



# Lehigh Valley Transportation Study

**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

## LVTS TECHNICAL COMMITTEE MEETING Wednesday, March 20, 2024, at 9:00 am Virtual Meeting Agenda

### Roll Call

### Courtesy of the Floor

### Minutes

1. *ACTION ITEM*: Technical Committee approval of the Technical Committee Meeting Minutes of the Joint LVTS Technical & Coordinating Committee Meeting of February 21, 2024

### Old Business

1. *INFORMATION/ACTION ITEMS*: 2023-2026 Transportation Improvement Program Administrative Actions (JR, BD, RMYR, EG)
  - a. *INFORMATION*: Reminder on the TIP Amendment Process (BD)
  - b. *INFORMATION*: Administrative Actions (JR)
  - c. *INFORMATION*: Allentown Center Square (JR)
  - d. *ACTION*: Lehigh/Northampton Airport Authority (RMYR, EG)
2. *DISCUSSION ITEM*: Joint Meetings with LVTS Coordinating Committee (BB)
3. *ACTION ITEMS*:
  - a. Priority Climate Action Plan [www.tinyurl.com/2024LVPCAP](http://www.tinyurl.com/2024LVPCAP)
  - b. Priority Climate Action Plan Implementation Grant
4. *INFORMATION ITEM*: Lehigh Valley Passenger Rail Study LVTS Special Meeting, March 27 at 10 AM (BB)

### New Business

1. *INFORMATION ITEM*: Greenhouse Gas Performance Measure Target-Setting (BH)
2. *INFORMATION ITEM*: Office Relocation (BB)
3. *INFORMATION ITEM*: Annual Report (BB)

### Status Reports

1. PennDOT District 5-0 Bridge Project Status Report (SV)
2. Monthly Traffic Report (BH)
3. Eastern PA Freight Alliance – Freight Infrastructure Plan (BD)

### Public Engagement, Grants, and Education

1. *INFORMATION ITEM*: Public Engagement (HM)
  - WDIY, 88.1 FM, National Public Radio – Plan Lehigh Valley Radio Show
    - a. Aired March 4: A New Priority Action Plan with Susan Myerov
    - b. April 1: Next show airs 6:30 PM
      - <https://www.wdiy.org/show/plan-lehigh-valley>

- Morning Call Business Cycle Column
  - a. March 10: “Climate Action is Our Collective Responsibility”
  - b. April 14: Next column is published.
    - [lvpc.org/news/v](http://lvpc.org/news/v)
- 2. *INFORMATION ITEM*: Lehigh Valley Government Academy (BH)
  - Local Technical Assistance Program (LTAP) Virtual Classes
    - a. March 22: Drones, Municipal Transportation Uses, 11 am to noon
    - b. March 26: Traffic Signals Basics, 8 am to noon
    - c. April 2: Temporary Traffic Control (Work Zones), 8 am to noon
      - i. April 3: Temporary Traffic Control Workshop, 8 am to 10 am
    - d. April 4: Manual of Uniform Traffic Control Devices (MUTCD) 11<sup>th</sup> edition updates, 11 am to noon
    - e. April 23: Public Works Safety, 8 am to noon
    - f. May 2: Nighttime Visibility for Safety, 11 am to noon
      - ii. 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)
- 3. *INFORMATION ITEM*: PennDOT Connects 2024 Municipal Outreach Meeting
  - May 16: PennDOT District 5 Offices 1002 Hamilton Street, Allentown / Virtual, 1 pm to 3 pm
    - <https://attendee.gotowebinar.com/register/3785757509681925207>
- 4. *INFORMATION ITEM*: Grants (BD)
  - Safe Streets and Roads for All (SS4A)
    - <https://www.transportation.gov/grants/SS4A>

## Adjournment

### Next LVTS Meeting

LVTS Joint Technical and Coordinating Committee Meeting  
 April 17, 2024, at 9:00 am  
 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.

**Lehigh Valley Transportation Study  
Minutes from the Wednesday, February 21, 2024  
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 January 10, 2024.

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 Hopkins (Alt)	City of Easton
Jennifer Ruth	PennDOT District 5
David Alas	PennDOT Central Office

LVTS Coordinating Committee

Rick Molchany (Alt)	Lehigh County
David Hopkins (Alt)	City of Easton
Lamont McClure	Northampton County
Chris Kufro	PennDOT District 5-0
Becky Bradley, AICP	LVPC
David Petrik (Alt)	City of Allentown
Michael Alkhal (Alt.)	City of Bethlehem
Brian Hare	PennDOT Central Office
Owen O'Neill	LANTA

**Members Absent:**

Technical Committee

Matthew Tuerk	City of Allentown
Mark Hartney (Alt)	City of Allentown
J. William Reynolds	City of Bethlehem
Darlene Heller (Alt)	City of Bethlehem
Salvatore J. Panto Jr.	City of Easton

LVTS Coordinating Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore J. Panto Jr.	City of Easton
Philips Armstrong	Lehigh County
Jim Mosca (Alt.)	PennDOT Central Office

**Staff Present:** Becky Bradley, Patrick Osei, Hannah Milagio, Evan Gardi, Matt Assad, Brian Hite, Ben Dinkel, Susan Myerov, Tracy Oscavich

**Public Present:** Bill Hart, Toni Mitman, Brett Webber (Brett Webber Architects), Evan Jones (Morning Call), Max Inkrote (Larson Design Group), Heather Heeter (Borton-Lawson/Verdantas), Kerri Cutright (PennDOT District 5), Nyomi Evans (PennDOT Central Office), Brian Harman (The Pidcock Company), Vanessa Shamberg (FHWA), Scott Slingerland (CAT), Mike Emili (Northampton County), Rich Ames (WSP), Scott Harney (Pennoni), Megan Lysowski (Bethlehem City resident), Ron Beitler (Lehigh County), Blaise Richburg, Chris Stanford (Michael Baker International), Mick Dee (Rep. McNeill)

### **Courtesy of the Floor**

Mr. Molchany asked if there were any comments or questions from the public about items not on the agenda, and there were none.

### **Minutes**

Mr. Cotter stated that the last Technical Committee was held on January 17, 2024. Ms. Milagio noted the actions voted on.

- Minutes from the December 20, 2023, meeting
- Performance Measure 1 (PM1) Safety Target Setting
- Adjournment

Mr. Cotter asked for a motion to approve the minutes from the Technical Committee Meeting on January 17, 2024. Mr. Alas made the motion for approval of the Technical Committee Meeting minutes, and the motion was seconded by Mr. Meyer. Mr. Cotter then asked if there were any questions or comments from members and the public. There were none. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Molchany moved on to the approval of the minutes from the Coordinating Committee meeting on January 17, 2024. Ms. Milagio noted the actions voted on.

- Minutes from the December 20, 2023, meeting
- Performance Measure 1 (PM1) Safety Target Setting
- Adjournment

Mr. Molchany asked for a motion to approve the minutes from the Coordinating Committee Meeting on December 20, 2023. Mr. McClure made the motion for approval of the Coordinating Committee Meeting minutes, seconded by Mr. Kufro. Mr. Molchany asked for 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.

### **Old Business**

#### ***ACTION ITEM: 2023 – 2026 Transportation Improvement Program (TIP) Amendment #1 LANTA – Preventative Maintenance (PM)***

Mr. Cotter noted that LANTA is seeking an amendment to increase in the Preventative Maintenance (PM) line item, which LANTA uses to keep their vehicles and facilities in a state of good repair. This amendment increases Federal 5307 (Urbanized Area Formula) funding by \$2,088,000 and local funding by \$522,000 in Federal Fiscal Year (FFY) 2024. The source of these funds is a variety of MPMS projects that had funding programmed in FFY 2023, but those funds were never obligated and can shift to the current FFY because funding from the Federal Transit Administration (FTA) can be spent within the year of apportionment plus four years. He noted that LANTA is seeking an approval to the amendment so that they can put in grants with the FTA and access the funds.

Mr. McClure asked for clarification as to whether or not the funding was programmed. Mr. Cotter noted that the funding was programmed, but not under a grant. Some of the funding was programmed, while some was added to the TIP because of a grant. Mr. McClure asked how much of the funding was programmed, and Mr. Cotter said that approximately \$1.7 million was previously programmed on the TIP. Mr. McClure asked what the funding was programmed for initially. Mr. Cotter said it was previously programmed for vehicles and the Enhanced Bus Service (EBS) line item. Mr. Cotter added that this TIP amendment shifts funds because LANTA programs the TIP on their anticipated need, and any unused funding must be shifted per FTA guidelines. Mr. O'Neil also added that funds are programmed based on projections, and funds need to be moved based on actual expenses and timing. He said that the funding movement does not impact local match, which comes from state and county operating assistance.

Mr. Cotter asked if there were any more questions, and there were none. Mr. Cotter asked for a motion from the Technical Committee to recommend the Proposed TIP Amendment #1 – LANTA PM Maintenance to the Coordinating Committee. Ms. Ruth made the motion to recommend TIP Amendment #1 to the Coordinating Committee, and the motion was seconded by Mr. Alas. Mr. Cotter asked if there were any further questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Proposed TIP Amendment #1 – LANTA PM Maintenance, as forwarded by the Technical Committee. Mr. Hopkins made the motion to approve TIP Amendment #1, and the motion was seconded by Mr. McClure. Mr. Molchany asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

***INFORMATION ITEM: 2023 – 2026 Transportation Improvement Program Administrative Actions – LANTA***

Mr. Cotter stated that LANTA's administrative actions presented relate to the movements per the previously approved TIP amendment. Because these funding movements fall below the \$2 million threshold and do not need to be voted on, the administrative actions were sent to PennDOT for updates to the TIP. Many of the shifts are funds moving from FFY 2023 to FFY 2024, and other movements are reconciliations in actual funds received. Mr. Molchany asked if there were any questions from members or the public, and there were none.

***ACTION ITEM: 2023 – 2026 Transportation Improvement Program (TIP) Amendment #2 PennDOT – Route 309 + Tilghman St. Interchange Demolition***

Ms. Ruth stated that the Route 309 and Tilghman St. Interchange Demolition (MPMS #121093) is being proposed as an addition to the TIP. Funding will be allocated for the demolition of properties purchased in relation to the project. The funding source for the project is the deobligation from Route 22 – 15th St. to MacArthur Rd. project, providing \$400,000 of National Highway Performance Program (NHPP) fund.

Mr. Cotter asked for a motion from the Technical Committee to recommend the Proposed TIP Amendment #2 - Route 309 + Tilghman St. Interchange Demolition to the Coordinating Committee. Mr. Meyer made the motion to recommend TIP Amendment #2 to the Coordinating Committee, and the motion was seconded by Mr. Hopkins. Mr. Cotter asked if there were any questions from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Proposed TIP Amendment #2 – Route 309 + Tilghman St. Interchange Demolition, as recommended by the Technical Committee. Mr. O'Neil made the motion to approve TIP Amendment #2, seconded by Mr. Hopkins. Mr. Molchany asked if there were any questions from members. Mr. McClure asked if the properties being demolished for the project were taken by eminent domain or through negotiated resolutions. Ms. Ruth said that the properties were negotiated through the right-of-way process. Mr. McClure asked for confirmation that \$400,000 will be taken from the resurfacing project on Route 22 from 15<sup>th</sup> Street to MacArthur Road. Ms. Ruth said that the resurfacing

project is completed and the \$400,000 was returned to the region for redistribution. Mr. Molchany asked if there were any more questions from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

**ACTION ITEM: 2023 – 2026 Transportation Improvement Program (TIP) Amendment #3 PennDOT - Route 309 + Tilghman St. Interchange Reconstruction**

Ms. Ruth noted that the Route 309 + Tilghman St. Interchange Reconstruction (MPMS #96432) amendment was an increase of \$23,618,430 to cover the current construction estimate. This project involves the reconfiguration of the Route 309 + Tilghman St. Interchange. It will also include two bridge replacements: one at Route 309 over Tilghman Street and another at Route 309 over Broadway. Additionally, the project encompasses the rehabilitation of the Route 309 culvert over Little Cedar Creek, roadway drainage improvements, base repair, overlay, and the installation of two new signals at the ends of the reconfigured ramps. These signals will be coordinated with the existing signals at Hausman Road/Cetronia Road and Tilghman Street/Parkway Road in South Whitehall Township, Lehigh County.

