



LAMONT G. MCCLURE, JR.
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING
Wednesday, January 17, 2024, at 9:00 a.m.
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 December 20, 2023.
2. *ACTION ITEM:* Coordinating Committee approval of the Coordinating Committee Meeting Minutes of the Joint LVTS Technical & Coordinating Committee Meeting of December 20, 2023.

Old Business

1. *ACTION ITEM:* 2024-2025 LVTS Technical and Coordinating Committee's Officer Elections (BB)
2. *ACTION ITEM:* Performance Measure 1 (PM1) – Safety Target Setting (PO)
3. *DISCUSSION ITEM:* Planning for All Public Meeting (HM)
 - Public Participation Plan www.tinyurl.com/LVTSPPP
 - Limited English Proficiency Plan www.tinyurl.com/LVTSLEP
4. *DISCUSSION ITEM:* Priority Climate Action Plan on Transportation Decarbonization Goals & Policies Discussion (SM)
5. *INFORMATION ITEM:* 2025 – 2028 Transportation Improvement Program Update (PO, BB)
6. *INFORMATION ITEM:* 2023-2026 Transportation Improvement Program Administrative Actions (JR)

New Business

1. *INFORMATION ITEM:* LVPC LVTS Website Rebuild (BB, MA)
2. *INFORMATION ITEM:* LVTS Transportation Management Area Federal Certification Review (BB)
 - In-Person on March 11 & 12 at LVPC offices
3. *INFORMATION ITEM:* Annual Statement of Financial Interest (BB)
4. *INFORMATION ITEM:* MPO Guide (PO)

Status Reports

1. PennDOT District 5-0 Highway Project Status Report (SV)
2. Monthly Traffic Report (BH)
3. Lehigh Valley Passenger Rail Study (BB)

4. Eastern PA Freight Alliance – Freight Infrastructure Plan (PO)

Public Engagement, Grants, and Education

1. *INFORMATION ITEM: Education (MA)*
 - WDIY, 88.1 FM, National Public Radio – Plan Lehigh Valley Radio Show
 - a. Aired January 1: Under the Radar Projects with Brian Hite
 - b. February 5: Next show airs 6:30 PM
 - <https://www.wdiy.org/show/plan-lehigh-valley>
 - Morning Call Business Cycle Column
 - a. December 31: “It’s the plenty to see here list”
 - b. February 4: Next column publishes.
2. *INFORMATION ITEM: Lehigh Valley Government Academy (BH)*
 - Local Technical Assistance Program (LTAP) Virtual Classes
 - a. January 19: Speed Limits and Speed Management, 8 am to noon
 - b. January 23: Geographic Information System (GIS) Basics, 8 am to noon
 - c. January 24: Active Transportation for PA Communities, 8 am to noon
 - d. January 26: Road Safety Audit, 8 am to noon
 - e. January 30: Traffic Signal Basics, 8 am to Noon
 - f. February 9: Traffic Signs Basics, 8 am to noonRegister at www.gis.penndot.gov/LTAP/ or by contacting Hannah Milagio
3. *INFORMATION ITEM: Grants (BD)*
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - <https://www.transportation.gov/RAISEgrants/apply>
 - Saving Lives with Connectivity: Accelerating V2X Deployment
 - <https://www.grants.gov/search-results-detail/350731>
 - Advanced Transportation Technology and Innovation (ATTAIN) Program
 - <https://grants.gov/search-results-detail/351055>
 - Bridge Investment Program
 - <https://grants.gov/search-results-detail/351567>
 - Innovative Coordinated Access and Mobility (ICAM)
 - <https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants>
 - Safe Streets and Roads for All (SS4A)
 - <https://www.transportation.gov/grants/SS4A>

Adjournment

Next LVTS Meeting

Meetings will be held virtually.

