create financial and administrative hurdles that disproportionately affect small, rural, and resource-limited communities. These areas often lack the tax base or staffing capacity to meet match obligations, especially as inflation drives up costs or as communities juggle competing priorities. Even when projects are urgently needed, assembling the local share takes time, which slows project delivery and reduces the overall efficiency of federal investment. In some cases, communities must choose between critical needs like water infrastructure, housing, or transportation. When they cannot move forward, the federal dollars tied to those projects may go unused or redirected elsewhere, leaving rural and underserved regions behind, limiting long-term growth, exacerbating economic disparities, and reducing the overall efficiency of investment.



## “USE-IT-OR-LOSE-IT” PRACTICES

Federal law sets timelines for spending different funding programs, but in some states, MPOs and their local partners face additional, state-imposed deadlines that shorten the clock. These rigid cutoffs create administrative burdens and discourage long-term, strategic investment. To avoid lapses or reallocation, MPOs are often forced to reshuffle projects on paper, not because funds are unused but because the timelines do not reflect the pace or scale of project delivery. Larger, transformative projects and plans typically require multiple years of funding. At the same time, transportation needs consistently exceed available federal resources, and because these are reimbursement-based programs, there is no risk of idle funds, only a missed opportunity for better investment. Greater flexibility in rolling over both planning and capital funds would reduce red tape, better match funding to project readiness, and ensure every dollar is put to its highest and best use.



## ADMINISTRATIVE AND PERMITTING DELAYS

Even well-prepared projects can face months or years of delay due to lengthy federal reviews, complex approval layers, and permitting processes, driving up costs and extending timelines. Expanding the use of Categorical Exclusions (CEs), particularly for smaller projects within the existing right-of-way, would help accelerate delivery without compromising environmental protection. Coupled with other streamlining measures to eliminate redundancies and reduce unnecessary bureaucracy, this would enable federal investments to move more efficiently from planning to construction.



## FUNDING UNCERTAINTY AND ACCESS

The IIJA’s expansion of discretionary grant programs has created important opportunities for local and regional governments to pursue innovative, high-impact transportation projects. However, small, rural, and resource-limited communities often encounter challenges in accessing these funds due to limited staff capacity, constrained local budgets, and the high cost of preparing competitive applications. Additionally, delays between award and execution can affect project timelines and increase costs. Many of these communities are ready to deliver meaningful projects but need more streamlined and accessible pathways to federal resources. A more balanced federal funding approach—one that expands formula-based programs with local access while refining discretionary grant processes—can help ensure all communities have a predictable and meaningful opportunity to participate. Targeted improvements to streamline the discretionary grant process—from application through grant management—can reduce administrative burdens, accelerate project delivery, and help federal investments reach communities more efficiently.

### OUR PROPOSAL:



**Right-size Local Match:** Lower the local match requirement for suballocated capital programs and allow in-kind services or other flexible approaches, benefiting small, rural, and resource-limited communities.



**Align Timelines with Reality:** Allow both planning and capital funds to carry over into future years by aligning obligation timelines with contract authority. Providing carryover authority would enable more strategic, efficient deployment of federal resources aligned with realistic project timelines.



**Streamline Reviews and Permitting:** Expand Categorical Exclusions and reduce redundant approvals to move well-prepared projects from planning to construction more efficiently.



**Strengthen Predictable and Accessible Funding:** Expand formula-based programs with guaranteed regional access to provide communities with a more stable and reliable funding pathway. At the same time, retain and refine certain discretionary grant programs to streamline application, award, and implementation processes. A more balanced mix of funding tools will ensure all communities can effectively access federal transportation programs while reducing administrative burdens and improving delivery timelines.

By aligning federal processes with how transportation projects are planned and delivered on the ground, Congress can strengthen the impact of every dollar, ensure broader participation across communities of all sizes, and increase accountability in how federal resources are used.