The funding sources for this project include:

- Deliver Consultant Assist: \$1,200,000. Highway Construction (581) Funding
- LVTS Hwy and Bridge Reserve: \$1,200,000, \$5,353,314 and \$1,804,829. National Highway Performance Program (NHPP), Surface Transportation Program (STP), and 581 Funding
- SR 611 Resurface - Bucks Co Line to Browns Dr.: \$466,000. STP Funding
- SR 512 o/ Brush Meadow Cr: \$751,712, \$72,288, and \$206,000. STP, Surface Transportation Urban (STU), and 581 Funding
- Fifth Street Bridge: \$625,000. 581 Funding
- PA 309 Resurface: \$7,500,000. NHPP Funding
- SR 22 / Fullerton Interchange: \$1,000,000 and \$250,000. NHPP, 581 Funding
- Safety Line Item LVTS: \$514,286. Highway Safety Improvement Program (HSIP) Funding
- SR 29 - Shimersville Hill Safety Improvement: \$2,675,001. HSIP Funding

Mr. Cotter asked for a motion to recommend TIP Amendment #3 - PennDOT - Route 309 + Tilghman St. Interchange Reconstruction to the Coordinating Committee. Mr. Meyer made a motion to recommend TIP Amendment #3 to the Coordinating Committee, seconded by Mr. Alas. Mr. Cotter asked if there were any questions from members or the public, and there were none. Ms. Bradley called for a vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Proposed TIP Amendment #3 - PennDOT - Route 309 + Tilghman St. Interchange Reconstruction, as recommended by the Technical Committee. Mr. Hare made the motion to approve the Proposed TIP Amendment #3, seconded by Mr. Hopkins. Mr. Molchany asked if there were any questions from members. Mr. Molchany stated that it would be beneficial for the LVTS to be notified when large project changes, such as the Route 309 resurfacing project, come up as projects progress. Notifications would be beneficial to the committees and their decision-making process.

Mr. Molchany asked if there were any additional questions from the members. Mr. McClure asked why this change in funding was not included in the most recent TIP update. Ms. Ruth stated that the recent TIP update does reflect this increase, and the amount that is carried on the draft TIP (2025-2028) will be reflected on the current TIP (2023-2026). A large amount of this increase will be addressed by project slippage that was already occurring during the TIP update on projects that are on the draft TIP, so the funding needed to be reassigned. Mr. McClure asked for further clarification on why this increase was not included in the TIP already. Ms. Ruth stated that most of the money being moved now on the current TIP, not the draft TIP that was voted on in December 2023 by the LVTS. The programmed amount on the 2025-2028 draft TIP reflects this amendment. Mr. McClure asked for the bridge ratings of the bridges over Tilghman Street and Broadway. Mr. Vottero stated that both bridges are in fair condition.

Mr. Molchany asked if there were any additional questions from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried with most of the committee voting yay and Mr. McClure voting nay.

**INFORMATION ITEM: 2023 – 2026 Transportation Improvement Program (TIP) Administrative Actions**

Ms. Ruth stated that, from January 6 to February 9, 2024, there were two Interstate administrative actions and two District 5-0 administrative actions. Mr. Molchany asked if there were any questions from members or the public, and there were none.

**ACTION ITEM: Planning for All Adoption**

Ms. Milagio noted that Planning for All is the title for the LVTS' Title VI Program document, which encompasses documents and policies that demonstrate the LVTS' compliance with Title VI of the Civil Rights Act, as well as its commitment to equity and access in the region. Planning for All also includes the Public Participation Plan (PPP) and the Limited English Proficiency Plan (LEP Plan). Planning for All includes all threshold requirements of FTA Circular 4702.1B and has been reviewed by PennDOT's Bureau of Equal Opportunity, the Federal Highway Administration, and the Federal Transit Administration.

Ms. Milagio stated that Planning for All was out for public comment from December 27, 2023, to February 10, 2024. Physical copies of the drafts could be reviewed at the three city libraries and the offices of LANTA, the LVPC, and PennDOT District 5. The draft plans can also be found at [www.tinyurl.com/lvtsppp](http://www.tinyurl.com/lvtsppp) (Public Participation Plan) and [www.tinyurl.com/lvtslep](http://www.tinyurl.com/lvtslep) (Limited English Proficiency Plan). Comments could be made through emails to [planning@lvpc.org](mailto:planning@lvpc.org), calls 610-264-4544, or the virtual comment box at [www.tinyurl.com/P4AComments](http://www.tinyurl.com/P4AComments). Three public meetings were held to collect comments on the draft plans, and the list of comments and written responses were available in the meeting packet.

Mr. Cotter asked for a motion to recommend the Public Participation Plan to the Coordinating Committee for adoption. Ms. Bradley made a motion to recommend the Public Participation Plan to the Coordinating Committee for adoption by resolution, seconded by Mr. Meyer. Mr. Cotter asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to adopt the Public Participation Plan, as forwarded by the Technical Committee. Ms. Bradley made a motion to adopt the Public Participation Plan via the resolution in the meeting packet, seconded by Mr. O'Neil. Mr. Molchany asked if there were any questions from members or the public. Ms. Lysowski asked what efforts will be made to host meetings at a time more conducive to low-income individuals. Ms. Milagio noted that meeting timing is seriously considered when planning public comment periods, and different meetings are often planned for the morning, afternoon and evening timeframes. She added that in-person meetings are hosted in accessible facilities that are centrally located and accessible to transit. Ms. Bradley added that offering different options for meeting formats, whether virtual or in-person, has also been a consideration for accessibility during public comment periods. Mr. Molchany asked if there were any additional questions from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Cotter asked for a motion to recommend the Limited English Proficiency Plan to the Coordinating Committee for adoption. Ms. Bradley made a motion to recommend the Limited English Proficiency Plan to the Coordinating Committee for adoption by resolution, seconded by Mr. Meyer. Mr. Cotter asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to adopt the Limited English Proficiency Plan, as forwarded by the Technical Committee. Ms. Bradley made a motion to adopt the Limited English Proficiency Plan via the resolution in the meeting packet, seconded by Mr. O'Neil. Mr. Molchany asked if there were any

questions from members. Mr. Molchany commented that the two plans discussed in Planning for All would become parameters for future decision-making on transportation planning and investment. While justice issues have always been a priority for the LVTS, these plans will work with federal initiatives to ensure that funding is directed to areas that need it. Mr. Molchany asked if this was a correct summation of the two plans. Ms. Bradley stated that these plans are updates to existing plans, and they support the operations of the LVTS. The Justice40 regulations for investment of at least 40% of certain federal funds into disenfranchised communities is related to these plans, and applies more to the funding allocation strategy. The PPP + LEP Plan support engagement with all types of people in the region, and focuses particularly on better engagement with Justice40 communities. Mr. Molchany asked if Ms. Bradley believed that outreach efforts geared towards Justice40 and LEP communities will become more apparent through Ms. Milagio's continued community engagement efforts. Ms. Bradley said that she did. Mr. Molchany noted that continued outreach efforts within Justice40 communities should continue to be a priority to get information to individuals who have historically been passed over. Ms. Bradley added that the future location for the LVPC office will play an important role in that engagement, as the office is in a Justice40 community. Being more accessible to the public, especially to disadvantaged communities, will help with this engagement, along with the formalized operational procedures outlined in the plans.

Mr. Molchany asked if there were any additional comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Cotter asked for a motion to recommend Planning for All, the Title VI Program Document, to the Coordinating Committee for adoption. Mr. Meyer made a motion to recommend Planning for All, the Title VI Program Document, to the Coordinating Committee for adoption by resolution, seconded by Mr. Alas. Mr. Cotter asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to adopt Planning for All, the Title VI Program Document, as forwarded by the Technical Committee. Mr. Hare made a motion to adopt Planning for All, the Title VI Program Document, via the resolution in the meeting packet, seconded by Mr. Hopkins. Mr. Molchany asked if there were any questions from members or the public. Mr. Slingerland expressed his support for Planning for All, and said that it was a great way to put Justice40 into a local context for the region. Mr. Molchany asked if there were any other comments from the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

***INFORMATION ITEM: 2025 – 2028 Transportation Improvement Program Update***

Mr. Osei stated that currently, PennDOT, FHWA, and FTA are reviewing the draft TIP project. The start of an air quality conformity analysis is anticipated to begin on March 4, 2024, aiming for completion by March 18, including environmental justice considerations. The public comment period will begin April 8. The process involves in-person and virtual meetings throughout April, with the public comment period ending on May 8. Following reviews and approvals by the Technical and Coordinating Committees and a proposal for adoption in June, the regional TIP will be submitted to PennDOT in July, with anticipated federal approval by September for the 2025-2028 TIP to begin on October 1, 2024.

Mr. Molchany asked if the public comment opportunities were for the public to respond to the air quality and environmental justice analyses, or was it for the public to respond to the entire TIP. Ms. Bradley noted that all comments would be welcome during the public comment period, and that the air quality and environmental justice analyses must be completed before the TIP can go out for public comment. She reminded participants that the project list was developed over three public LVTS workshops that were held in December 2023. That project list is currently being checked for conformity with federal and state regulations. Mr. Molchany noted that public engagement efforts for this TIP will be particularly important because it will be the first TIP to which the Justice40 initiative applies. Mr. Molchany noted that regular updates on the TIP from the LVPC staff, PennDOT and FHWA will be helpful along the way, particularly from August to October when state and federal agencies review and tentatively approve the TIP. Ms.



Bradley agreed and added that schedule presented was intentional in showing the entire process. Mr. Molchany stated that the TIP is a large responsibility and allocation of funds, and that the LVTS will do what it needs to so that all the proper steps are taken.

Mr. Molchany asked if there were any further questions from member or the public. Ms. Shamberg added that FHWA will perform a detailed review in March to make sure the projects are eligible and there are no concerns. Mr. Molchany asked if there were any further comments from the public, and there were none.

**INFORMATION ITEM: Metropolitan Planning Organization Guide**

Mr. Osei shared that the Metropolitan Planning Organization (MPO) guide aims to enlighten residents, new members, and the public attending meetings about the planning process in the Lehigh Valley. It explains what an MPO is and clarifies the connection between the organization and regional planning efforts, fostering better understanding and engagement.

Mr. Osei noted that an MPO is a crucial entity recognized by the federal government to ensure that there is a collaborative process in place for transportation planning and project funding. It enables stakeholders, including the public and local officials, to have a say in how federal transportation dollars are allocated. The Lehigh Valley Transportation Study (LVTS) serves as the MPO for the Lehigh Valley, a designation it received in 1964. LVTS plays a pivotal role in shaping the region's transportation framework, prioritizing projects, and directing federal funding towards critical infrastructure developments, thereby facilitating efficient and sustainable transportation solutions for the community.

Mr. Osei stated that the LVTS meets the requirements of the US Code that established Metropolitan Planning Regulations, as well as applicable federal or state laws. The LVTS is also responsible for reporting and monitoring all the funding sources through the Transportation Improvement Program (TIP) which is how federal and state funds are utilized for projects across the region. When the LVTS was federally designated as an MPO in 1964, it took on the responsibility of preparing and enacting the TIP for the Lehigh Valley which is Lehigh and Northampton Counties. The LVTS supports and promotes community involvement, as public participation is critical to success of transportation planning, community outreach and public comments periods allow the citizenry of the Lehigh Valley to be able to be represented in development of reviews of plans and processes.

Mr. Osei said that the Lehigh Valley Transportation Study (LVTS) operates through two primary committees: the Technical Committee and the Coordinating Committee. The Technical Committee is responsible for the detailed evaluation of transportation planning and projects, providing expert analysis and recommendations based on technical criteria. This committee ensures that all proposals align with regional transportation goals and federal requirements. The Coordinating Committee, on the other hand, has the final say in the decision-making process. It reviews the recommendations from the Technical Committee and approves projects and policies. Both committees comprise voting members from Lehigh and Northampton Counties, the Mayors of Allentown, Bethlehem, and Easton, representatives from the Lehigh Valley Planning Commission (LVPC), Pennsylvania Department of Transportation (PennDOT) Central Office, PennDOT District 5, Lehigh and Northampton Transportation Authority (LANTA), and the Lehigh-Northampton Airport Authority (LNAA), ensuring a comprehensive representation of regional stakeholders in the transportation planning process.

Mr. Molchany asked if it would be possible to create a visual representation for what a project is and how a potential project moves through all the different requirements to be included on the TIP, and this could be helpful for municipal outreach. Ms. Bradley noted that the process is written in the MPO guide, but that she would check in with the LVPC Graphic Designer on the potential to create a graphic for outreach purposes. Mr. Molchany thanked her and said it could be an important tool for outreach both for comments on plans and submissions of projects. Mr. Molchany asked if there were any additional questions from members or the public, and there were none.