LVTS Joint Technical + Coordinating Committee February 21, 2024, at 9:00 am

Meeting participation information can be found here: <https://www.lvpc.org>

The LVPC/LVTS website, 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

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Lehigh Valley Transportation Study Minutes from the Wednesday, December 20, 2023 Joint Technical and Coordinating Committee Meeting

Prior to the call to order, Ms. Milagio stated that the agenda and materials for this meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and the protocol to allow the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on December 28, 2022.

Mr. Lamont McClure chaired the Coordinating Committee portion of the meeting, and Mr. Brendan Cotter chaired the Technical Committee portion of the agenda.

Mr. McClure 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
Darlene Heller (Alt)	City of Bethlehem
David Hopkins (Alt)	City of Easton
Jennifer Ruth	PennDOT District 5
David Alas	PennDOT Central Office

LVTS Coordinating Committee

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
David Hopkins (Alt)	City of Easton
Rick Molchany (Alt)	Lehigh County
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
Salvatore J. Panto Jr.	City of Easton

LVTS Coordinating Committee

Christopher Kufro	PennDOT District 5
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem

Salvatore J. Panto Jr.	City of Easton
Philips Armstrong	Lehigh County
Thomas Stoudt	Lehigh-Northampton Airport Authority
Jim Mosca (Alt.)	PennDOT Central Office

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

Public Present: Jim Rosa, Toni Mitman, Brian Miller, Brett Webber (Brett Webber Architects), Christina Helms (SCS Engineers), Basel Yandem (City of Bethlehem), Nyomi Evans (PennDOT Central Office), Scott Vottero (PennDOT District 5), Kerri Cutright (PennDOT District 5), Heather Heeter (Borton-Lawson Engineering), Scott Slingerland (Coalition for Appropriate Transportation), Scott Harney (Pennoni), Jeff Rai (PennDOT District 5), Brian Harman (The Pidcock Company), Michael Emili (Northampton County), Evan Jones (The Morning Call), Mick Dee (Rep. McNeill's office), Jay Bradley, Amy Cozze (Sen. Casey's office), Ralph Eberhardt (Michael Baker International)

Courtesy of the Floor

Mr. McClure asked if there were any comments or questions from the public about items not on the agenda.

Mr. McClure introduced two new members of the LVPC staff, Susan Myerov and Ben Dinkel. Ms. Myerov is the new Director of Environmental Planning for the LVPC, and Mr. Dinkel is a new Transportation Planner. Both Ms. Myerov and Mr. Dinkel introduced themselves and their backgrounds, and Mr. McClure welcomed them both to the team.

Minutes

Mr. Cotter stated that the last Technical Committee was held on November 15, 2023. Ms. Milagio noted the actions voted on.

- Minutes for the October 18, 2023 meeting
- Air Quality Conformity Analysis Resolution
- Vision Zero Resolution
- LRTP Adoption
- Adjournment

Mr. Cotter asked for a motion to approve the minutes from the Technical Committee Meeting on November 15, 2023. 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. McClure moved on to the approval of the minutes from the Joint Technical and Coordinating Committee meeting on November 15, 2023. Ms. Milagio noted the actions voted on.

- Minutes for the October 18, 2023 meeting
- Air Quality Conformity Analysis Resolution
- Vision Zero Resolution
- LRTP Adoption
- Adjournment

Mr. McClure asked for a motion to approve the minutes from the Coordinating Committee Meeting on November 15, 2023. Mr. Molchany made the motion for approval of the Coordinating Committee Meeting minutes, seconded by Mr. O'Neil. Mr. McClure asked for any questions or comments from the members

and the public. Hearing none, Mr. McClure asked Ms. Bradley to call for a vote and the motion was approved.

Old Business

ACTION ITEM: First Draft 2025-2028 Transportation Improvement Program

Mr. Osei stated that the Transportation Improvement Program (TIP) is a critical element for the Lehigh Valley, playing a role in shaping its transportation infrastructure. This program not only allocates funds but also sets the stage for future development and maintenance projects. The process involves three essential workshops. The first workshop, held on December 4, at the LVPC office, was a foundational meeting where discussions centered around the received funding, carry-over projects, and the remaining balance for allocation. In the second workshop on December 7, the focus shifted to new projects. This session provided an opportunity for all stakeholders to provide a list of potential projects, fostering a collaborative environment for decision-making. The final workshop on December 11 was a decisive meeting where the list of projects was finalized. Each workshop in this series was integral to ensuring a well-rounded and effective TIP, vital for the Lehigh Valley's transportation future.

