



# Lehigh Valley Transportation Study

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July 22, 2022

Sudhir Joshi, Manager, Statewide Strategies, New Jersey Department of Transportation  
Neha Galgali, Principal Engineer, Division of Statewide Planning New Jersey Department of Transportation

Re: Peak Hour Excessive Delay and Non-Single Occupancy Vehicle Measures Proposed Targets for the Allentown—Bethlehem—Easton, PA – NJ Urbanized Area

The Lehigh Valley Transportation Study (LVTS) will consider for adoption the Performance Measures targets for the Peak Hour Excessive Delay (PHED) – National Performance Management Measure for assessing the Congestion Mitigation and Air Quality (CMAQ) Improvement Program – Traffic Congestion (23 CFR 490.707) and the Non-Single Occupancy Vehicle (Non-SOV) – National performance Management Measure for assessing the Congestion Mitigation and Air Quality Improvement Program – Traffic Congestion (23 CFR 490.707) at the August 17, 2022 Technical and Coordinating Joint Committee meeting at 9:00 A.M.

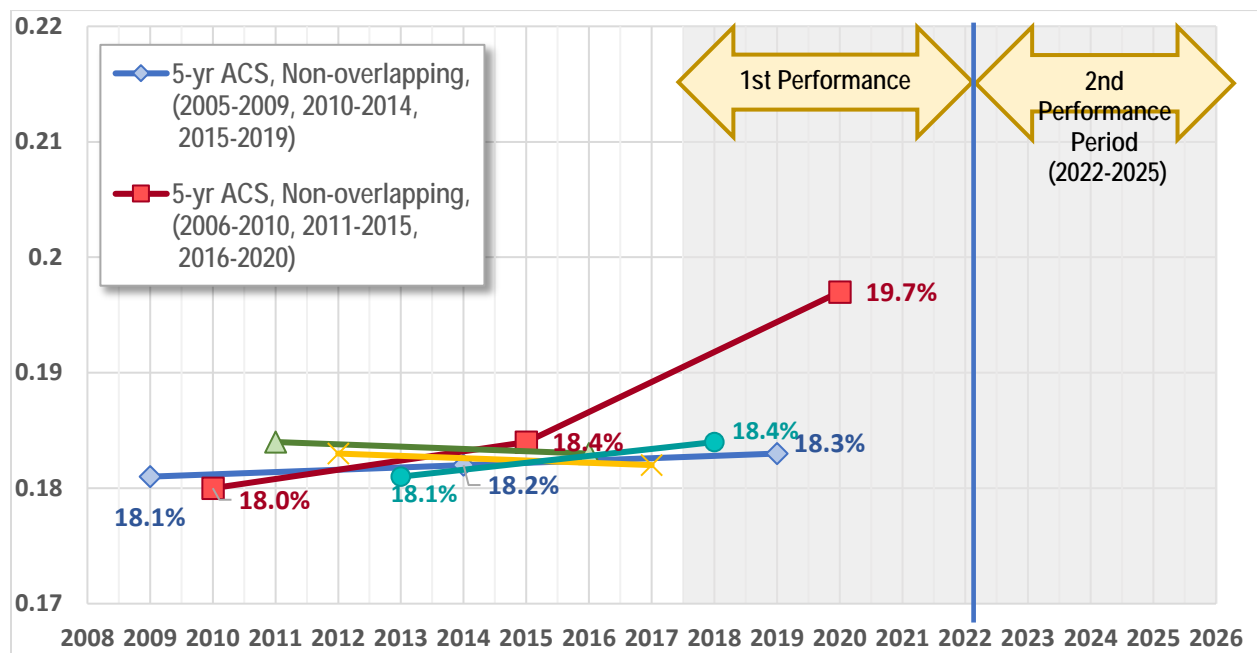
As a Coordination Partner the Lehigh Valley Planning Commission Transportation Planning and Data Team is forwarding you proposed targets on behalf of the LVTS.