**INFORMATION ITEM: Federal Certification Review**

Ms. Shamberg provided an overview of the current Federal Certification Review. The LVTS is a Transportation Management Area (TMA), which is a metropolitan area with a population of 200,000 or more. Per federal regulations, FHWA and FTA are required to jointly review and certify the transportation planning process every four years. This certification process looks for compliance with all federal regulations, and it is an opportunity to go through the federally required transportation planning process. Previous LVTS certification reviews were conducted in 2008, 2012, 2016, and 2020, and the current review's certification and final report are due by June 25, 2024.

Ms. Shamberg reviewed the timeline for the 6-month review period. The LVTS was notified of the federal certification review in December, and submitted a variety of documents for the FHWA's desk review in January. Public engagement and board member engagement is occurring now through March, and a two-day site visit will be held on March 11 and 12. The site visit will include meetings with the MPO staff, LANTA, PennDOT District 5, PennDOT Central Office, FTA and the EPA. This will provide opportunities to ask questions and have dialogues on specific planning products. The final report will be issued in June.

Ms. Shamberg listed required planning products that have been or will be reviewed as part of the federal certification review: Unified Planning Work Program (UPWP), Congestion Management Process (CMP), Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Public Participation Plan (PPP), Limited English Proficiency (LEP) Plan, Title VI Program. She noted that the review also looks at performance based planning and programming, civil rights, safety, freight movement etc.

Ms. Shamberg shared the potential outcomes of the federal certification review. Types of findings from the review include commendations, recommendations and corrective actions. Certification actions as a result of the review include certified, certified with conditions (subject to addressing corrective actions), certified with conditions and restrictions, and not certified.

Ms. Shamberg stated that all LVTS members should have received an email from FHWA to schedule an optional one-on-one meeting with the federal review team, and those meetings are currently being scheduled. A public meeting will also be held on March 11 at 5 PM at the Fowler Center – 511 E 3<sup>rd</sup> St, Bethlehem, PA 18015, and there will be a virtual option. That public meeting will include a brief presentation of the planning process and certification reviews, and it will include time for public questions and comments. Ms. Shamberg will also accept public comments that are sent to her directly by email to [vanessa.shamberg@dot.gov](mailto:vanessa.shamberg@dot.gov) or by physical mail at 30 N 3<sup>rd</sup> St, Suite 700, Harrisburg, PA 17101. Comments may be submitted through March 20.

Mr. Molchany noted that the federal certification review is an important process that keeps FHWA, FTA and PennDOT aware of the region's needs and investments in the transportation grid. He said that the certification process includes an audit of LVTS documents with the LVPC staff, and that he was certain that FHWA would keep communication lines open to ensure that the LVTS addresses any improvements needed. Ms. Shamberg confirmed that this was true, and the process is typically more of a dialogue to go over preliminary findings from the desk review and other elements of the certification process. There will also be a debrief meeting scheduled within a week following the site visit to review findings before the report is drafted. Mr. Molchany reminded participants that LVTS' investments in the transportation grid are possible because of federal support, and he highlighted the importance of a positive certification process.

Mr. Molchany asked if there were any questions. Mr. Webber asked how the LVTS certification coordinates or integrates with the LVPC's review of PennDOT's Lehigh Valley rail study. Ms. Shamberg noted that the rail study is not included in this review. The focus of the federal certification review is the federally required planning products, which were reviewed earlier.

**DISCUSSION ITEM: Review of the Draft Priority Climate Action Plan on Transportation Decarbonization**

Ms. Myerov reminded participants that the staff completed the Priority Climate Action Plan (PCAP) and it was distributed to members and the public on February 9. This PCAP is a regional climate action plan focused on a specific sector of regional importance and has been prepared in accordance with the US Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) program guidance. The plan includes a list of strategies to mitigate the impacts of climate change by reducing greenhouse gas (GHG) emissions the transportation sector. The transportation sector was selected as the focus for this PCAP, as it was determined to be one of the largest sources of GHG emissions in the region. It is also the area where we can have the greatest impact because it gives us access to billions of dollars of state and federal decarbonization funding streams, many of them created through the Infrastructure Investment and Jobs Act and the Inflation Reduction Act.

Ms. Myerov shared that each measure includes supplementary information including specific targets and corresponding reductions, geography, implementation steps and implementing authorities. Also included is a specific analysis of the measure's impacts to the region's Low-Income and Disadvantage Communities and an analysis of the measures consistency with LVPC/LVTS plans and policies. Targets for each measure were developed in consultation with regional and state partners and reviewing LVPC/LVTS planning goals. Estimates were developed with consultant who utilized various models to generate the numbers included in the plan, and a description of the methods is included in the Appendix.

Ms. Myerov stated that Measure 1 is implementing bicycle corridor and pedestrian gaps projects. *Walk/RollLV: Active Transportation Plan* has identified bicycle commuting corridors, along with catalytic active transportation projects, which have the potential to serve high amounts of pedestrian and cyclist traffic. The city of Bethlehem was able to reference the Complete Broad Street catalytic corridor in their successful application for a federal Safe Streets for All Grant, which will provide approximately \$10 million for multimodal improvements along West Broad Street.

Ms. Myerov noted that Measure 2 reflects the action of increasing transit ridership, with targets based on discussion with Lehigh and Northampton Transit Authority (LANTA) officials. Increasing transit ridership is a proven strategy for decreasing transportation emissions, as it reduces the number of single occupancy vehicle trips and vehicle miles traveled. Transit routes connect population centers and corridors and provide for another mode of travel rather than driving a vehicle. This service is especially important for those who cannot afford the high cost of car ownership or are not physically able to drive. LANTA is in the process of upgrading bus station infrastructure, and as its Enhanced Bus Service program progresses, LANTA aims to improve bus frequency, expand the route network and coordinate with PennDOT and municipalities to install bus specific infrastructure to speed up service. Bus service improvements will not only benefit current riders but also attract new riders, which will take vehicles off the road and reduce emissions. In addition, bus service promotes the revitalization of the Lehigh Valley's urban core and encourages economic activity along route corridors.

Ms. Myerov stated that Measure 3 is to increase the deployment of alternative fuel vehicles of all types in the region from 2022 baseline figures. Transitioning to clean and sustainable fuel options/vehicles such as electric vehicles, fuel cell electric vehicles and biomass fueled vehicles is expected to drive most transportation emissions reductions in US (DOE, 2023). We aim to support federal and state initiatives to ease the cost burden of AFVs and switch fleets, and to connect eligible entities to funding programs that assist in these efforts. One example is the Bethlehem Area School District, which received a grant to operate electric school buses.

Ms. Myerov noted that Measure 4 is to increase the number and geographic distribution of alternative fueling stations in the region. Along with cost, lack of available fueling infrastructure is regularly cited as one of the largest hurdles facing widespread AFV adoption. Innovations in fueling technologies need to be paired with supporting alternative fueling infrastructure that is readily available and accessible to all users. There are federal initiatives to expand fueling infrastructure, such as the National Electric Vehicle Infrastructure program, which in its first round of projects has awarded funding for two charging locations,

both near Interstate 78 in Lehigh County. However, in addition to grant programs, additional public and private sector efforts will likely be needed to meet alternative fueling demand.

Ms. Myerov stated that Measure 5 is reimagining and retrofitting major transportation corridors, including Route 22, Route 33, Route 309, Route 378, Interstate 78 (I-78) and Interstate 476 (I-476 – Northeast Extension of the Pennsylvania Turnpike) to include additional green spaces, enhanced native and non-invasive landscaping and tree canopy and nature-based stormwater management practices.

Green infrastructure is an interconnected network of open spaces and natural areas, often used to manage stormwater, improve water and air quality, and reduce hazards to public health and safety. Examples include urban forests, parks, and natural drainage systems. Greening roadways can mitigate impacts of stormwater runoff, store carbon from tailpipe emissions, and create pollination corridors for native species. An example of areas that could benefit from these strategies is regional highway corridors, which often have invasive species or underdeveloped landscapes in right of ways and interchanges. These spaces provide an opportunity to be retrofitted with native species, sequestering carbon and promoting stormwater infiltration. When communities utilize and enhance their natural environmental assets as an integral part of their infrastructure, they can increase their ability to adapt to increasingly varied weather events.

Ms. Bradley shared that potential greening projects in available right of way along major corridors and estimated potential annual reductions have been estimated, should these measures be implemented. Consultation with PennDOT has begun to evaluate these greening opportunities, as well as stormwater management retrofits, energy saving light fixtures, enhancing commuter parking and intermodal facilities among other items. The idea is to reimagine the corridors, and the LVTS will be seeking funding for this project as part of the EPA's CPRG Implementation Grant program. The intent for the grant application is to apply for greening project funding along Route 22 and Route 33, and potentially Route 378. The application will fall into Tier B, which is for grant requests \$100-199 million. This is an excellent opportunity to implement the policy of the PCAP.

Ms. Myerov said that Measure 6 is implementing Intelligent Transportation Systems (ITS) technology to reduce congestion, support uniform traffic control standards and encourage trip planning technology applications for all modes of travel. For more efficient use of transportation resources and the reduction in vehicle miles traveled, transportation systems management strategies can be implemented locally and regionally. TSMO strategies focus on reducing congestion. For this measure, TSMO strategies are prioritized for regional highways and major corridors as outlined in the regional adopted plan transportation map. This includes - 207.3 miles of regional highways, 187.8 miles of major corridors. There are many examples of TSMO projects in the updated Long Range Transportation Plan and corresponding project list. These strategies include adaptive signal control, real-time traffic monitoring and dynamic lane usage to enhance flow. Additionally, ramp metering, incident management systems and integrated corridor management will be utilized to optimize roadway capacity and reduce bottlenecks, which can improve travel times and reduce emissions.

Ms. Myerov noted that potential greenhouse gas emission reductions resulting from the measures outlined in this plan are estimated at 321,000 metric tons of CO<sub>2</sub>e annually by 2050, a reduction from 2021 transportation sector emissions by nearly 12%. These measures, coupled with improvements in clean fuel technologies and other climate sector emission reduction measures will benefit communities, the environment, and the economy. Considering that the Lehigh Valley's population is projected to grow by 14.4%, job growth by 19% and Vehicle Miles Traveled (VMT) by 23% during this time, the actual reduction in emissions is much more significant as these occur even with continued regional population and job growth.

Ms. Myerov said that the EPA's timeline for the PCAP is to have the plan completed by March 1, 2024, and that deadline will be met. Once the priority climate action plan is completed, the implementation grant

applications for the \$4.6 billion pool of funding will be due April 1, 2024. We will then work on the comprehensive climate action plan (CCAP), which entails the development of a regionwide climate action plan that includes all emissions sectors. The regionwide comprehensive climate action plan will be adopted on or before June 2025. Concurrent with this plan is the updated long range transportation plan, which allocates funding, from now through 2050, for specific transportation projects that will reduce emissions. The opportunity to coordinate climate action through various related programs like these is unprecedented, and jump starts progress towards a low carbon future.

Ms. Bradley noted that, because of the Infrastructure Investment and Jobs Act (IIJA), additional Transportation Alternative Set-Aside (TASA) funding is available to the region. Carbon Reduction funds are also available, and Vulnerable Road User funding will become available 2029-2036. The PCAP will be the policy platform for the allocation of these and other funding sources through the LVTS. The funding for the PCAP was received because the Lehigh Valley is now one of the largest regions in the country. With growth anticipated in the region, the PCAP is an important opportunity to offset the impact of growth on the region's air quality. Because of its focus on transportation decarbonization, the Lehigh Valley PCAP primarily concentrates on air quality, but the measures and implementation projects proposed will provide additional benefits, including enhanced water quality and stormwater management.

Ms. Bradley noted that, as the recipient of the grant, the Lehigh Valley Planning Commission (LVPC) is currently reviewing the draft. The Environment Committee of the LVPC met yesterday and recommend that the LVPC forward this document to the EPA. The Transportation Committee of the LVPC will review the draft tomorrow evening, and the Full Commission of the LVPC will also review the draft tomorrow evening. All public comments will be collected from these meetings and the public workshop meeting, which Ms. Myerov will review, and will be addressed as needed before sending to the EPA by March 1. The PCAP will come back to the LVTS in March to begin the LVTS adoption process.

Ms. Myerov also invited participants to join the virtual WorkshopLV: Environment + Transportation discussion on the plan later that morning. Mr. Molchany noted that the PCAP and the implementation of its goals will be extremely important to the quality of life in the region moving forward. Residents of the region rely on the LVTS to support land, air and water quality, and the PCAP is an important opportunity to do that.