# Drive Safety Improvements

## Through Regional Action

America is facing a roadway safety crisis. Each year, more than 40,000 people are killed in traffic crashes, and hundreds of thousands more are seriously injured. These losses affect families and communities in every part of the country. Addressing this crisis requires solutions that are targeted, data-driven, and locally informed. MPOs are uniquely positioned to deliver those solutions.

MPOs typically have access to community input and data on crashes and regional travel patterns that offer a clear picture of where safety risks are greatest. They can identify dangerous intersections, high-injury corridors, and systemic safety challenges that may be less visible in statewide analyses. For example, the identification of high-injury corridors typically finds that a small share of roadway segments within a region see a majority of fatal and serious-injury crashes. High-injury networks often overlap significantly with the map of roadways owned by state DOTs. MPOs are uniquely positioned to work with local and state stakeholders to guide the investment of federal safety dollars to the areas of greatest need. This saves more lives and helps ensure that people can get to work, school, and home safely.

Bridge safety and local asset management are other key infrastructure concerns. Locally owned bridges make up half of all U.S. bridges yet are twice as likely to be in poor condition as state-owned bridges. Local governments are responsible for these critical connections but often lack direct access to funding to repair or replace them before conditions worsen. Suballocating bridge formula funds to regions and strengthening the local role in asset management would allow communities to make urgent repairs based on real-world local and regional needs. The result: more efficient spending, safer infrastructure, and federal dollars reaching the roads and bridges Americans rely on every day.

### OUR PROPOSAL:



**Empower MPOs to Advance Safety Outcomes:** Expand MPO eligibility and decision-making authority for federal safety programs to ensure investments are guided by local data and regional safety action plans.



**Incorporate SS4A into HSIP with Guaranteed Local Access:** The Safe Streets and Roads for All (SS4A) program should be incorporated into the Highway Safety Improvement Program (HSIP) formula, with guaranteed local and regional access. SS4A has demonstrated success in addressing the nation's roadway safety crisis and could be delivered more efficiently through formula funding. Its focus on proactive safety planning and community-driven solutions fills critical gaps in HSIP. Preserving SS4A's flexibility and local empowerment within a more predictable structure would support more timely, predictable, and targeted safety investments, guided by regional data and priorities.

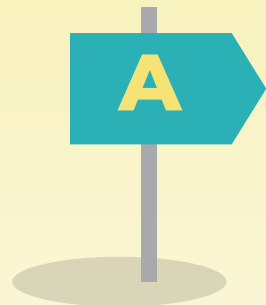


**Strengthen Regional and Local Role in Bridge Programs:** Continue the Bridge Formula Program and convert it to a suballocated program, giving local and regional governments authority to prioritize and program bridge funds based on regional safety and asset management needs. This would ensure that federal bridge dollars reach the structures most in need, based on real-world local and regional data, while also addressing the needs of off-system bridges that may be overlooked in statewide analyses and priorities.

Strengthening the regional and local role in safety and asset management ensures that federal investments save lives, protect critical infrastructure, and improve the roads and bridges Americans use every day.

# Member Action Playbook: How We Get There

2025 is our year to turn planning into policy wins. Here's how every MPO can lead:



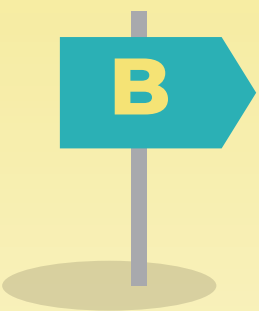
## Use the MPO Engagement Toolkit

AMPO's MPO Engagement Toolkit is your all-in-one resource for turning policy goals into real impact. Inside, you'll find:

- **Congressional Compass:** Instantly find your Senators and Representatives, plus their committees assignments and contact information.
- **MPO 101 & Reauthorization 101:** Simple, compelling explainers for any audience.
- **Legislative Priorities One-Pager:** Clear facts to leave behind with decision-makers.
- **Key Messages & Elevator Pitches:** Ready-to-use talking points to make every meeting count.
- **Engagement in Action Guides:** Practical checklists to plan meetings, follow up, and build lasting relationships.

