



READING AREA TRANSPORTATION STUDY

c/o Berks County Planning Commission
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To: Reading Area Transportation Study Technical and Coordinating Committees
From: Michael D. Golembiewski, Transportation Modeler
Re: PM3 CMAQ Congestion Measures and Targets, Allentown-Bethlehem, PA-NJ Urban Area
Date: September 9, 2026

At the September 17, 2026, Joint Technical and Coordinating Committee meeting, anticipated action will be taken to cooperate with the Lehigh Valley Transportation Study (LVTS) in setting Performance Measure Targets for Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (Non-SOV) Travel (PM-3) in that portion of the Allentown-Bethlehem, PA-NJ Urban Area that extends into northeastern Berks County. By that action, the LVTS MPO sets PM-3 Targets through a cooperative process with surrounding MPO's. That process requires the RATS MPO to adopt LVTS's targets and incorporate them into our various planning processes and documents.

Using the same methodology that RATS used, LVTS has developed PHED and Non-SOV targets for the Allentown-Bethlehem, PA-NJ Urban Area including the portion that extends into northeastern Berks County. **LVTS is scheduled to adopt those targets at their regularly scheduled meeting on September 16, 2026.** The method used and the adopted targets are described in the materials **that will be provided** by LVTS. RATS and LVTS staff held a coordination meeting on August 4, 2026. Staff agrees with the methods LVTS used to derive their targets and the resulting targets themselves.

The attached map shows the Allentown-Bethlehem, PA-NJ Urban Area including the portion in Berks County. The PHED measures are derived from portions of the National Highway System in the urbanized area. Currently there are small portions of Interstate 78 and U.S. 222 in eastern Greenwich and Maxatawny Townships (respectfully) included that reflects no delay within Berks. As such the effects of this measure in Berks are negligible. The Non-SOV measure is derived from American Community Survey information taken from the entire urbanized area. Again, given the small amount of the Allentown-Bethlehem, PA-NJ Urban Area in Berks, the effects of this measure in Berks are also negligible. It should be noted that these measures are derived using Urbanized Areas classified by the 2020 Decennial Census.

Staff is requesting action at the September 17th Joint Committee Meeting to approve the Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (Non-SOV) Travel Percent Two- and Four-Year Performance Targets for the

Allentown-Bethlehem, PA-NJ Urban Area and forward to LVTS and PennDOT.
PennDOT will be forwarding all PM3 measures and targets from the affected planning regions statewide to FHWA by the October 1, 2026, deadline.

If you have any questions, feel free to reach out.

MDG/

Attach:

--Map, Allentown-Bethlehem, PA-NJ Urban Area in Berks County

*--Recommended Targets for Peak Hour Excessive Delay and Non-Single Occupancy Vehicle Measures for the Allentown-Bethlehem, PA-NJ Urban Area (**when received**)*

2020 Census Urban Areas



Mark Sarmiento
U.S. Department of Transportation:
ArcGIS Online

Summary

2020 Census Bureau Urban Areas with 2020 population data.

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Details

- Dataset**
Feature Layer
- March 20, 2024 at 8:00:31 AM EDT**
Info Updated
- March 17, 2023 at 1:19:22 PM EDT**
Data Updated
- February 22, 2023 at 2:38:14 PM EST**
Published Date
- Records: 2,646**
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