Mr. Molchany asked if there were any questions from members or the public. Mr. Webber stated that he appreciated the mention of intermodal facilities. Given the significant capital investment in existing rail infrastructure in the Lehigh Valley, he believes that rail should be included as an important component of the plan, perhaps more as it relates to long-range planning. He encouraged thinking about this for the CCAP. Ms. Bradley noted that the Lehigh Valley Passenger Rail Study is being led by PennDOT, is not yet completed and there should be more information on that next month. The EPA-funded PCAP needed to look at transportation decarbonization inside the region, and it could not include transportation to New York City or Philadelphia as part of the plan. Both elements contribute to why the upcoming study is not included in the PCAP.

## **New Business**

### ***INFORMATION ITEM: Unified Planning Work Program (UPWP)***

Ms. Oscavich stated that the draft one-year agreement for the period July 1, 2024 through June 30, 2025 was included in the meeting packet. The UPWP is a sub-agreement to the Master Agreement with PennDOT that outlines all the tasks and activities required by law for MPOs. This draft has incorporated comments from USDOT and PennDOT. It is of note that this agreement was in front of LVPC Executive Committee on Thursday, February 15th where it was reviewed and approved contingent upon any changes or comments LVTS will have on the workplan components of this agreement. The Executive Committee of LVPC is the board that reviews and approves all contracts for the LVPC staff work, and their meeting happened to fall before LVTS for this Month.

Ms. Oscavich said that this UPWP does not differ too much to the current UPWP. The Eastern PA Freight Infrastructure Plan is scheduled to end before this UPWP starts and therefore has been removed from this work program. LANTA also provided input and feedback on their activities so they can continue to receive planning funding.

Mr. Molchany asked for clarification on whether or not the both LVTS committees need to vote to approve the UPWP. Ms. Bradley said that the LVPC Executive Committee oversees all administrative contracts, so the LVTS vote is a ceremonial one. The LVPC Executive Committee had already voted to adopt the UPWP, pending any comments from both committees of the LVTS. She said it would be best for both committees to vote.

Mr. Cotter asked for a motion to recommend the Draft 2024-2025 Unified Planning Work Program to the Coordinating Committee. Ms. Bradley made the motion to recommend the Draft 2024-2025 UPWP to the Coordinating Committee, seconded by Mr. Meyer. Mr. Cotter asked if there were any questions from members or the public, and there were none. Ms. Bradley called for a vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Draft 2024-2025 Unified Planning Work Program, as forwarded by the Technical Committee. Ms. Bradley made the motion to approve the Draft 2024-2025 UPWP, seconded by Mr. O'Neil. Mr. Molchany asked if there were any questions from members or the public, and there were none. Ms. Bradley called for a vote, and the motion carried.

**INFORMATION ITEM: Lehigh Valley International Airport (LVIA) Update**

Mr. Meyer noted that LVIA currently has 15 nonstop destinations, with Allegiant serving most of those destinations. In 2023, LVIA had its highest passenger traffic activity since 2004, surpassing its pre-pandemic level. The website for LVIA now includes a feature to book travel details directly, FlyMyAirport. The new TSA checkpoint opened at LVIA in August 2023 and, since its opening, passenger processing has increased by 15%. The checkpoint also features a newly opened secure exit portal so TSA personnel are not needed for the tunnel.

Mr. Meyer stated that US Department of Transportation Secretary Pete Buttigieg visited LVIA twice, as the airport was the Bipartisan Infrastructure Law (BIL) Airport Terminals Program (ATP) grant project to be completed in the country. The building is also currently in the process of becoming LEED Gold certified. New concessions options have opened or will open in the terminal. Mr. Meyer reviewed the planned improvement projects for the next eight years at LVIA. These include the connector mentioned earlier, existing infrastructure maintenance and projects to generate additional revenue.

Mr. Meyer noted that 2023 was the fourth consecutive year of record growth for air cargo at the airport. LVIA received \$40.8 million INFRA (the National Significant Multimodal Freight + Highway Projects program) grant to support the Northside Logistics and Cargo Complex at LVIA. The project will consolidate various supply chain activities into one single location. The project aims to mitigate existing operational challenges including off-site truck staging and parking, and trucking to other ports which can add to congestion in the region. More details on the project will be announced in the next few months.

Mr. Meyer reviewed the proposed hotel development project, which is currently in the planning stages. Ultimately, LVIA is looking to relocate its entrance due to capacity, wayfinding and safety issues. LVIA secured two grants to begin work on relocating the entrance, hopefully later this year. Mr. Meyer also reviewed the Transportation Center project, which is currently in the preliminary planning stages. The project is looking to increase the airport's parking capacity to accommodate for the increase in service and the developments connected with the airport. The construction of this project is estimated to be completed in July 2028, when LVIA's forecasts show that the existing parking capacity will be tapped out.

Mr. Molchany stated that LVIA has become an important component of the Lehigh Valley, and federal and state recognition confirms its importance. Mr. Molchany asked if there were any questions from members or the public, and there were none.

### **Status Reports**

Mr. Molchany noted that the PennDOT District 5 Multimodal Transportation Fund and Transportation Alternative Set-Aside Projects report and the Monthly Traffic Report were included in the meeting packet. He asked Ms. Bradley or Mr. Hare to provide a brief update on the Passenger Rail Study.

Ms. Bradley stated that the Lehigh Valley Passenger Rail Study would be delivered to the LVTS by the end of March. Right now, staff are working with PennDOT to organize the release of the document and the public meeting associated with that release. More information will be provided over the next few weeks. Mr. Molchany asked if the public meeting would be a special meeting of the Coordinating Committee, or if it would be a general public meeting for PennDOT to release the report and the LVTS would review the study at a future meeting. Ms. Bradley stated that it would be a special meeting of the LVTS Technical Committee because the planning for the LVTS is done in the Technical Committee. The Coordinating Committee would be invited to participate in that discussion with PennDOT. Meeting logistics are currently being worked out with PennDOT. Mr. Molchany asked who the invitation would come from, and Ms. Bradley said that was to be determined. Mr. Molchany asked for confirmation that there would be an announcement made over the next several weeks about a meeting tentatively proposed by the end of March to provide the step-one report, provided by PennDOT. Following the release of that report, the LVTS will have many discussions and decisions to make on the next steps in this process. Ms. Bradley confirmed that this was true.

Mr. McClure asked why the special meeting would be held as a Technical Committee meeting with invitations extended to the Coordinating Committee, instead of a Joint Technical and Coordinating Committee meeting. Ms. Bradley stated that the study falls into the purview of the Technical Committee because it is the planning committee of the LVTS, and it considers all planning-related items before forwarding them to the Coordinating Committee. PennDOT requested that this meeting be held as a Technical Committee meeting, in accordance with the LVTS bylaws.

Mr. McClure stated that he understood that Joint Technical and Coordinating Committee meetings were held for ease of administration, but that there may also be reasons why Technical and Coordinating Committee meetings should be held separately. Mr. McClure asked for an explanation as to why the committees meet jointly. Ms. Bradley stated that the LVTS decided to hold joint meetings in 2018 to ensure coordination between the two committees. The Technical Committee meets more frequently than the Coordinating Committee. Mr. McClure noted that he appreciated the joint meetings for ease of administration was understandable, but it may be beneficial for the public if the two committees to meet separately, and for the Coordinating Committee to consider the Technical Committee's recommendations independent of the Technical Committee. Ms. Bradley noted that the decision to hold meetings jointly was not made by the LVPC, and joint meetings are not held for ease of administration. Mr. McClure noted that independent meetings may support more robust debate and support local the local decision-making authority of the counties and municipalities. Mr. Molchany noted that the comment is worth consideration and discussion at a future meeting. Ms. Bradley stated that the discussion would be added to an upcoming agenda, but that the length of meetings is unlikely to decrease because of changing regulatory requirements. Separate meetings would likely mean more time spent on LVTS business, and that coordination would need to occur with PennDOT District 5, PennDOT Central Office and LANTA, as staff support for the LVTS involves these organizations. Mr. Molchany noted that LVTS meetings are full of information because of regulatory requirements that ensure the LVTS maintains its federal certification, and that a future discussion would be necessary. Mr. McClure clarified that his comments were not directed at the length of the meetings, but rather at the Coordinating Committee's time to deliberate during the meetings.

Mr. Molchany asked if there were any other questions from members or the public, and there were none.

## **Public Engagement, Grants and Education**

### **INFORMATION ITEM: Public Engagement**

Mr. Assad shared that the last Morning Call column ran on February 4, and it focused on the newly updated Public Participation and Limited English Proficiency Plans, through the lens of how the region has become much more diverse over the past four decades. That column can be found at [mcall.com](http://mcall.com). The next column will focus on the Priority Climate Action Plan, and it will run on March 10.

Mr. Molchany asked if there were any questions from members or the public, and there were none.

Mr. Assad noted that the most recent Plan Lehigh Valley radio show aired February 5, and focused on the Public Participation and Limited English Proficiency plans, with Ms. Milagio and LVPC Senior Community Planner Jill Seitz as the guests. The 30-minute show offered a to talk about how 128,000 people in the region speak a language other than English and take a deep dive into what goes into making all plans, analysis and public meetings accessible to everyone. That show is streaming at [WDIY.org](http://WDIY.org), and the next show will air March 4 at 6:30 PM.

Mr. Molchany asked if there were any questions from members or the public, and there were none.

### **INFORMATION ITEM: Lehigh Valley Government Academy**

Mr. Hite reviewed virtual training opportunities coming up from the Local Technical Assistance Program:

- February 26: Stormwater Control Measures, 8 AM – 11 AM
- February 29: Introduction to Traffic Studies, 8 AM – 12 PM
- March 6: Municipal Stormwater Facilities, 8 AM – 12 PM
- March 12: Traffic Calming Course, 8 AM – 12 PM
- March 13: Traffic Calming Workshop, 8 AM – 10 AM

Registration is available at [www.gis.penndot.gov/ltap/](http://www.gis.penndot.gov/ltap/). Interested participants can also contact Mr. Hite or Ms. Milagio for help with registration.

Mr. Molchany commended Mr. Hite on his efforts to provide these technical assistance programs to the region, as the Lehigh Valley's participation in the LTAP program is one of the highest in the state. Mr. Molchany asked if there were any questions from members or the public, and there were none.

### **INFORMATION ITEM: PennDOT Connects 2024 Municipal Outreach Meeting**

Mr. Hite shared that, on May 16<sup>th</sup>, PennDOT Connects is providing an opportunity to interact with PennDOT, Planning Partners, and other municipalities in the area at the PennDOT District office or virtually from 1 to 3 pm. The meeting will provide an overview of PennDOT Connects Municipal Resources, as well as information on various additional programs and resources for municipalities. Participants will be encouraged to contribute their own experiences and to share their best practices in planning, land use, and project delivery.

Mr. Molchany stated that the PennDOT Connects program is a great opportunity for municipal and community outreach, and that outreach efforts on behalf of PennDOT Connects are appreciated. Mr. Molchany asked if there were any questions from members or the public, and there were none.

### **INFORMATION ITEM: Grants**

Mr. Dinkel reviewed open federal grant opportunities:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
  - Deadline: February 28, 2024.
  - Selections will be announced in June



- <https://www.transportation.gov/RAISEgrants/apply>
- <https://grants.gov/search-results-detail/351055>
- Bridge Investment Program's
  - "Planning" and "Bridge Project" categories
  - FHWA provided a Bridge Project Application Template and Planning Grant Application Template, and highly encourages applicants to use the templates for their applications.
  - Deadline: March 19, 2024
  - <https://grants.gov/search-results-detail/351567>
- Safe Streets and Roads for All (SS4A)
  - Deadlines for Planning: April 4, 2024 (for Round One); August 29, 2024 (for Round Two)
  - Deadline for Implementation: May 16, 2024
  - <https://www.transportation.gov/grants/SS4A>

Mr. Molchany asked if anyone could apply for these grants, or if there was a formal process for an application to be vetted through the LVTS. Ms. Bradley stated that municipalities or other eligible entities are welcome to apply. The LVTS often reviews applications for consistency with *FutureLV: The Regional Plan*, identifies matching funds for a specific grant through the TIP, and provides grant support in other, specific scenarios. Municipalities and other eligible entities know that they need to come to the LVTS for required information in their application, and this is a normal function of an MPO. Mr. Molchany noted that grant promotion is essential to provide fiscal relief to the TIP and the Long-Range Transportation Plan. There are many projects that fall outside of the region's fiscal capacity, and aggressively pursuing grant opportunities could increase this capacity. Ms. Bradley agreed with Mr. Molchany, and she noted that the LVPC is committed to promoting these opportunities. Mr. Molchany asked if the contact person on the LVPC staff for these grant opportunities would be Mr. Dinkel. Ms. Bradley stated that the contact person would vary based on the grant itself, but often the first point of contact for grant opportunities would be Mr. Assad or Ms. Milagio, who are members of the LVPC's communication team.