### Use it to:

- Identify your Congressional delegation.
- Customize your local story.
- Develop concise leave-behinds.
- Elevate how your MPO delivers real value to your region and nation.



Policy Resources



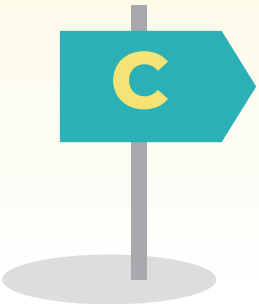
Litigation Tracker

## Put Engagement Into Action

Effective engagement is more than sharing papers, it's about telling your region's story.

### Here's how to do it:

- **Build relationships with your Congressional Delegation and District Offices:** Offer briefings to district office staff on MPO roles and regional project highlights. Keep your local elected officials and district staff informed of successes and needs.
- **Schedule visits and tours:** Invite members of Congress and their staff (district offices included) to ribbon cuttings, regional transportation events, or listening sessions.
- **Prepare your message:** Use AMPO's Key Messaging Framework to link national priorities to regional benefits.
- **Show real impacts:** Share local examples that illustrate why more planning funds, lower match, streamlined funding, and carryover authority matter to your community.
- **Follow up and be visible:** After meetings, send thank-yous and updates — keep your champions in the loop. AMPO's newsletters designed to keep you informed on the latest developments in federal transportation policy and the federal courts.
- **Remember:** AMPO is your voice in Washington. Your local stories strengthen our national push.



## Leverage AMPO's National Network





### While you lead regionally, AMPO is:

- Meeting with key offices and authorizing committees on Capitol Hill.
- Coordinating testimony and briefings with partner associations.
- Working side-by-side with partners like the NLC, NACo, USCM, NADO, and NARC to deliver a united message on the Hill.
- Updating tools like the MPO Engagement Toolkit and National Beat Policy Newsletter and Friday Docket so you're always informed.

# Stay Connected & Take Action

Reauthorization is every MPO's moment to show what regional planning delivers for America.

We encourage you to:

-  **Use the tools.**
-  **Tell your story.**
-  **Keep your board engaged and your elected leaders informed.**
-  **Coordinate with AMPO to elevate your voice.**

Together, we amplify our collective voice, champion impactful solutions, and arrive at the next stop: reauthorization that works for MPOs and the communities we serve.

Thank you for keeping America's communities moving forward — together.

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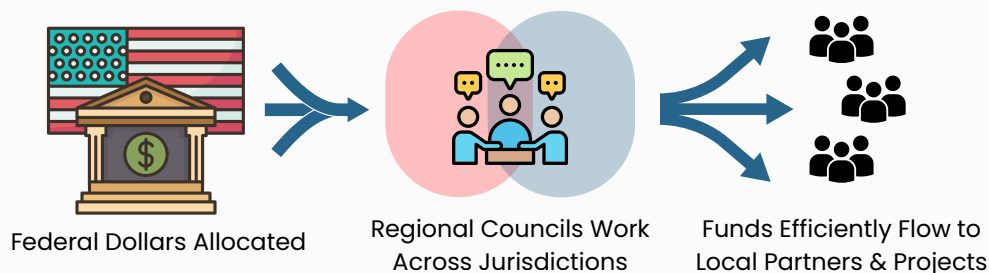
# SURFACE TRANSPORTATION REAUTHORIZATION PRIORITIES

National Association of  
Regional Councils

Issued September 2025

## Surface Transportation Priorities:

The National Association of Regional Councils supports passage of a long-term surface transportation reauthorization bill that addresses the solvency of the Highway Trust Fund, bolsters regional planning, and increases funding for local transportation priorities.



Regional Councils include Councils of Government (COGs), Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs), Rural Planning Organizations (RPOs), and Regional Planning Commissions (RPCs).