Non-Single Occupancy Vehicle (Non-SOV)

The proposed targets for Non-SOV are as follows:

<b>Draft Targets for Non-SOV Measure</b>	
Non-Single Occupant Vehicle Mode Share from 5-Year American Community Survey (ACS)	
<b>ACS 5-Year</b>	
2012-2016	18.3%
2013-2017	18.2%
2014-2018	18.4%
2015-2019	18.3%
2016-2020	19.7%
<b>Proposed 2 Year Target (2022)</b>	<b>18.6%</b>
<b>Proposed 4 Year Target (2024)</b>	<b>18.6%</b>

Calculations were derived utilizing “Method A: American Community Survey” outlined in the Federal Highway Administration’s publication *Computation Procedure for Travel Time Based and Percent Non-Single Occupancy Vehicle (non-SOV) Travel Performance Measures* (FHWA HIF-18-024). It is of note that Method A is consistent with fellow Pennsylvania Planning Partner, Delaware Valley Regional Planning Commission and with the Pennsylvania Department of Transportation (PennDOT). In the development of these targets, LVPC staff consulted with PennDOT Air Quality staff and consultant staff through multiple electronic communications and an MS Teams meeting on July 19, 2022. That MS Teams meeting between Mr. Daniel Szekeres (Michael Baker International) and Becky Bradley and Brian Hite (LVPC staff) included discussions on the draft Targets along with the data and methodology used in creating those targets.



State Department of Transportations (DOTs) are required to submit documents to the Federal Highway Administration (FHWA) reflecting these proposed targets. The LVTS offers the following responses to tab numbers for use on the submittal forms:

Tab No. T1 and T2:

- DOT inputs as applicable

Tab No. T3: Urbanized Area

- Allentown-Bethlehem-Easton, PA—NJ

Tab No. T4: Relationship to other performance expectations

- The Lehigh Valley Transportation Study (LVTS) Transportation improvement Program (TIP) and Long-Range Transportation Plan (LRTP) emphasize the importance of land use and multi-modal transportation options in helping reduce

travel demand and congestion. Recent data has shown significant improvements in the Non-SOV performance measure due primarily to the impacts of the COVID-19 pandemic in years 2020-2021. The established targets provide an expectation these full benefits may not be realized through the 2<sup>nd</sup> performance period. However, the targets do provide expectations of an improved Non-SOV measure as compared to pre-pandemic conditions due to expectations of higher work-at-home shares and the continued multi-modal investments in the region's transportation programs and plans.

Tab No. T5: Agencies that established unified target

- The LVTS has taken the lead in assessment and coordination activities related to the Non-SOV targets for the Allentown—Bethlehem—Easton, PA – NJ urbanized area. These efforts have included coordination with the Pennsylvania Department of Transportation (PennDOT), Delaware Valley Regional Planning Commission (DVRPC), Northeastern Pennsylvania Alliance (NEPA), Reading Area Transportation Study (RATS), North Jersey Transportation Planning Authority (NJTPA) and the New Jersey Department of Transportation (NJDOT). Targets were jointly determined through the coordination process and will be reported in a consistent manner by each agency.

Tab No. T6: Data Method

- The data collection method used for the target development follows the approach documented in Federal regulations referred to as Method A – American Community Survey.

Tab No. T7: Baseline

- The American Community Survey baseline for 2016-2020 is 19.7% for the Allentown—Bethlehem—Easton, PA – NJ Urbanized Area.

Tab No. T8 2-year Target

- 18.6%

Tab No. T9 4-year target

- 18.6%

Tab No. T10: Basis for Targets

- The approach for developing targets for the CMAQ Non-SOV measure included the following:
  - Develop conservative targets reflecting that recent trends may not be representative of future conditions.
  - Uncertainties with the COVID-19 pandemic, inflation, long-term trends for working at home, and energy and supply chain disruptions. Expectations of future higher work-at-home percentages than pre-pandemic conditions.

- COVID-19 pandemic impacts on work-at-home and transit commuting on 2020-2021 will be included in future American Community Survey 5-year estimates throughout the performance period.
- Generalized approach for target determination: Average Non-SOV 5-year American Community Survey values for the period 2016-2020.
- Assume same values for the 2-year and 4-year targets. 4-year targets can be updated at the midterm report.