Mr. Molchany asked if there were any questions from members or the public, and there were none.

### **Adjournment**

Mr. Molchany stated that the next LVTS meeting would be a Technical Committee meeting to be held virtually on March 20, 2024 at 9 AM. The next Joint Technical and Coordinating Committee meeting would be held virtually on April 17, 2024, at 9 AM. Mr. McClure made a motion to adjourn, and the meeting was adjourned.

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway and Bridge Element

Technical Committee

TIP Modifications from February 10, 2024 through March 8, 2024

MPO Tech Meeting: March 20, 2024

MPO Coord Meeting: April 17, 2024

Administrative Action #1				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 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 (\$)							
Lehigh Race Street Intersection 1004 - 03S Lehigh County	57433	CON	Before	STP	581		365,270	10,452	0	0												375,722.00	Increase for supplement to cover shop drawing reviews under the consultant services agreement.				
			Before	STU			1,461,080																		1,461,080.00		
			Adjust	STP	581					10,884	2,721														13,605.00		
			After	STP	581			365,270	10,452		10,884	2,721													389,327.00		
Weaversville Curve Study 1009 - WCS Lehigh County	110071	STUDY	Before	STU																			0.00	Deobligation returned to region for reassignment.			
			Adjust	STP						(10,884)															(10,884.00)		
			After	STP																					0.00		
			Before	NHPP	581					42,436	10,609														53,045.00		
Gap Bridge Repairs 873 - 02B Lehigh County	107552	UTL	Adjust	NHPP	581																		(2,721.00)	Release funds due to phase not being needed.			
			After	NHPP	581					42,436	7,888														50,324.00		
			Before	NHPP	581																					0.00	
			After	NHPP	581					347,224																36,286,382.00	
<b>Statewide Administrative Action #1</b>				<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFYs 2027-2030 and Beyond</b>			<b>Total</b>	<b>Remarks</b>					
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 (\$)							
Bogert's Bridge Rehabilitation - BBR Lehigh County	118404	CON	Before	TAP						500,000			800,000										1,300,000.00	Cashflow to align funds with let date.			
			Adjust	TAP									(800,000)												0.00		
			After	TAP							1,300,000			0												1,300,000.00	
			Before	TAP					347,224			2,083,977			5,251,181											36,286,382.00	
TAP Reserve Line Item Central Office	60560	CON	Adjust	TAP																			0.00	Balancing source.			
			After	TAP																					0.00		
			Before	TAP					347,224			2,083,977			5,251,181										36,286,382.00		
			After	TAP					347,224			2,083,977			5,251,181										36,286,382.00		
<b>Interstate Amendment #1</b>				<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFYs 2027-2030 and Beyond</b>			<b>Total</b>	<b>Remarks</b>					
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 Berks County Line to SR 100 Patching 78 - 25M Lehigh County	120648	CON	Before	NHPP						0													0.00	Add project to Interstate TIP.			
			Adjust	NHPP									14,500,000												14,500,000.00		
			After	NHPP									14,500,000												14,500,000.00		
			Before	NHPP																						155,858,296.00	
Interstate Contingency Line Item Central Office	75891	CON	Adjust	NHPP																			(14,500,000.00)	Source.			
			After	NHPP																					141,358,296.00		
			Before	NHPP																						43,647,107.00	
			After	NHPP																						33,865,504.00	
<b>Administrative Action #2</b>				<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFYs 2027-2030 and Beyond</b>			<b>Total</b>	<b>Remarks</b>					
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 (\$)							
MacArthur Road Resurface 145 - 08M Lehigh County	96387	CON	Before	NHPP						0													0.00	Increase for bituminous paving overruns and island removal at Mechanicsville Rd intersection.			
			Adjust	NHPP																					667,000.00		
			After	NHPP																					667,000.00		
			Before	NHPP																						667,000.00	
LVTS Hwy & Bridge Reserve  Line Item Lehigh County	102201	CON	Before	BOF	185					923,288	82,640		113,744	54,730		1,164,417	164,945		38,856,960	29,101,191			70,461,915.00	Source.			
			Before	BRIP						319,104			1,437,840			5,097,524			62,784,000						69,638,468.00		
			Before	NHPP						5,508,808			105,130			17,842			36,323,745						41,955,525.00		
			Before	STP	581					361,688	398,028		161,873	92,433		55,576	70,562		26,682,878	37,687,905			65,510,943.00				
			Adjust	NHPP																						(667,000.00)	
			After	BOF	185						923,288	82,640		113,744	54,730		1,164,417	164,945		38,856,960	29,101,191				70,461,915.00		
			After	BRIP							319,104			1,437,840			5,097,524			62,784,000						69,638,468.00	
			After	NHPP							4,841,808			105,130			17,842			36,323,745						41,288,525.00	
<b>Statewide Administrative Action #2</b>	<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFY 2027 and Beyond</b>			<b>Total</b>	<b>Remarks</b>								
	Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)			Loc/Oth (\$)							
	Allentown Center Square - ACS Lehigh County	119989	CON	Before		581						0	0											0.00	State A-581 funds provided from the state Highway Reserve. OTH funds provided from the Allentown Neighborhood Improvement Zone Development Authority and is additional to the TIP and STIP.		
				Adjust		581																				5,050,000.00	
After					581																					5,050,000.00	
Before				NHPP	581																					47,162,531.00	
Highway Reserve Line Item Central Office	77786	CON	Adjust	NHPP	581																		(2,500,000.00)	Source.			
			After	NHPP	581																				44,662,531.00		
			Before	NHPP	581																					3,500,000.00	
			After	NHPP	581																					18,399,853.00	
<b>Administrative Action #3</b>				<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFYs 2027-2030 and Beyond</b>			<b>Total</b>	<b>Remarks</b>					
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 (\$)							
Williams Twp Canal Wall Replacement 611 - WCW Northampton County	79468	FD	Before	NHPP	581					342,576	85,644		0	0										428,220.00	Increase for revised H&H report and Section 4(f) documents.		
			Adjust	NHPP	581																					11,220.00	
			After	NHPP	581																						439,440.00
			Before	NHPP	581																						50,324.00
Gap Bridge Repairs 873 - 02B Lehigh County	107552	UTL	Adjust	NHPP	581																		(11,220.00)	Release due to phase not being needed.			
			After	NHPP	581																					39,104.00	
			Before	NHPP	581																						51,516,875.00
			After	NHPP	581																						18,547,016.00
<b>Before FFY Totals</b>						2,150,880	450,914	10,452	91,627,422	6,554,408	0	51,516,875	18,547,016	0	68,804,863	19,442,942	0	164,647,583	66,789,096	0	490,542,451	Actions do not affect the project delivery schedules or air quality conformity.					
<b>FFY Adjustment Totals</b>						0	0	0	0	0	2,550,000	0	0	0	0	0	0	0	0	0	0		2,550,000				
<b>After FFY Totals</b>						2,150,880	450,914	10,452	91,638,306	6,554,408	2,550,000	51,516,875	18,547,016	0	68,804,863	19,442,942	0	164,647,583	66,789,096	0	493,103,335						

NOTES: \*\*\* Non-zero Adjustment Total due to NIZ Development Authority contribution.

## MEMORANDUM

**DATE:** March 13, 2024  
**TO:** LVTS Technical and Coordinating Committees  
**FROM:** Brian Hite, Transportation Planner  
**CC:**  
**REGARDING** 2023-2023 Transportation Improvement Program Revisions

On June 15, 2022, the Lehigh Valley Transportation Study adopted procedures for revisions to the 2023-2026 Transportation Improvement Program. There are two types of revisions typically performed to alter the TIP, Administrative Modifications and Amendments in accordance with 23 CFR §450

An Administrative Modification is a minor revision to the 2023-2026 LVTS TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or LVTS TIP placement of the federally-funded Statewide Program.
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure;
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the thresholds established above. (A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project);
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item but does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution.
- Utilizes less than \$2 million in federal funds

Administrative Modifications do not require federal approval, nor do they need LVTS approval.

The Allentown Center Square project focuses on the rehabilitation of Center Square, focusing on significant traffic and pedestrian improvements at the intersections of Hamilton Street and 7th Street (State Route 145), as well as Linden Street and 7th Street (State Route 145), within the City of Allentown, Lehigh County. It's crucial to highlight that this project has been classified

as an administrative action, rather than an amendment, in accordance with the 2023-2026 LVTS TIP revision procedures. This decision stems from the project's funding structure, which relies entirely on state or non-federal funding sources. Consequently, this project meets the criteria for being added as a project from a funding initiative or line item, thereby bypassing the procedural requirements typically necessary for amendments, including exceeding the two million dollar threshold since it is solely state funded.

**DATE:** March 20, 2024  
**TO:** LVTS Technical and Coordinating Committee Members  
**FROM:** Evan Gardi, Transportation Planner  
**CC:**  
**REGARDING:** Lehigh & Northampton Airport Authority (LNAA), INFRA Grant

LVTS Members,

Since our last meeting, there has been an update on the Lehigh & Northampton Airport Authority's Infrastructure for Rebuilding America (INFRA) Grant. LNAA was awarded \$40,798,046 for the ABE Airport Northside Logistics & Cargo Complex by the US Department of Transportation.

The project will construct a consolidated multimodal cargo facility at Lehigh Valley International Airport (LVIA) with connectivity to local arterial roads such as Airport Rd. and nearby US Route 22, part of the National Highway System. The facility will include a dedicated access road and intersection improvements on Airport Rd.; a cargo building and a direct truck to aircraft loading operations area alongside the runway; and stormwater infrastructure enhancements. The project will also redevelop and modernize existing infrastructure, bringing it to a state of good repair. The project also creates a safe truck parking area, as an alternative to the current practice of parking off-site in unauthorized nearby locations. The new development aims to be an alternative to congested air cargo hubs in Philadelphia, New York, and New Jersey, to help with increasing demand from a growing freight industry. The project is also expected to create employment opportunities for nearby underserved communities.

Lehigh & Northampton Airport Authority is working with the US Department of Transportation (USDOT) on a grant agreement, from which the INFRA funding must be added to the current 2023-2026 Transportation Improvement Program (TIP), as well as the Draft 2025-2028 TIP. The addition of the INFRA grant to the TIP must be acted on for LNAA to receive the funding. It is recommended that the LVTS Technical Committee recommend this addition as an amendment of the current and draft TIPs.

**Resolution No. 03-20-24-A**  
**OF THE TECHNICAL COMMITTEE OF THE**  
**LEHIGH VALLEY TRANSPORTATION STUDY**  
**PRIORITY CLIMATE ACTION PLAN**

- WHEREAS,** The Lehigh Valley Transportation Study (“LVTS”) was created in 1964 to serve as the Metropolitan Planning Organization for the Lehigh Valley pursuant to Title 23 of the United States Code and to implement provisions of the Infrastructure Investment and Jobs Act, among other federal statutes; and
- WHEREAS,** The Lehigh Valley Planning Commission (LVPC) is organized by the Counties of Lehigh and Northampton to promote the health, safety, and general welfare of the two-county region in accordance with the provisions of the Pennsylvania Municipalities Planning Code, Pennsylvania Stormwater Management Act of 1978, among other statutes both state and federal; and
- WHEREAS,** The LVTS and the LVPC share a staff, office and other operational resources administratively managed by the LVPC Executive Committee and LVPC Administration; and
- WHEREAS,** Section 60114 of the Inflation Reduction Act authorized the US Environmental Protection Agency (EPA) under the Climate Pollution Reduction Grants (CPRG) program to provide \$5 billion in grants to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing greenhouse gas emissions and other harmful air pollution; and
- WHEREAS,** CPRG is a two-phase program providing \$250 million for noncompetitive planning grants to the largest metropolitan areas in the US, and approximately \$4.6 billion for competitive implementation grants; and
- WHEREAS,** The LVPC received a \$1 million EPA Planning Grant to develop a Priority Climate Action Plan by March 1, 2024, and a Regional Climate Action Plan by June 2025 for the Allentown-Bethlehem-Easton PA/NJ Metropolitan Statistical Area (MSA), which includes Warren County, NJ and Carbon County, PA in addition to Lehigh and Northampton Counties, PA; and
- WHEREAS,** LVPC chose to focus Priority Climate Action Plan efforts on the sector with the fastest growth in greenhouse gas emissions, transportation, and partnered with the LVTS, as the region’s transportation planning board to complete the effort; and
- WHEREAS,** LVTS along with the LVPC, have prepared a regional Priority Climate Action Plan focused on decarbonization of the transportation sector in accordance with EPA’s CPRG program guidance; and
- WHEREAS,** LVTS/LVPC utilized the open, inclusive, public WorkshopLV: Environment and Transportation to discuss, guide and draft priorities. Workshops included residents, businesses, and a variety of partner organizations, agencies, and authorities, who worked to create the *Lehigh Valley Priority Climate Action Plan*; and

**WHEREAS,** LVTS/LVPC also, met with Carbon County, PA and Warren County, NJ to engage in the development of the *Lehigh Valley Priority Climate Action Plan*; and

**WHEREAS,** The intent of the *Lehigh Valley Priority Climate Action Plan* is to reduce transportation related emissions, improving air-quality and improving human and environmental health. This broad goal is consistent with *FutureLV: The Regional Plan*, *Walk/RollLV: Active Transportation Plan*, *Northampton County Livable Landscapes Plan*, *Lehigh County Livable Landscapes Plan*, Lehigh, and Northampton Transportation Authority's (LANTA) *Moving LANTA Forward Regional Transit Plan* and LANTA's *Enhanced Bus/Bus Rapid Transit* planning; and

**WHEREAS,** *Lehigh Valley Priority Climate Action Plan* is consistent with the LVTS and LVPC adopted resolutions to include Health in All policies (Resolutions 9-19-19-A and 10-2-19-B, respectively) and LVTS Vision Zero policy (Resolution 11-15-23-B); and

**WHEREAS,** Improving green infrastructure is a critical measure of the *Lehigh Valley Priority Climate Action Plan* and U.S. Route 22, 33, 309, and 378, as well as, the 33 Park and Ride Multimodal Facility offer some of the greatest opportunity to sequester carbon utilizing natural systems services; and

**WHEREAS,** The LVPC in partnership with the Pennsylvania Department of Transportation wish to apply for CPRG Implementation funding for the US Route 22, 33, 309, 378, Park and Ride Multimodal facilities green infrastructure project by the April 1, 2024 EPA deadline.