Regional councils are public organizations comprised of locally elected officials who work across jurisdictions to develop and implement solutions that address the needs of communities within a region. NARC's members collaborate with urban and rural areas, large and small, to promote a comprehensive approach to planning for the future.

**NARC specifically urges Congress to incorporate the following principles in the next surface transportation bill:**

- 1 INCREASE AND ENHANCE METROPOLITAN PLANNING (PL) FUNDING**
- 2 PROMOTE NON-METROPOLITAN TRANSPORTATION PLANNING**
- 3 SUPPORT LOCAL DECISION-MAKING THROUGH FORMULA PROGRAMS**
- 4 PRESERVE & STREAMLINE FUNDING OPPORTUNITIES**

# SURFACE TRANSPORTATION REAUTHORIZATION PRIORITIES

## 1 Increase and Enhance Metropolitan Planning (PL) Funding

Congress should increase PL funding and ensure MPOs of all sizes are able to conduct critical planning activities. This includes **reducing or eliminating local match requirements** to ensure all communities can utilize planning resources. With increased PL funding, MPOs will be better able to support local communities and increase the efficacy of federal dollars through planning and project development.

## 2 Promote Non-Metropolitan Transportation Planning

Congress should create a **dedicated funding source for Regional Transportation Planning Organizations (RTPOs)** to ensure rural transportation priorities are represented through regional and statewide planning. Funding for RTPOs will support transportation planning activities while enhancing the participation of rural local elected officials in regional and statewide decision-making processes.

## 3 Support Local Decision-Making Through Formula Programs

Congress should continue and enhance the impact of the **Surface Transportation Block Grant (STBG)** program by **increasing the amount of funding that is suballocated to local areas**. STBG emphasizes the importance of the local-state-federal intergovernmental partnership by suballocating formula funding to support local decision-making and locally owned infrastructure.

## 4 Preserve and Streamline Funding Opportunities

Congress should **streamline** and **simplify grant requirements** to reduce administrative burdens and expedite project delivery. In any case where discretionary grant programs are eliminated or consolidated, Congress should ensure that **equivalent or greater funding is reallocated through formula programs** with **expanded suballocation requirements**, guaranteeing regional and local governments' access to critical federal funding.

Lehigh Valley Transportation Study  
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects  
Meeting August 20, 2025

**Transportation Alternatives Set-Aside Projects**

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

**MPMS 119824 – est. let February 12, 2026**

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

**Bogert's Bridge Rehabilitation, City of Allentown (C-C. Barry)**

**MPMS 118404 – let May 8, 2025**

- Contract was awarded to H & P Construction, Inc. on July 2, 2025
- NTP issued on August 8, 2025
- Anticipated completion date is August 28, 2026

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

**MPMS 118439 – est. let January 15, 2026**

- Sponsor wants to continue with project
- New designer working to address constructability review comments

**Easton Pedestrian Safety Project Phase 3, City of Easton (C-C. Barry)**

**MPMS 118435 – let May 8, 2025**

- Contract was awarded to Grace Industries, Inc. on June 9, 2025
- NTP issues on August 4, 2025
- Letter of amendment executed on May 27, 2025, to meet low bid
- Anticipated completion date is July 17, 2026

**Community Bike Works, Community Bike Works (C-A. Wolfe)**

**MPMS 121551 –let October 24, 2024 (bike education project, no physical construction)**

- Reimbursement agreement executed on May 19, 2025
- Notified sponsor that they can begin incurring costs for the project on May 19, 2025
- Received an additional LVTS funding, letter of amendment drafted, awaiting eSTIP approval of amendment for funding to be programmed before submitting

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

**MPMS 121552 – est. let TBD**

- Plan development underway along with activities to obtain required clearances

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

**MPMS 121550 – est. let December 10, 2026**

- Michael Baker was selected for design
- Plan development underway along with activities to obtain required clearances
- LVTS awarded an additional LVTS funding, letter of adjustment is drafted in RAS, awaiting eSTIP approval of amendment for funding to be programmed before submitting