### Peak Hour Excessive Delay (PHED)

The proposed targets for PHED are as follows:

<b>Draft Targets for PHED Measure</b>	
Annual Hours of Peak Hour Excessive Delay Per Capita	
	<b>Year</b>
	2017 8.4
	2018 8.9
	2019 7.8
	2020 4.6
	2021 7.1
<b>Proposed 2 Year Target (2023)</b>	<b>8.4</b>
<b>Proposed 4 Year Target (2025)</b>	<b>8.4</b>

PHED targets were derived utilizing the National Performance Management Research Data Set (NPMRDS). It is of note that Method A is consistent with fellow Pennsylvania Planning Partner, Delaware Valley Regional Planning Commission and with the Pennsylvania Department of Transportation. In the development of these targets, LVPC staff consulted with PennDOT Air Quality staff and consultant staff through multiple electronic communications and an MS Teams meeting on July 19, 2022. That MS Teams meeting between Mr. Daniel Szekeres (Michael Baker International) and Becky Bradley and Brian Hite (LVPC staff) included discussions on the draft Targets along with the data and methodology used in creating those targets.

State Department of Transportations (DOTs) are required to submit documents to the Federal Highway Administration (FHWA) reflecting these targets. The LVTS offers the following responses to tab numbers for use on the submittal forms:

Tab No. D1 and D2:

- DOT inputs as applicable

Tab No. D3: Urbanized Area

- Allentown-Bethlehem-Easton, PA—NJ

Tab No. D4: Relationship to other performance expectations

- The Lehigh Valley Transportation Study (LVTS) Transportation improvement Program (TIP) and Long-Range Transportation Plan (LRTP) highlight the continued increases in population, consumer demand and expectations of immediate delivery of goods, which have contributed to congestion in the urbanized area. Recent data has shown significant improvements in the PHED performance measure due primarily to the impacts of the COVID-19 pandemic in years 2020-2021. The established targets provide an expectation that these full benefits may not be realized through the 2<sup>nd</sup> performance period. Continued growth in population and regional freight warehousing will most likely cause increases to traffic congestion from the 2021 baseline values. These impacts along with increased construction activities on the transportation system have been factored into the target setting process.

Tab No. D5: Agencies that established unified target

- The LVTS has taken the lead in assessment and coordination activities related to the PHED targets for the Allentown—Bethlehem—Easton, PA – NJ urbanized area. These efforts have included coordination with the Pennsylvania Department of Transportation (PennDOT), Delaware Valley Regional Planning Commission (DVRPC), Northeastern Pennsylvania Alliance (NEPA), Reading Area Transportation Study (RATS), North Jersey Transportation Planning Authority (NJTPA) and the New Jersey Department of Transportation (NJDOT). Targets were jointly determined through the coordination process and will be reported in a consistent manner by each agency.

Tab No. D6: Baseline

- The baseline 2021 PHED for Allentown—Bethlehem—Easton, PA—NJ urbanized area is 7.1.

Tab No. D7: 2-year target

- 8.4

Tab No. D8: 4-year target

- 8.4

Tab No. D9: Basis for targets

- The approach for developing targets for the CMAQ PHED measures included the following:
  - Develop conservative targets reflecting that recent trends may not be representative of future conditions.
  - Uncertainties with the COVID-19 pandemic, inflation, long-term trends for working at home, and energy and supply chain disruptions.

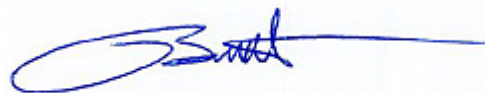
- Future funding (e.g., Infrastructure Investment and Jobs Act) may initiate more project construction activities impacting congestion.
- Generalized approach for target determination: Average 2018 and 2019 PHED values.
- Assume same values for 2-year and 4-year targets. 4-year targets can be updated at the midterm report.

If you have any questions do not hesitate to reach out to me at [bbradley@lvpc.org](mailto:bbradley@lvpc.org) or (610) 264-4544. Brian Hite, Transportation Planner is also available for any questions at [bhite@lvpc.org](mailto:bhite@lvpc.org).

Sincerely,



Becky A. Bradley, AICP  
Executive Director, Lehigh Valley Planning Commission  
Secretary, Lehigh Valley Transportation Study



Brian Hite  
Transportation Planner, Lehigh Valley Planning Commission and  
Lehigh Valley Transportation Study

cc: Brian Hare, Pennsylvania Department of Transportation; Jackie Koons-Felion, Pennsylvania Department of Transportation; Dan Szekeres, Michael Baker International; Keith Miller, North Jersey Transportation Planning Authority; Tom Edinger, Delaware Valley Planning Commission