**NOW, THEREFORE, BE IT RESOLVED,** that the LVTS Technical Committee recommends adoption of the *Lehigh Valley Priority Climate Action Plan* as its official transportation decarbonization policy plan; and

**FURTHERMORE, BE IT RESOLVED,** that the LVTS Technical Committee, supports the LVPC and Pennsylvania Department of Transportation Coalition's, application to the EPA for a Climate Pollution Reduction Implementation Grant to invest in the improvement of the region's environment through transportation decarbonization.

**FURTHERMORE, BE IT RESOLVED,** that the LVTS Technical Committee, through our transportation planning work agree to support the LVPC and Pennsylvania Department of Transportation Coalition and provide necessary data, analytics, planning and on-call support as Metropolitan Planning Organization partner.

Adopted by the Lehigh Valley Transportation Study on the 20th day of March 2024.

## LEHIGH VALLEY TRANSPORTATION STUDY

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Brendan Cotter, Chair  
Technical Committee

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Ryan Meyer, Vice Chair  
Technical Committee

ATTEST:

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Becky A. Bradley, AICP, Secretary,  
LVTS Technical and Coordinating Committees



February 20, 2024

Dear Planning Partners:

On December 7, 2023, the Federal Highway Administration (FHWA) published a [final rule](#) establishing a measure for assessing the performance of the National Highway System (NHS) related to greenhouse gas (GHG) emissions. The final rule became effective on January 8, 2024.

The new rule requires State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations (MPOs) to establish declining carbon dioxide (CO<sub>2</sub>) targets for the GHG measure and report on progress toward the achievement of those targets. State DOTs and MPOs have flexibility to set targets that are appropriate for their communities and work for their respective climate change and other policy priorities, as long as the targets aim to reduce emissions over time. Consistent with other national performance measures including the reliability measures, the Pennsylvania Department of Transportation (PennDOT) has determined that RPOs must also establish targets for the GHG measure for their respective regions.

The first Performance Period for this measure started on January 1, 2022 and extends 4 years. PennDOT is required to establish and report the 4-year target for this measure in the **State Initial GHG Report** that was submitted to FHWA on February 1, 2024.

PennDOT's Center for Program Development and Management (CPDM) will be facilitating a [March 12 work session](#) to provide more information on the MPO/RPO target setting process and to review the methods and data used to set the state targets. Additional support can be provided upon request. The MPO/RPO targets are required in two formats:

- **Target for the metropolitan planning area (Applies to all Pennsylvania MPOs and RPOs).**
  - Due: July 30, 2024 (180 days after submission of the State Initial GHG Report). Expectations are that targets will be adopted by each MPO/RPO by that date.
  - Target Options:
    - Adopt the statewide target (e.g. -5% GHG emissions on NHS from 2022-2025), or
    - Develop a unique target for the NHS in the region

- Baseline (2022) GHG emissions for the NHS must be estimated within the region, even if adopting the statewide target.
  - MPOs/RPOs should coordinate with the Center for Program Development (CPDM) on data and methods for developing targets and baseline values.
- Target(s) for CENSUS urbanized areas covered by multiple MPOs (Applies to select MPOs).**
- The final list of MPOs who will be required to set additional urbanized area targets will subsequently be provided by FHWA through the release of an applicability determination for the GHG performance measure. At this time, PennDOT is anticipating the following urbanized areas will require a GHG target:
 

<ul style="list-style-type: none"> <li>- Pottstown, PA</li> <li>- Bloomsburg, PA</li> <li>- Hanover, PA</li> <li>- Hazleton, PA</li> <li>- Lebanon, PA</li> <li>- Allentown, PA-NJ</li> </ul>	<ul style="list-style-type: none"> <li>- Reading, PA</li> <li>- Berwick, PA</li> <li>- Harrisburg, PA</li> <li>- Lancaster, PA</li> <li>- Philadelphia, PA-NJ-DE-MD</li> <li>- East Stroudsburg PA-NJ</li> </ul>
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  - Due Date will vary by urbanized area:
    - July 30, 2024, for urbanized areas entirely in Pennsylvania.
    - Date not yet determined for urbanized areas that include other states, the due date is 180 days after the last state establishes their target. At this time, PennDOT is not aware of the schedule of other state submissions.
  - Target Options:
    - Must develop a unique target for the NHS in the urbanized area.
  - Baseline (2022) GHG emissions for the NHS must be estimated for the urbanized area
  - All MPOs encompassed by the urbanized area must coordinate on the development of the targets and baseline values. FHWA's forthcoming applicability tables will clarify which MPOs must be included in the coordination for each urbanized area.
  - Upon release of the FHWA applicability tables, PennDOT will also be working with MPOs/RPOs to update the written provision agreements that formally identify the procedures and consultation related to the GHG measure.

To ensure compliance with 23 U.S.C. §134, please respond to this letter by selecting an option for the GHG measures below before July 30, 2024.

**Please select one of the following options for GHG metropolitan planning area measure:**

- The MPO/RPO decision-making body agrees to support the state GHG targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets.

See **Attachment** enclosures for statewide baseline and target values for the 2022-2025 performance period.

- The MPO/RPO decision-making body commits to establishing their own quantifiable targets for the 2022-2025 performance period and has attached their methodology. MPOs/RPOs that establish their own targets will report the methodology used to develop them and the target and baseline values adopted by the MPO/RPO.

**Please select one of the following options for GHG urbanized area measure:**

- The MPO agrees to coordinate with all MPOs covering an urbanized area provided in FHWA's applicability tables (forthcoming at time of this letter) in support of defining a GHG performance measure target.
- The urbanized area measure requirements do not apply to our MPO/RPO.

Concurrence: \_\_\_\_\_ Date: \_\_\_\_\_  
*Authorized MPO/RPO Spokesperson*

Should you have any questions, please contact Michael D Rimer, AICP, Transportation Planning Manager, at 717.836.3433 or via email at [mrimer@pa.gov](mailto:mrimer@pa.gov).

Sincerely,

*Brian D. Hare*

for Kristin A. Mulkerin  
Deputy Secretary for Planning

Sincerely,

*Michael W. Rebert*

Michael W. Rebert, P.E.  
Deputy Secretary for Highway Administration

*Enclosure*

**SR 145 over Jordan Creek Bridge Replacement (C-C. Frey)  
City of Allentown and Whitehall Township, Lehigh County  
MPMS 110076 – est. let April 1, 2026**

- Coordination continuing with LANta regarding their bus stops and Enhanced Bus Service (EBS) project
- Coordination initiated with the municipalities regarding the Jordan Creek Greenway Trail but on hold until temporary impacts fully established for stream rehabilitation work
- Design team continuing to work on Preliminary TCP submission, including operational analysis of adjacent intersections during each stage
- Field meeting held with PADEP and PAFBC to discuss stream rehabilitation measures to be installed in conjunction with the bridge replacement and their limits. Design team conducting H&H analysis on up to 4 scenarios. Final TS&L and geotechnical investigations on hold until preferred alternative established with PADEP and PAFBC
- Currently, all preliminary engineering plans and reporting are scoped to be included with US 22 Widening in anticipation of the projects being packaged together for construction, which is no longer feasible with the US 22 breakout project delivery approach. Supplement needed to establish scope for a free-standing project

**SR 378 Hill to Hill Bridge Rehabilitation over Lehigh River (C-B. Teles)  
City of Bethlehem, Lehigh and Northampton Counties  
MPMS 93630 – est. let July 24, 2025**

- ROW progressing
- Lighting progressing
- Coordination with Norfolk Southern continues
- Preparing package for PUC field meeting
- Utility meeting held January 26, 2024, other coordination continues
- Boring Contract #1 ongoing under the bridge, boring Contract #2 award progressing
- Traffic Coordination continues for staging, signals and pedestrian crossings
- Additional traffic data collection initiated
- Permit related activities continue, pre-application Meeting with agencies held February 12, 2024
- Stormwater Management activities progressing
- Let date changed from February 27, 2025 to allow time for ROW and permitting

**SR 873 over Lehigh River – Gap Bridge Repairs (C-J. Crawford)  
Washington Township, Lehigh County and Lehigh Township, Northampton County  
MPMS 107552 – est. let July 11, 2024**

- Norfolk Southern Railroad 90% plans review received January 17, 2024, 100% plans submitted February 24, 2024
- Latest bridge inspection completed January 16, 2024 – final structure plans being updated to incorporate
- Final ROW negotiations ongoing, all property owners have settled except Norfolk Southern
- GP-11 Permit submitted to DEP December 4, 2023, technical review due March 13, 2024
- Constructability and final plans check review completed December 14, 2023 – final PS&E being prepared

**Lower South Main St (SR 1015) over Martins Creek (C-M. Mignella)  
Washington Township, Northampton County  
MPMS 85930 – actual let November 2, 2023**

- Awarded to Grace Industries, Inc. on November 15, 2023
- Notice to Proceed issued on December 18, 2023
- Anticipated completion is November 4, 2024

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

**Whitehall Township, Lehigh County**

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

- Phase I ESAs approved May 7, 2023; phase II/III ESAs will be completed in Final Design
- 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, coordination with NBMA to be initiated in May 2024
- Virtual public plans display on PennDOT’s website tentatively scheduled for May 2024
- TS&L approved on January 24, 2024
- Supplement needed to implement FHWA-mandated environmental justice population communication strategies and expanded environmental clearance documentation needs due to the number of proposed relocations

**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**

- NTP issued for PE on September 15, 2023
- Survey and wetland studies are completed

**Church Road (SR 1016) over Trib to Little Bushkill Creek (C-E. Berg)**

**Plainfield Township, Northampton County**

**MPMS 12106 – est let June 10, 2027**

- NTP issued for PE on September 19, 2023
- NOITE letters sent November 8, 2023
- Field Survey completed January 22, 2024

**Raubsville Road (SR 2006) over Freys Run (M. Patel)**

**Williams Township, Northampton County**

**MPMS 109914– est. let September 26, 2024**

- Permit application pending DEP Technical review since 8-21-2023 due to District Permit review Priorities/ DEP workload issue
- Final Structure Plan designer addressing District comments
- Utility coordination, designer need supplement to complete ongoing utility task
- Final ROW plan approved on June 5, 2023, ROW acquisition on schedule

**Fish Hatchery Road (SR 2010) over Little Lehigh Creek (C-M. McGuire)**

**City of Allentown, Lehigh County**

**MPMS 119933 – est let July 29, 2027**

- NTP issued for PE on September 11, 2023
- Survey and wetland studies are completed
- Lead based paint inspection completed (no lead based paint)

**Powder Valley Road (SR 2025) over Indian Creek (C-J. Crawford)**

**Upper Milford Township, Lehigh County**

**MPMS 109237 – est. let March 13, 2025**

- Meeting held with DEP February 6, 2024, DEP is reviewing 2D H&H results
- TS&L and subsequent preliminary engineering submissions to be submitted after meetings