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

**MPMS 121553 – est. let September 3, 2026**

- Plan development underway along with activities to obtain required clearances

**Lehigh Valley Transportation Study  
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects  
Meeting August 20, 2025**

**Downtown Easton Intersection Redesign, City of Easton (C-A. Wolfe)  
MPMS 122839 – est. let TBD**

- Kick-off meeting scheduled for August 8, 2025

**Albert Street D&L Trail, City of Allentown (C-A. Wolfe)  
MPMS 122785 – est. let TBD**

- Kick-off meeting scheduled for August 8, 2025

**South Bethlehem, City of Bethlehem (C-C. Barry)  
MPMS 122782 – est. let TBD**

- Kick-off meeting to be scheduled once City finalizes selection of design firm

**CAT Bike Education 2025, CAT (C-A. Wolfe)  
MPMS 122781 – est. let September 25, 2025 (bike education project, no physical construction)**

- Virtual kick-off meeting held July 8, 2025
- Environmental clearance obtained July 1, 2025
- Right-of-way clearance obtained July 14, 2025
- Utility clearance obtained July 7, 2025
- Reimbursement agreement drafted in RAS awaiting eSTIP approval of amendment for funding to be programmed before submitting, eSTIP was approved on August 6, 2025

**Multimodal Transportation Fund Projects**

**Main Street/SR 873 & Walnut Street Improvements, Slatington Borough (C-L. Montgomery)  
MPMS 113099 – let April 10, 2025**

- Project combined with the District's Walnut Street Bridge project (MPMS 94680)
- Contract awarded to Richard E. Pierson Construction Co. on May 1, 2025
- Notice to proceed issued July 7, 2025
- Anticipated completion date is July 11, 2028

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

- Sponsor working on Environmental Document

**Wilson Borough Improvements, Wilson Borough (C-C. Barry)  
MPMS 115769 – est. let December 11, 2025 (paper let)**

- Sponsor continues working on ROW acquisition, condemnation will be needed

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

- Plan development ongoing along with activities to obtain required ROW clearance

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

- Plan development ongoing along with activities to obtain required clearances

**Bethlehem Township Emergency Traffic Signal (C-C. Barry)  
MPMS 121738 – est. let April 1, 2027 (paper let)**

- Plan development ongoing along with activities to obtain utility clearance

Lehigh Valley Transportation Study  
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects  
Meeting August 20, 2025

**Coplay Multimodal Street Improvements (C-C. Barry)**

**MPMS TBD – est. let TBD (paper let)**

- Plan development underway along with activities to obtain required clearances

**Pearl Street Safety Improvements (C-C. Barry)**

**MPMS 122908 – est. let TBD (paper let)**

- Sponsor obtained TPD for design
- Plan development beginning along with activities to obtain required clearances
- Reimbursement agreement being drafted

**King's Route 309 Business Park Roundabout (C-C. Barry)**

**MPMS 122279 – est. let November 6, 2025**

- Plan development underway along with activities to obtain required clearances
- Reimbursement agreement with Commonwealth Legal for signatures

Lehigh Valley Transportation Study  
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects  
Meeting August 20, 2025

<b><u>ACRONYM REFERENCE</u></b>	
ADA	AMERICAN WITH DISABILITIES ACT
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
CRP	CULTURAL RESOURCES PROFESSIONAL
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
MPMS	MULTIMODAL PROJECT MANAGEMENT SYSTEM
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RRFB	RECTANGULAR RAPID FLASHING BEACON
SHPO	STATE HISTORIC PRESERVATION OFFICE
SOI	STATEMENT OF INTEREST
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TBD	TO BE DETERMINED
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE

