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DATE: _____, 2026

TO: Will Havrilchak, Transportation Planning Specialist, PennDOT

CC: Dan Szekeres, Michael Baker International
Ashley Showers, Reading Area Transportation Study
David W. Behrend, North Jersey Transportation Planning Authority
Nick Raio, PennDOT
Neha Galgali, New Jersey Department of Transportation
Steven M. Weber, AICP, Lehigh Valley Planning Commission

FROM: Becky Bradley, Secretary
Lehigh Valley Transportation Study Technical and Coordinating
Committees
Executive Director, Lehigh Valley Planning Commission

RE: Performance Measure 3 (PM3) Allentown-Bethlehem-Easton, PA
Urbanized Area Targets for Congestion Mitigation and Air Quality (CMAQ)
Measures

The Lehigh Valley Transportation Study (LVTS) is submitting the following CMAQ congestion measure performance targets (23 CFR 490.707) for the Allentown-Bethlehem-Easton, PA Urbanized Area for the 2026-2029 performance period (Adopted by the LVTS technical and coordinating committee boards at the September 16th, 2026, LVTS Joint Technical and Coordinating Committee Meeting at 9:00 AM):

CMAQ Congestion Measure	2-Year Target (2027)	4-Year Target (2029)
Peak Hour Excessive Delay (PHED) - Annual Hours of Excessive Delay per Capita	11.6	11.6
Non-Single Occupancy Vehicle (Non-SOV) Travel	26.3%	26.3%

Coordination

LVTS consulted with PennDOT, New Jersey Department of Transportation(NJDOT), the Reading Area Transportation Study(RATS), and the North Jersey Transportation Planning Authority(NJTPA) in developing the urbanized area targets. Coordination

included the June 30, 2026, PM3 CMAQ Peak Hour Excessive Delay and Non-SOV Target Setting Workshop convened by PennDOT and an August 4, 2026, follow-up meeting with PennDOT, NJDOT, RATS, and NJTPA to review Allentown-Bethlehem-Easton-area trends, target options, and final targets.

Basis for Targets

The PHED targets reflect the expectation that congestion may worsen over the next four years due to continued population and employment growth, without significantly offsetting capacity improvements. The 2025 PHED baseline was 9.4 hours of excessive delay per capita. Since the pandemic-related 2020 low point of 4.6 hours, delay has been increasing at a steady 7.4% per year, except for 2024, when the PHED remained flat. In between 2024 and 2025, PHED again jumped by 7.4%. As a result, PHED now exceeds the pre-pandemic high point of 8.9 hours (in 2018). Our recently developed forecasts indicate that population and employment will continue to grow at the current pace, which will likely result in sustained congestion pressure. As a result, LVTS anticipates that PHED will continue to increase and recommends a target of 11.6 hours for the two- and four-year performance period.

The Non-SOV targets reflect the expectation that the Non-SOV mode share may decrease from recent high values as COVID-era years are removed from the five-year ACS sample. The increase in work from home represents the entire increase in the share of Non-SOV travel during this era. However, according to the one-year ACS sample, work from home peaked in 2020 and 2021 and the more recent years have shown a modest reduction in work from home as more employers implement hybrid work schedules or a full-time return to office. Transit, walking, carpooling, and other modes have remained steady throughout this era and are not expected to change over the next four years. The 26.3% target is based on an average reading of the one-year ACS Non-SOV values from 2023 through 2025 for the Allentown-Bethlehem-Easton Urban Area. Using the annual one-year ACS estimates provides a more current representation of travel patterns and avoids the influence of the elevated Non-SOV levels observed during the COVID-era years.

These targets provide practical, data-informed benchmarks for the Allentown-Bethlehem-Easton Urban Area while recognizing the travel behavior and telework-related factors that may affect performance during the 2026-2029 performance period.

The Lehigh Valley Congestion Management Plan (CMP), adopted by the LVTS on June 17, 2026, identifies 19 priority corridors and 20 priority bottlenecks in the Allentown-Bethlehem-Easton, PA Urbanized Area. Addressing congestion along these corridors and bottlenecks and using the CMP as a monitoring and implementation tool will help manage and reduce congestion in the future.

If you have any questions, please contact Steve Weber at 610-264-4544 or at sweber@lvpc.org.