**Hecktown Road (SR 2027) Bridge over Route 22 (C-R. Himmelwright)  
Bethlehem Township, Northampton County**

**MPMS 89614 – est. let August 21, 2025**

- Final E&S Plans approved January 29, 2024
- Final SPM Plans approved February 5, 2024
- Right of Way acquisition in progress
- Final MPT Plans in progress
- Let date changed from August 22, 2024 due to geotechnical issues uncovered by structure borings

**Farmersville Road (SR 2029) Bridge over Route 22 (C-M. McGuire)  
Bethlehem Township, Northampton County**

**MPMS 71707 – est. let August 22, 2024**

- Right of Way acquisition is in progress
- Utility re-designs in progress
- Structure Foundation Report in progress
- Final MPT and Signing and Pavement Markings in progress
- Final Erosion and Sediment Pollution Control plans completed

**Limeport Pike (SR 2029) over Hosensack Creek (C-M. Fallon)  
Lower Milford Township, Lehigh County**

**MPMS 119936 – est let April 22, 2027**

- NTP issued for PE on September 8, 2023
- Survey and wetland studies are completed

**Newburg Road (SR 3020) over Trib Monocacy Creek (C-E. Berg)  
Lower and Upper Nazareth Townships, Northampton County**

**MPMS 85940 – actual let October 5, 2023**

- Awarded to Richard E. Pearson Construction Co., Inc. on October 19, 2023
- NTP issued November 14, 2023
- Anticipated completion date December 31, 2024

**Meadows Road (SR 7210) Bridge (C-M. McGuire)  
Lower Saucon Township, Northampton County**

**MPMS 12286 – actual let February 29, 2024**

- GP-11 permit issued on January 23, 2024
- Final Structure Plans approved on January 21, 2024
- Project advertised for construction on January 30, 2024
- Project let on February 29, 2024 to the low bidder of Kinsley Construction, Inc.

**South Walnut Street (SR 7408) Bridge over Trout Creek (C-J. Besz)**  
**Slatington Borough, Lehigh County**  
**MPMS 94680 – est. let December 12, 2024**

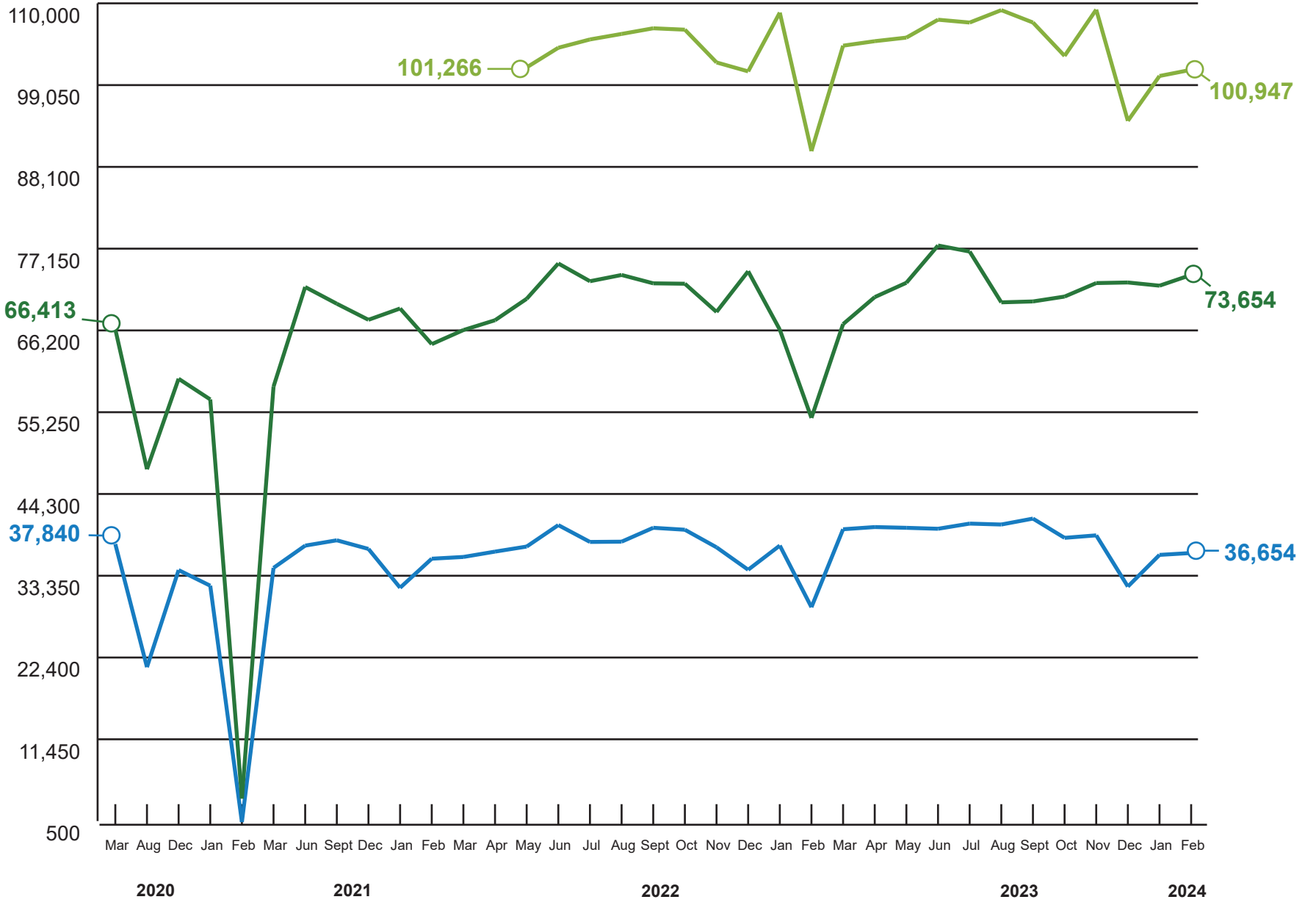
- ROW acquisition continues
- The Pre-Final MPT was submitted, reviewed, and returned as REVISE AND RESUBMIT; revisions are ongoing
- The Structure Foundation Report was submitted, returned as REVISE AND RESUBMIT; revisions are ongoing
- Development of the Final Structure Plans continues
- Development of the Highway Lighting Plans is ongoing
- Development of the Pavement Marking & Signing Plan is ongoing
- Utility coordination continues
- Drainage design continues
- The Joint Permit Application was submitted to PADEP on November 9, 2023, and is under review; it was deemed administratively complete on February 6, 2024
- Preparation of the Erosion and Sediment Control Plan is ongoing
- Section 106 Consulting Party coordination for development of mitigation measures continues

<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



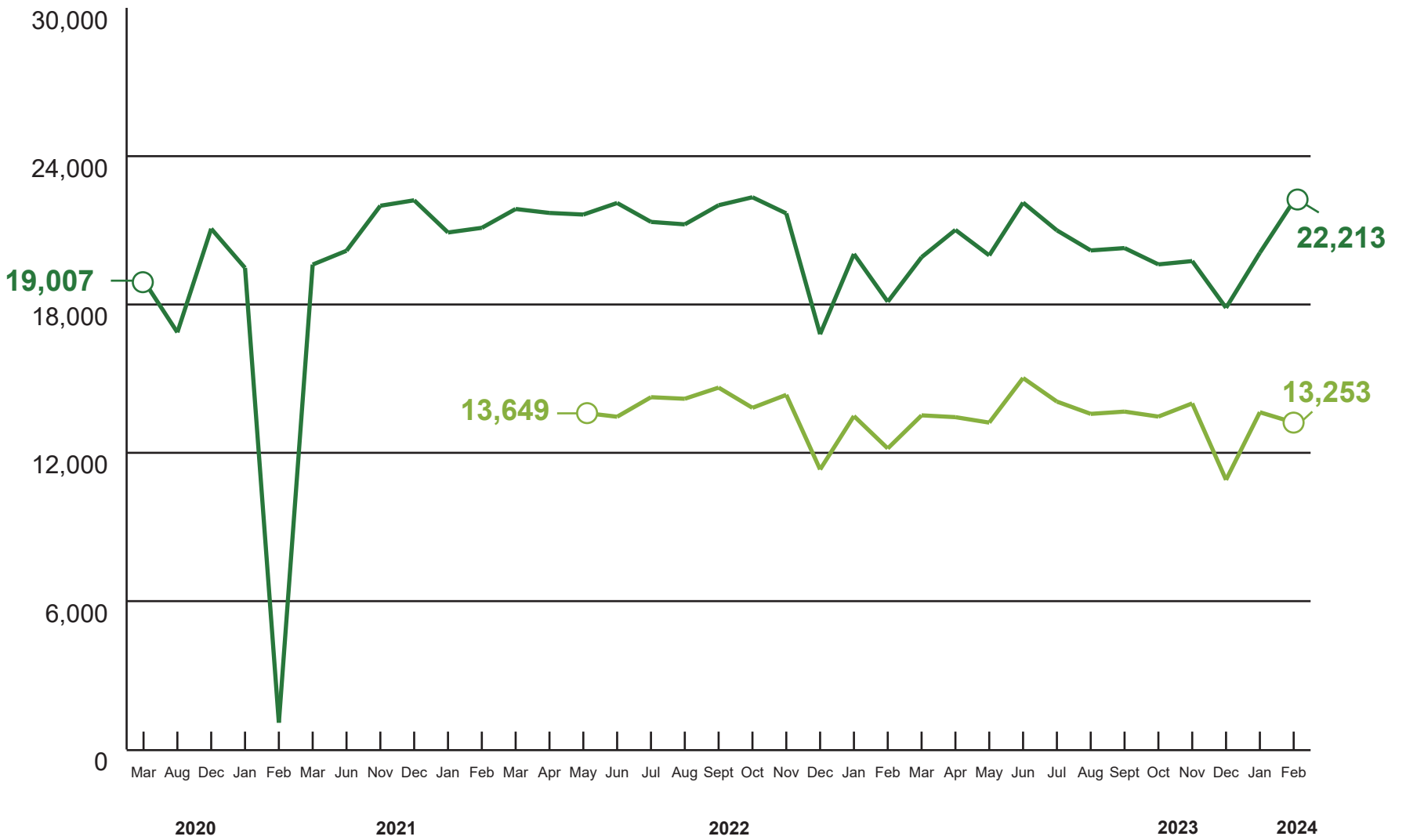
# TOTAL VEHICLE TRAFFIC

**INTERSTATE-78** Just east of the State Route 309 exit (Lehigh County) **STATE ROUTE 309** Just south of State Route 378 (Lehigh County) **STATE ROUTE 22** between Airport Road and Lehigh River Bridge (Lehigh County)



# TOTAL TRUCK TRAFFIC

**INTERSTATE-78** Just east of the State Route 309 exit (Lehigh County) **STATE ROUTE 22** between Airport Road and Lehigh River Bridge (Lehigh County)



## MEMORANDUM

**DATE:** March 13, 2024  
**TO:** LVTS Technical and Coordinating Committees  
LVPC Commission  
**FROM:** Brian Hite, Transportation Planner  
**CC:**  
**REGARDING:** Monthly Traffic Monitoring Report

The Lehigh Valley Planning Commission (LVPC) staff conducts approximately 100 traffic counts per year under contract with the Pennsylvania Department of Transportation. Additionally, PennDOT has installed and maintains several continuous traffic monitoring stations across the Lehigh Valley that are permanent at their location and collect data 24 hours a day all year long.

Since the beginning of the COVID-19 pandemic, in March of 2020, the LVPC staff has been reporting on a monthly basis the fluctuations in traffic volumes as a result of the pandemic and in the past year the recovery back to the “new normal” of traffic volumes at our continuous counters.

The attached graphic illustrates the last Tuesday of the month traffic volumes for overall vehicles as well as a graphic the shows the larger vehicles classified as “trucks”. Because automatic vehicle traffic counters have difficulty distinguishing from large pickup trucks and SUVs, these two types of vehicles may be combined into the passenger vehicle category depending on the characteristics. We generally distinguish between passenger vehicles and commercial vehicles by identifying vehicles over 1 ton in license registration as commercial.