**LEHIGH VALLEY TRANSPORTATION STUDY  
BRIDGE STATUS REPORT  
MEETING SEPTEMBER 17, 2025**

**SR 145 over Jordan Creek Bridge Replacement (C-J. Crawford)**

**City of Allentown and Whitehall Township, Lehigh County**

**MPMS 110076 – est. let November 1, 2029**

- Coordination continuing with LANta regarding their bus stops and Enhanced Bus Service (EBS) project
- Coordination with the municipalities regarding the Jordan Creek Greenway Trail anticipated later this Fall
- Design team continuing to work on Preliminary TCP submission, including operational analysis of adjacent intersections during each stage, to be submitted with Safety Review and TS&L after finalization of stream restoration and H&H
- Stream rehabilitation measures design completed, coordination continues with PADEP and PAFBC to finalize; after concurrence with the agencies, H&H will be finalized
- Final TS&L and proposed geotechnical investigations will be finalized upon review of H&H

**SR 378 Hill to Hill Bridge Rehabilitation over Lehigh River (C-B. Teles)**

**City of Bethlehem, Lehigh and Northampton Counties**

**MPMS 93630 – est. let August 13, 2026**

- ROW plan was completed, appraisals and property owner coordination ongoing
- Highway, Traffic Control, pavement design, pavement marking plan and lighting progressing
- Coordination with Norfolk Southern, PUC and utilities continues
- Structure and foundation designs are continuing for bridge, wall and sign structures
- Environmental Site Assessment field work initiated, Norfolk Southern denying access for testing, coordination ongoing
- Finalizing permits for COE Section 408 and DEP internal comments
- NPDES Pre-Application meeting held with agencies
- Coordination with USCG and FHWA continues
- Follow-up Consulting Party Meeting is being planned early fall 2025
- Draft Pre-Bid Construction Schedule prepared, refinement continues
- Drainage repair work north of the site on SR 378 SB within PennDOT's Legal ROW has been added to the project, survey and design initiated
- City preparing grants for City owned construction costs for reimbursement
- Sidewalk, lighting and stormwater agreements initiated for City to maintain

**Fifth Street (SR 1029) Bridge Replacement (C-C. Frey)**

**Whitehall Township, Lehigh County**

**MPMS 94873 – est. let April 1, 2027**

- Project to be let with the SR 22 Fullerton Interchange project due to overlapping project limits and traffic control measures
- Design team and DUA have determined the Northampton Borough Municipal Authority (NBMA) waterline will need to be relocated due to proximity to the proposed Fifth Street Bridge abutment foundations. Meeting to be scheduled with NBMA this fall
- Foundation Report almost complete; anticipated to be submitted in October 2025
- Final Structure Plan being developed for a December 2025 submission
- Phase II ESA work completed on 2 parcels. Phase III ESA investigation needed on both parcels. Phase II ESA documentation and Phase III testing plan to be submitted later this year. Phase III testing will be scheduled sometime in 2026.
- Gap ROW Plan for 2 parcels on the north side of SR 22 that involve relocations currently under review
- Several Whitehall Township officials provided positive feedback on the project and have verbally committed to maintaining the sidewalk on the bridge; a maintenance agreement being prepared for official signature this fall

**LEHIGH VALLEY TRANSPORTATION STUDY  
BRIDGE STATUS REPORT  
MEETING SEPTEMBER 17, 2025**

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

- Bog Turtle Programmatic Agreement submitted June 27, 2025 to USFWS for concurrence
- Bat Habitat Assessment submitted August 15, 2025, to USFWS for concurrence; after concurrence CE document can be finalized/approved
- DfV submitted July 7, 2025, for final review/approval

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

- Preliminary H&H Report comments received August 22, 2025
- Preliminary TS&L resubmitted August 27, 2025
- Section 106 Coordination in progress
- Virtual Public Plans Display in progress (August 1, 2025, to September 1, 2025)
- CE in progress

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

- Section 106 Coordination regarding bridge parapets in progress
- Public presentation to Allentown City Council was completed on June 18, 2025
- Preliminary right of way plans are under review
- TS&L plans and report are under review