Mr. Osei gave an overview of the budget for the next 4-year TIP period. The Lehigh Valley region will receive \$357,099,000 excluding transit for the 2025-2028 Transportation Improvement Program, covering a wide range of categories in bridge and highway. The largest allocation, amounting to \$60,933,000, is dedicated to the National Highway Performance Program (NHPP), highlighting a significant focus on major highway improvements. Urban transportation development is also a key priority, with considerable funds earmarked for Surface Transportation Programs in both urban and general categories, totaling over \$83 million. Furthermore, substantial allocations have been made to address critical needs in bridge infrastructure and safety, including state bridge improvements and the Highway Safety Improvement Program. The funds received also recognize environmental concerns through the Congestion Mitigation and Air Quality (CMAQ) program and Carbon Reduction initiatives. This ensures a balanced approach to transportation development, prioritizing both efficiency and sustainability. Transit systems were allocated \$144,384,485. This additional investment in transit will not only improve public transportation services but also contribute to environmental sustainability and reduce traffic congestion. Such a balanced allocation between highways, bridges, and transit systems is essential for a comprehensive and efficient transportation infrastructure.

Mr. Osei reviewed the timeline for the 2025-2028 TIP development. In the October-December 2023 PennDOT Districts, MPOs/RPOs, and Central Office coordinate projects, update information in MPMS, and analyze Environmental Justice (EJ) conditions data. An assessment of burdens and benefits for EJ conditions is attached to the draft TIP/TYP in MPMS. By December 2023 the Draft TIP documentation is submitted to PennDOT's Center for Program Development and Management (CPDM) and FHWA/FTA for review. This process ensures that the TIP reflects priority projects from the Long-Range Transportation Plan, aligning them with regional goals and strategies for transportation development. January to March 2024 will be the review and agreement phase of the TIP update when collaborative efforts between LVTS and PennDOT lead to an agreement on their respective program portions. PennDOT Central Office notifies FHWA that Draft TIPs are ready for eligibility review, and air quality conformity analysis is conducted by LVTS. In April-May 2024, the TIP Public Comment Period will open, followed by LVTS adopting the regional TIP in June and submitting them to PennDOT CPDM in July. Subsequently, from August to September 2024, PennDOT CPDM reviews TIP submissions in preparation for the STIP submittal, with the 2025 program officially beginning on October 1st, marking the start of implementing the outlined transportation projects.

Mr. Osei compared the initial 2023-2026 TIP investment of \$485,576,421 to the 2025-2028 Draft TIP investment of \$545,480,485. He noted that there have been TIP amendments to increase from the initial current 2023-2026 TIP, including the Riverside Drive RAISE Grant. There is also new Carbon Reduction

funding in this TIP, and a continuation of the Bridge Investment Funding thanks to the Infrastructure Investment and Jobs Act.

Mr. Osei reviewed projects that were proposed to be added to the Draft 2025-2028 TIP by members of the LVTS, which include:

- State Route 2005/St. John Street Improvements: Easton City, Northampton County
- Enhanced Bus Service Station Upgrades: Lehigh + Northampton Counties
- Jacksonville Road Bridge Rehabilitation/Replacement: East Allen Township, Northampton County
- LVPC Carbon Reduction Monitoring and Evaluation Program: Lehigh + Northampton Counties
- Canal Park Bridge: Allentown City, Lehigh County
- Linden Street 2-Way Conversion: Bethlehem City, Northampton County
- Main Street "Ramp" at Hill-to-Hill Bridge: Bethlehem City, Lehigh County
- Airport Road Corridor Improvements - Route 248 at Airport Road Intersection: East Allen Township, Northampton County