In February 2024 there were three continuous traffic counters in operation providing the following data:

- Route 22 between Airport Road and the Lehigh River Bridge in Hanover Township
  - 100,947 vehicles with 13,253 of those being trucks
- Interstate 78 between Route 309 and the Lehigh and Northampton County boundary line in Upper Saucon Township and Lower Saucon township:
  - 73,654 vehicles with 22,213 of those being trucks
- Route 309 just North of Coopersburg and South of East Passer Road in Upper Saucon Township
  - 36,654 vehicles (*this location is unable to identify types of vehicles*)

The following two continuous counters are currently out of service for maintenance repairs or due to construction of the roadway:

- Route 33 South of Route 248 and North of Newburg Road in Lower Nazareth Township
- Interstate 78 between Route 33 and Morgan Hill Road, the last exit in Pennsylvania East bound in Williams Township

For the March 2024 Traffic Monitoring Report, the LVPC staff is also providing traffic count data recorded in 2023 at select regional traffic count locations of short-term durations utilizing mobile traffic counters conducted by the LVPC staff in coordination with PennDOT, contracted PennDOT vendors. Also included is data provided by the Delaware River Joint Toll Bridge Commission (DRJTBC) and the Pennsylvania Turnpike Commission.

There are different data collection methods and reporting timeframes for data by the various agencies, such as the Pennsylvania Turnpike providing data on a monthly basis, DRJTBC provides yearly data and PennDOT with the LVPC staff providing average annual daily traffic data.

**Average Annual Daily Traffic by the LVPC / PennDOT:**

- Interstate 78 between Adams Road at Route 100 in Upper Macungie Township
  - 52,361 total vehicles per day (32,753 cars – 19,608 trucks)
- Interstate 78 between Route 22 and Route 309 in Upper Macungie Township
  - 39,528 total vehicles per day (26,653 cars – 12,875 trucks)
- Interstate 78 between Route 412 and Route 33 in Lower Saucon Township
  - 68,815 total vehicles per day (51,246 cars – 17,569 trucks)
- Route 33 between the Tatamy exit and Route 191 in Stockertown Borough
  - 80,583 total vehicles per day (71,168 cars – 9,415 trucks)
- Route 378 between 8<sup>th</sup> Avenue and Schoenersville Road in Bethlehem City
  - 45,081 total vehicles per day (42,991 cars – 2,090 trucks)
- Route 222 between Krocks Road and Interstate 78 in Lower Macungie Township
  - 50,767 total vehicles per day (47,405 cars – 6,362 trucks)

**2023 Overall Yearly Traffic by the DRJTBC:**

- Interstate 78 Bridge over the Delaware River in Williams Township
  - 11,010,667 total vehicles (7,771,357 cars – 3,239,310 trucks)
- Route 22 Easton – Phillipsburg Bridge in Easton City
  - 5,390,745 total vehicles (5,027,583 cars – 363,162 trucks)
- Northampton Street “Free Bridge” in Easton City
  - 4,998,463 total vehicles (*this location is unable to identify types of vehicles*)
- Route 611 Portland – Columbia Bridge in Portland Borough
  - 1,348,390 total vehicles (1,248,836 cars – 135,554 trucks)

**December 2023 overall traffic by the Pennsylvania Turnpike Commission:**

- Interstate 476 (Pennsylvania Turnpike Northeast Extension) in South Whitehall Township
  - Exiting Interstate 476 to Route 22
    - 548,883 total vehicles (423,734 cars – 125,149 trucks)
  - Entering Interstate 476 from Route 22 and Tilghman Street
    - 560,586 total vehicles (429,241 cars – 125,149 trucks)

## **MEMORANDUM**

**DATE:** March 13, 2024  
**TO:** LVTS Technical Committee  
**FROM:** Ben Dinkel, Transportation Planner  
**CC:**  
**REGARDING:** Eastern PA Freight Alliance – Freight Infrastructure Plan

After speaking with our consultant Stephen Chiaramonte from WSP, LVPC staff were informed that the draft document is 90% complete, and we can expect a deliverable within 30 days. WSP is waiting for a Real Estate Report and Infrastructure Report from their subconsultants.

# THE MORNING CALL

## Talking Business with Becky Bradley: Lehigh Valley businesses can help fight climate change

**By Becky Bradley**

For The Morning Call

March 10, 2024 at 9:30 AM

Climate change is often referred to on a global scale because it is literally a threat to the health of our planet, but we're seeing the threats to the Lehigh Valley every day. Our summers are hotter, we have more extreme weather events and a region with two major rivers and countless streams is now even more vulnerable to flooding.

But we know we have the power to reduce its effects, helping to save people, property, infrastructure and our economy. What we need now is the collective will of this region's 695,000 people, and another 163,000 neighbors in Carbon and Warren counties, to join in this fight. That's the idea behind the Lehigh Valley's first-ever Priority Climate Action Plan for Transportation Decarbonization.

The Lehigh Valley Planning Commission was awarded \$1 million by the U.S. Environmental Protection Agency under the Climate Pollution Reduction Grant program. Funded by the 2022 Inflation Reduction Act, the program was created to funnel grants to each state and the 67 largest regions in the nation to develop and implement climate action plans to reduce greenhouse gas emissions. Turns out, the Lehigh Valley Metropolitan Statistical Area is the 69th largest region in the nation, but the LVPC lobbied the EPA to be part of the original pool, and despite initially being outside of the largest regions, we filed a letter to participate in the program. When Florida, Kentucky, South Dakota and Iowa did not file letters to participate we moved into the program.

This plan has been a long time coming, as it stands on the shoulders of past regional works such as our 2014 Climate + Energy Element, Livable Landscapes Plans, WalkRollLV and FutureLV.

Under the program, the climate action plan is designed to focus on reducing pollution in a single sector of emissions.

That will be followed by a more wide-ranging Comprehensive Climate Action Plan that would map out actions directed at all sectors and be delivered in the summer of 2025. All of it would be ramping up this region's long-term commitment to bringing down carbon emissions and fighting the effects of climate change.

For the priority climate action plan we delivered to EPA in late February, we chose to focus on the transportation sector, because that's where we can have the most impact. Not only does being in this program give us access to \$4.6 billion in competitive Inflation Reduction Act grants, but through our sister organization, the Lehigh Valley Transportation Study, the region also has access to more than \$140 million in local transportation money in the coming 25 years to advance the policies laid out in our climate action plans.

The greenhouse gas inventory we did in 2022 showed this region emits nearly 10 million metric tons of carbon dioxide equivalent each year – that's 14.6 metric tons for every Lehigh Valley resident.

The plan calls for reducing emissions by increasing our use of alternative fuel vehicles, increasing transit ridership, implementing Walk/RollLV: Active Transportation Plan, using technology to reduce congestion and creating green infrastructure along our busiest highways.

That last one has long been a personal ambition of mine because it allows us to reimagine the sometimes-massive rights-of-way on highways and interchanges along Routes 22, 33, 378 and 309, and the Pennsylvania Turnpike. By planting non-invasive species such as native grasses, wildflowers and trees, we'll not only have carbon-sequestering green improvements in the areas where the most emissions are being created, but it will give our busiest thoroughfares a signature look to greet anyone entering the region. Visitors will have the unmistakable sense that they are entering a green region that is also a working one. Honestly this is our identity. Simultaneously industrious and naturally significant. The green part is what, in survey after survey, residents, visitors and businesses tell us is the highest priority for protection. Green equals quality of life for the majority. Our policies and investments must meet the public's expectation for a green region. This is the heart of the Priority Climate Action Plan and our upcoming request to EPA for around \$120 million to green the heck out of Routes 22, 33, 378 and 309. As we approach St. Patrick's Day, we will work towards requesting these one-time only grant dollars to seed a greener future. Luck or no, we will work towards that pot of gold at the end of the rainbow.

Our projections show that if we meet our goals, we'll reduce our transportation emissions by nearly 300,000 metric tons of carbon dioxide equivalent annually by 2030 and 321,000 annually by 2050.

Our success as a region makes all this more challenging because our population and projections show the Lehigh Valley growing by 100,000 people and 74,000 workers by 2050. The PCAP-induced emissions cuts would be more than twice as large, but the plan will be fighting against the headwinds of more people and more vehicles creating more emissions, even as we work to reduce them. Our growth makes this more important than ever.

All of this will require a collective will — by institutions and individuals — to change our habits, but our public engagement process for this plan was encouraging. More than 160 different people attended one of the eight public workshops we held to craft the plan, and

many attended every workshop. They came with passion and ideas. Their dedication was inspiring.

The Inflation Reduction Act and Infrastructure Investment and Jobs Act have presented us with an incredible chance to be a national leader in fighting the impacts of climate change. If we're to leave the coming generations with a region as vibrant and beautiful as we get to experience now, it is the responsibility of all of us to take full advantage of this green opportunity to make climate action our mandate.

*Becky Bradley is Executive Director of the Lehigh Valley Planning Commission.*



**March 2024**

**Local Technical Assistance Program (LTAP)  
Upcoming Virtual Classes**

**March 22: Drones, Municipal Transportation Uses,**  
8 am to noon

**March 26: Traffic Signals Basics,**  
8 am to noon

**April 2: Temporary Traffic Control in Work Zones,**  
Day 1, 8 am to noon

**April 3: Temporary Traffic Control in Work Zones Workshop,**  
Day 2, 8 am to 10 am

**April 4: Manual on Uniform Traffic Control Devices (MUTCD) 11<sup>th</sup> edition updates,**  
11 am to noon

**April 23: Public Works Safety,**  
8 am to noon

**May 2: Nighttime Visibility for Safety,**  
11 am to noon

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)  
For LTAP Municipal Technical Assistance Requests contact Brian Hite at [bhite@lvpc.org](mailto:bhite@lvpc.org)





## 2024 Municipal Outreach Session

Through PennDOT Connects, the Pennsylvania Department of Transportation and its regional planning partners are strengthening their partnerships with communities by involving local government at the very beginning of the planning process so that land use, development, and transportation are better integrated and more effective.

### **PennDOT District 5**

#### **Learn More about PennDOT Connects & Municipal Resources for Transportation Planning**

*Engage with local transportation planners*  
*Discover funding and resources*  
*Enhance your community*

PennDOT District 5 invites you to join them for the **2024 PennDOT Connects Municipal Outreach/Peer Exchange session**. This interactive workshop will engage participants in peer exchange and idea-sharing.

Attendees will have the opportunity to interact with PennDOT district staff and their peers. The session includes:

- Welcome and Introductions
- PennDOT Connects Process
  - What is PennDOT Connects?
  - Common misconceptions or misunderstandings
  - The value of municipal participation in PennDOT Connects Project meeting(s)
- District Spotlight
  - PennDOT district staff that help support municipal projects, transportation planning, and land use development
  - Case studies and examples highlighting the PennDOT Connects process and its benefits to municipalities
- Visioning Activity
- PennDOT Connects Municipal Resources Overview
- Update Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) Grant Opportunities and Available Support
  - Guide for Developing IIJA/BIL Grant Proposals
- State Agencies that Partner with PennDOT

- Pennsylvania Department of Health (DOH)
- Department of Community and Economic Development (DCED)
- Department of Conservation and Natural Resources (DCNR)
- Open Discussion
- Program Summary and Open Forum

Participants will be encouraged to contribute their own experiences and to share their best practices in planning, land use, and project delivery. PennDOT Connects is an opportunity for communities to be heard and to improve transportation projects in ways that may have not been considered before or were recognized too late in the project delivery process. Attend a session near you to learn more about PennDOT Connects and the free resources available.

*Note: This session will focus on the resources available to municipalities through PennDOT Connects and other sources and is not on specific projects on the Transportation Improvement Program (TIP) in PennDOT Districts.*

**PennDOT District 5 Session:** Thursday, May 16, 2024 • 1-3 p.m.

**Attendance Options:**

- **In Person at District Office:** PennDOT District 5, 1002 Hamilton Street Allentown, PA 18101
- **Virtual:** Go-To-Webinar

**Registration:** [Register here](https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx) The link can also be found on the PennDOT Connects webpage <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>

This session is a hybrid and will be held in-person and virtually at the same time. The registration will provide the physical address and the virtual link. During the registration process, you will be asked to select in-person or virtual to assist with planning for the meeting space.

If participants need assistance for the virtual session, please call 717-763-0930 ext. 194 or email [PennDOTConnects@psats.org](mailto:PennDOTConnects@psats.org).

**Pennsylvania Department of Transportation**  
**PennDOT Connects Municipal Resources**  
[PennDOT Connects Web](#) : [Municipal Resources Web](#)  
 Email: [PAConnects@pa.gov](mailto:PAConnects@pa.gov) : Phone: 717-710-2090

## **MEMORANDUM**

**DATE:** March 13, 2024  
**TO:** LVTS Technical Committee  
**FROM:** Ben Dinkel, Transportation Planner  
**CC:**  
**REGARDING:** March 2024 Grant Opportunities

The [Safe Streets and Roads for All](#) (SS4A) discretionary program available to municipalities that provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives. The application closes on August 29<sup>th</sup>, 2024.