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

- Project moving forward as superstructure replacement to avoid water surface elevation changes on adjacent properties
- Bid opening scheduled September 25, 2025, for core borings at abutments, to verify existing foundations for superstructure replacement

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

- Contract was awarded to H&K Group, Inc. on August 27, 2025
- NTP anticipated on October 6, 2025
- Anticipated completion date is December 7, 2027

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

- Phase I Bog Turtle Study approved by USFWS June 12, 2025
- Safety submission approved May 29, 2025
- H&H resubmitted December 27, 2024, comments received June 23, 2025
- Preliminary ROW approved June 11, 2025
- Design Field View submitted August 22, 2025
- Public Display Website active July 18 through August 18, 2025

**LEHIGH VALLEY TRANSPORTATION STUDY  
BRIDGE STATUS REPORT  
MEETING SEPTEMBER 17, 2025**

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

- Awarded to Richard E. Pierson Construction Co., Inc. on May 1, 2025
- Notice to Proceed was issued on July 7, 2025
- Anticipated completion is July 11, 2028

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



**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

## MEMORANDUM

**DATE:** September 17, 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, September 1 on WDIY radio 88.1 FM, focused on how our road system is going through a Functional Roadway Classification, with guest Faria Umy, LVPC Regional Plan Program Manager.

With hosts Becky Bradley and Matt Assad, Faria discussed how changes in the Lehigh Valley since the last roadway classification will cause as many as 44 Lehigh Valley roads to move up in classification, potentially affecting road widths, speed limits and signalization.

The show is available at [www.wdiy.org/show/plan-lehigh-valley](http://www.wdiy.org/show/plan-lehigh-valley) and [www.lvpc.org/newsly](http://www.lvpc.org/newsly). The next Plan Lehigh Valley Radio Show will air October 6, at 6:30 pm.

The latest **Business Cycle Column** published on Sunday, August 17, focusing on Social Security and the Americans with Disabilities Act anniversaries, with Becky focusing on how our community is changing and how these laws have touched all of our lives by making the Lehigh Valley more accessible, age-inclusive and family-oriented. The column can be found at [www.lvpc.org/newsly](http://www.lvpc.org/newsly) and [mcall.com](http://mcall.com). The next column in the Morning Call will focus on functional roadway classification and publish Sunday, September 28.

### Educational Opportunities

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

#### Winter Maintenance

- **What:** This course covers the basics of an effective and efficient winter maintenance program. Best Practices for winter maintenance operations will be emphasized. The topics will include an overview of the various materials available for treating the roadways, as well as, the latest techniques in pre-wetting and anti-icing practices. Other topics will include spreader calibration, material application rates, basic plowing techniques and environmental awareness.
- **Who:** All public works employees engaged in winter maintenance operations including: Street supervisors, public works directors, roadmasters, crew foremen and equipment operators.
- **When:** Tuesday, October 14, 8 AM to noon

## **Municipal Stormwater Facilities Program**

- **What:** This course will introduce participants to the stormwater processes, explain the need for stormwater control measures (SCMs), highlight the key laws regulating SCMs, define the common types of SCMs, and provide an overview of inspection and general maintenance activities. Attendees will learn to about different aspects of a municipal SCM program including inventory methods, inspections approaches, and maintenance needs as required by municipal codes, MS4/NPDES permits, and Chapter 102 NPDES permits. This content focuses on NPDES MS4 permit MCM 5 activities, with a brief overview of all MS4 MCMs.
- **Who:** Primarily intended for individuals who are involved in the planning level and permit adherence aspects of operation and maintenance of SCMs, including public works directors, personnel involved in establishing and administering local stormwater policies. SCM maintenance staff, persons reviewing SCM development plans, and inspecting SCMs would also benefit from the course content.
- **When:** Tuesday, October 28, 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](http://www.gis.penndot.gov/LTAP) or by contacting Hannah Milagio at [hmilagio@lvpc.org](mailto: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. Final Applications are due October 31, 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>