Ms. Ruth reviewed new projects on the Draft 2025-2028 TIP, which include:

- All Weather Pavement Markers - 2025: Lehigh + Northampton Counties
- High Friction Surfaces – 2025: Lehigh + Northampton Counties
- LVTS Bridge Preservation Repair 10: Lehigh + Northampton Counties
- Main Street from 21st Street to Cherryville Road: Northampton Borough, Northampton County
- SR 248 Wood Ave to SR 611: Easton City, Northampton County
- SR 191/Hecktown Rd/Hanover Rd: Lower Nazareth Township, Northampton County
- SR 248/Airport Road Intersection: East Allen Township, Northampton County
- Box Culvert Bundle 3: Lehigh + Northampton Counties
- SR 2005/St. John Street: Easton City, Northampton County
- Linden Street Two-Way Conversion: Bethlehem City, Northampton County
- SR 512 over Martins Creek: Bangor Borough, Northampton County
- S. Main Street over Martins Creek: Bangor Borough, Northampton County
- SR 2025 over Little Bushkill Creek: Stockertown Borough, Northampton County
- Werleys Corner Road over Sweitzer Creek
- Bridge Overlay Bundle #3: Lehigh + Northampton Counties
- South Albert Street over Lehigh Canal: Allentown City, Lehigh County
- Jacksonville Road Bridge: East Allen Township, Northampton County
- Carbon Reduction Monitoring and Evaluation Program: Lehigh + Northampton Counties

Mr. Cotter reviewed some highlights of LANTA's TIP, which focuses heavily on LANTA's Transit Asset Management (TAM). These highlights included:

- Purchase sixty (60) new replacement Vehicles to operate the Shared Ride LANtaVan system
- Replace twelve (12) heavy-duty Fixed Route LANTA Bus vehicles and add five (5) expansion LANTA Bus vehicles
- Vehicle Engine Overhaul (VOH) Program continues by performing forty (40) overhauls of existing LANTA Bus vehicles to ensure vehicles reach their useful life.
- Funding programmed to support on-road infrastructure improvements and Station planning and engineering for the Enhanced Bus/BRT project.

Mr. McClure asked if there were any questions about the Draft 2025-2028 TIP. Mr. Slingerland asked for confirmation that the public comment period would take place after the Draft TIP is sent to PennDOT. Mr. Osei confirmed that this was true. Ms. Bradley noted that this is the typical timeline for a TIP update, and that the staff will work to try and get the TIP adopted before the deadline. Mr. Slingerland thanked

everyone for their input and said that he and the Coalition for Appropriate Transportation were looking forward to participating in the public comment period. He hopes the wide range of projects support walking, biking and transit in the region. Mr. McClure asked if there were any additional questions or comments, and there were none.

Mr. Cotter asked for a motion to recommend forwarding the Draft 2025-2028 TIP to the Commonwealth and USDOT to begin the regulatory review process. Mr. Meyer made the motion to recommend forwarding the Draft 2025-2028 TIP to the Commonwealth and USDOT to begin the regulatory review process, and Mr. Alas seconded the motion. Mr. Cotter asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for a vote, and the motion passed unanimously.

Mr. McClure asked for a motion to forward the Draft 2025-2028 TIP to the Commonwealth and USDOT to begin the regulatory review process. Mr. Molchany made the motion to forward the Draft 2025-2028 TIP to the Commonwealth and USDOT to begin the regulatory review process, and Mr. Kufro seconded the motion. Mr. McClure 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, with Mr. McClure voting to oppose the motion and the rest of the members voting in favor of the motion.

INFORMATION ITEM: PennDOT District 5-0 Transportation Improvement Program Administrative Actions

Ms. Ruth shared that from November 4, 2023 to December 8, 2023, there were five administrative regional actions, two statewide administrative actions, and one interstate administrative action. Mr. McClure asked if there were any questions from members or the public, and there were none.

INFORMATION ITEM: Planning for All Updates

Ms. Milagio noted that Planning for All is the name given to the Title VI Program Document, which encompasses a variety of documents to demonstrate compliance with Title VI of the Civil Rights Act of 1964. Title VI states that recipients of federal funds shall not discriminate based on a person's race, color or national origin. Two key components of Planning for All are the Public Participation Plan (PPP) and the Limited English Proficiency (LEP) Plan. Those two plans will be out for a 45-day public comment period starting next Wednesday, December 27.

Ms. Milagio reviewed elements of both the PPP and the LEP Plan. The PPP outlines essential elements of the LVTS' community engagement strategy and practices, as well as the legal requirements for public participation in transportation planning. The Public Involvement Process Requirements include a variety of tactics that the LVTS uses to connect the public with vital transportation plans and programs. The document also outlines the steps needed for public review and comment periods at key decision points to promote transparency during those important periods, and to help the MPO understand the public participation responsibilities for specific plans and programs. Maps in the PPP show different racial and ethnic populations in the Lehigh Valley, as well as households that are deemed linguistically isolated by the census. The LEP Plan identifies LEP populations by geographic location and by language spoken, which supports the implementation plan for non-English language outreach and services. The LEP Plan includes information on federal requirements and guidance for providing services to LEP communities, as well as a four-factor analysis specific to the Lehigh Valley. The analysis looks at LEP population data by municipality and county, and it provides insight into the region's top non-English languages.

Ms. Milagio noted that the Public Comment Period for both the PPP and the LEP opens next Wednesday, December 27. Physical copies of the drafts will be found at the three city libraries, as well as the offices of the LVPC, LANTA, and PennDOT. There will be two virtual public meetings during the public comment period, one on January 11 at 4 PM and one during the LVTS Meeting on January 17. There will also be

an in-person public meeting on January 30 at 7 PM at the Fowler Center in Bethlehem. Registration for that meeting is now live at www.tinyurl.com/P4A0130. The public comment period will close on February 10, and it is anticipated that LVTS will consider adoption of both plans on February 21.

Mr. McClure asked if there were any questions from members of the public, and there were none.

INFORMATION ITEM: Status Reports

Mr. McClure noted that the meeting packet contained the following reports:

REPORT 1: Bridge Projects Status Report

Mr. Vottero presented the status reports for bridge projects. Those projects include:

- SR 145 over Jordan Creek Bridge Replacement; Allentown City + Whitehall Township, Lehigh County
- SR 378 Hill to Hill Bridge Rehabilitation over Lehigh River; Bethlehem City, Lehigh + Northampton Counties
- SR 873 over Lehigh River – Gap Bridge Repairs; Washington Township, Lehigh County and Lehigh Township, Northampton County
- Lower South Main St (SR 1015) over Martins Creek; Washington Township, Northampton County
- Fifth Street (SR 1029) Bridge Replacement; Whitehall Township, Lehigh County
- Raubsville Road (SR 2006) over Freys Run; Williams Township, Northampton County
- Powder Valley Road (SR 2025) over Indian Creek; Upper Milford Township, Lehigh County
- Hecktown Road (SR 2027) Bridge over Route 22; Bethlehem Township, Northampton County
- Farmersville Road (SR 2029) Bridge over Route 22; Bethlehem Township, Northampton County
- Newburg Road (SR 3020) over Trib Monocacy Creek; Lower and Upper Nazareth Townships, Northampton County
- Meadows Road (SR 7210) Bridge; Lower Saucon Township, Northampton County
- South Walnut Street (SR 7408) Bridge over Trout Creek; Slatington Borough, Lehigh County

Mr. McClure asked if there were any questions or comments on the bridge project status report, and there were none.

REPORT 2: Priority Climate Action Plan: Transportation Decarbonization

Mr. Martinze noted that during the next WorkshopLV Environment/Transportation meeting later today, the staff will present an excel spreadsheet that lists adopted LVPC and LVTS goals, policies, and strategies from various plans such as FutureLV: The Regional Plan, Livable Landscapes for both Lehigh and Northampton Counties, as well as Walk/RollLV. The interconnected relationships between the policies and goals within all the plans and how they support transportation decarbonization will be discussed. Policies and goals that related to the work and goals in the draft Priority Climate Action Plan will be specifically highlighted. Beyond today, the climate action planning discussions will continue into 2024, with two more workshops after the new year. There will be one on January 17th at 11 am at the LVPC office, and another one on February 21st at 11 am which will be virtual.

REPORT 3: Monthly Traffic Counts Report

Mr. Hite stated that Route 22 between Airport Road and the Lehigh River Bridge ended November with 108,951 vehicles. Interstate 78 just east of Route 309 recorded 72,569 vehicles and Route 309 near Coopersburg showed 39,003 vehicles during the same time period. Interstate 78 east of 309 also recorded 19,784 commercial vehicles at the end of October, while Route 22 just east of the Lehigh River Bridge saw 14,026 commercial vehicles during the same period.

Mr. McClure asked for any questions or comments from the members or the public, and there were none. Mr. McClure turned the meeting over to Mr. Cotter for updates from the Technical Committee.

REPORT 4: Lehigh Valley Passenger Rail Update

Ms. Bradley stated that, since 1979, when passenger train service was last operated to the Lehigh Valley, there has been public and private interest in the potential restoration of passenger train services. This interest has grown over time, with multiple studies examining the potential for service along specific corridors previously linking the Lehigh Valley to New York and Philadelphia. These efforts were largely isolated to individual rail lines or corridors. However, recent population and economic growth has spurred interest in new passenger rail transportation services to the Lehigh Valley as a whole. Up until this study, no effort has broadly examined the potential for restoration of passenger rail services across former corridors between the Lehigh Valley and New York, Philadelphia, and Reading, all of which are nearby cities with current or planned intercity passenger rail services.

She noted that by providing an initial inquiry into these corridors, the study, led by PENNDOT, provides a framework for a future passenger rail project sponsor to advance the feasibility studies and alternatives analyses that would be required to restore service. In doing so, this study will provide analysis of twelve total former rail corridors, examining modern land use along the corridors, environmental considerations, current rail operations (where extant), engineering constraints, high-level capital costs and outline a timeline and process should passenger rail be pursued.

She spoke with PENNDOT Multimodal Office and WSP, the study consultant earlier this month to discern the status of the project. The LVTS should expect to have the study in the first couple of months of 2024, and the staff will work to schedule a meeting with PENNDOT and the consultants to review the study shortly.

Mr. Cotter asked for any questions or comments from the members or public. Mr. Webber asked if there would be any commentary on how Amtrak is weighing in on this study. Ms. Bradley said that it is too early in the process to involve Amtrak. This study will follow current federal standards to potentially get a passenger rail system, which is different than previous studies that were conducted. After this study is completed, the next step would be to identify potential project sponsors, operators etc. Ms. Bradley said that the study is keeping all options open, and it is examining all the options on how passenger rail could be restored to the region. Ms. Bradley stated that the next phase of study awards that were given to the Scranton and Reading area are not in competition with the Lehigh Valley. Those regions are not necessarily ahead of or behind the Lehigh Valley on the path to passenger rail, and it is important that people understand that.

Mr. Molchany asked Mr. Alas if he had a follow up from his question at the previous meeting on how the Scranton and Reading MPOs were planning for funding potential of passenger rail service in their regions. Mr. Alas said that the Reading MPO is not currently allocating of funds towards a potential passenger rail service because it is too early to determine whether or not the MPO should make any changes to their funding strategy. The funding for passenger rail would be outside of the normal scope of the highway and bridge funding sources, so it would not have an impact on their current, regional funding sources.

Mr. Cotter asked if anyone else has any additional questions or comments, and there were none.

REPORT 5: Eastern PA Alliance Freight Infrastructure Plan

Mr. Osei shared that WSP and the other consultants for the Freight Infrastructure Plan are currently gathering feedback from communities and stakeholders on freight and freight challenges in the 10-county region. A WorkshopLV: Freight was held at the LVPC office on December 12 to support this effort and ensure that the freight infrastructure needs of the Lehigh Valley are well represented in the plan. There

were 20 stakeholders in the meeting discussing the challenges of the infrastructure of the Lehigh Valley to help identify localized concerns. The survey for the plan is open until the end of the year and can be accessed at www.surveymonkey.com/r/ZWNFHPR.

Mr. Cotter asked if anyone had comments or questions. There were none.

New Business

INFORMATION ITEM: Performance Measure 1 (PM1) Safety Target Setting

Mr. Osei stated that, in accordance with the federal rule (23 CFR 490) enacted to implement national performance management requirements, PennDOT and LVTS must establish safety target performance measures that apply to all public roads, regardless of functional classification or ownership, to select the most cost-effective investments for federal transportation funds. LVTS coordinated with PennDOT to establish the agreed-upon highway safety performance measures for project planning and programming to contribute to achieving PennDOT's safety goals. Each year, the LVTS technical and coordination committee must adopt the performance measure targets to be eligible for extremely valuable Highway Safety Improvement Program funds.

He said that the rule requires PennDOT and LVTS to establish targets for these five safety performance measures:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of Serious Injuries
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The 2024 targets were included in the meeting packet, and they are based on a data driven trend analysis of the regional fatality and suspected serious injury numbers.

Mr. Gardi showed a chart that showed statewide targets for the five safety performance measures. The statewide target of total number of fatalities for 2020-2024 is an increase of the baseline by 7.7 people, the statewide target of total number of Serious Injuries is an increase of the baseline by 38.6, and the statewide target of total number Non-Motorized Fatalities and Serious Injuries is an increase of the baseline by 13 people.

Mr. Gardi showed another chart that showed the Lehigh Valley targets for the five safety performance measures. The LVTS target of total number of fatalities for 2020-2024 is an increase of the baseline by 3.9 people, the LVTS target of total number of Serious Injuries is an increase of the baseline by 27, and the LVTS target of total number Non-Motorized Fatalities and Serious Injuries is an increase of the baseline by 4.1 people.

Mr. Dinkel showed a chart that compared the Lehigh Valley's baseline for 2023 and 2024, with data provided by PennDOT. The baselines have all increased from the 2017-2021 5-year average and the 2018-2022 5-year average. The baseline number of total fatalities over the 5-year average increased by .2, the baseline number of total serious injuries increased by 27, and the baseline number of total Non-Motorized Fatalities and Serious Injuries increased by 2.6 people over the 5-year rolling average.

Mr. Dinkel showed another chart that compared the targets for 2023 and 2024, with data provided by PennDOT. the targets for every performance measure have increased since last year. Because the baseline number of injuries and fatalities increased, our targets increase too. This is a concerning trend that needs to be reversed. The region's target number of fatalities over the 5-year rolling average

increased by 7.6 people, the target number of serious injuries increased by 14.8, and the target number of Non-Motorized Fatalities and Serious Injuries increased by 3.6 people over the 5-year rolling average.

Mr. McClure asked if anyone else had any questions or comments, and there were none.

INFORMATION ITEM: Annual List of Obligated Projects

Mr. Hite stated that the Annual List of Obligated Projects report is for Federal Fiscal Year 2023, which was from October 1, 2022 to September 30, 2023, which is in the timeframe of the 2021-2024 Transportation Improvement program (TIP). As a fulfillment to the Infrastructure Investment and Jobs Act signed into law November 15, 2021, the LVTS reports annually on the amount of federal funds spent on transportation projects by reporting its Annual Listing of Obligated Projects. This report is required under Title 23 of the United States Code, Part 450, Subpart C concerning Metropolitan Transportation Planning and Programming, which mandates that Pennsylvania Planning Partners and public transportation operators provide a list of where dollars were both obligated, or invested, and deobligated, or saved, on projects to responsibly track fiscal actions taken for each region.

He said that the Annual Listing of Obligated and Deobligated Projects report is prepared as an overview of transportation investments in the Lehigh Valley. It serves as a reference to specifically highlight the accomplishments of transportation improvement projects such as highway, bridge, transit, as well as bicycle and pedestrian projects within Lehigh and Northampton Counties. The term “obligated” means a financial commitment by the federal government to disburse funds to pay a state for the eligible share of a transportation project’s cost. A deobligation is essentially a project’s cost savings that can be reallocated to other projects in the Transportation Improvement Program and Long-Range Transportation Plan. In federal fiscal year 2023, there were 67 obligated phases of highway, bridge and transit projects, for a total of \$81.6 million dollars and 18 deobligated phases of projects for 4.7 million dollars, which can be put into other projects.

Mr. Hite stated that Justice40 is a Federal Initiative to confront and address decades of underinvestment in disadvantaged communities. The initiative is designed to bring resources to communities most impacted by climate change, pollution, and environmental hazards, and the goal is for 40% of certain projects to be in these underserved Justice40 communities. For this year’s annual list of obligated and deobligated projects we did an analysis of projects that were within the Justice40 areas and found that 30 of the 67 projects were in Justice40 communities. That’s 44.7% of Obligated Projects in the Justice40 areas, whereas we saw savings of 7 Deobligated Justice40 projects or 39%. The US Department of Transportation has 40 total Justice40 covered programs. Of these 40 there are three that pertain to funding we receive for the LVTS. The Carbon Reduction Program (CRP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Alternatives (TASA) are included in those covered by Justice40. Staff looked at the programs overall and are showing performance that exceeded those requirements.

Mr. Hite reviewed a few of the accomplished projects for 2023, including:

- Route 611 Resurface: Williams Township, Northampton County
- Wire Mill Bridge: Allentown City, Lehigh County
- Two-Way Street Conversions: Easton City, Northampton County
- Route 100 Reconstruction: Upper Macungie Township, Lehigh County
- Geiger’s Covered Bridge Rehabilitation: North Whitehall Township, Lehigh County

Mr. McClure asked if there were any questions or comments from members or the public about the Annual List of Obligated Projects, and there were none.

INFORMATION/ACTION ITEM: 2024-2025 Technical and Coordinating Committee Officer Nominations

Ms. Bradley read from the LVTS bylaws, and the language applies to both the Technical Committee and the Coordinating Committee:

“Officers of the Technical/Coordinating Committee shall consist of a Chair, a Vice Chair, and a Secretary. The Chair shall preside at all meetings, and the Vice Chair shall act as the Chair in his/her absence. The Secretary shall prepare minutes of meetings, keep records of actions, and attest contracts. All officers shall serve for a two-year term of office, and may serve for two consecutive terms. Election of officers shall take place at the first meeting of the Technical and/or Coordinating Committee in each even numbered year. Nominations for officers may be made from a nominating committee and/or from the floor.

Ms. Bradley noted that, to hold elections at the next meeting, the committees need to make nominations today. Mr. Cotter asked for nominations for Chair, Vice Chair, and Secretary for the Technical Committee. Mr. Hopkins nominated Mr. Cotter for Chair, seconded by Ms. Bradley. Mr. Cotter nominated Mr. Meyer for Vice Chair, seconded by Ms. Bradley. Mr. Cotter nominated Ms. Bradley for Secretary, seconded by Mr. Meyer. Mr. Cotter asked if it would be possible to nominate someone at the January meeting before the election, and Ms. Bradley said that the bylaws would allow for that.

Mr. McClure asked for nominations for Chair of the Coordinating Committee. Mr. Kufro nominated Mr. Molchany for Chair, seconded by Mr. Alkhal. Mr. McClure asked for nominations for Vice Chair of the Coordinating Committee. Mr. Kufro nominated Mr. Hopkins for Vice Chair, seconded by Mr. O’Neil. Mr. McClure asked for nominations for Secretary. Mr. Molchany nominated Ms. Bradley for Secretary, seconded by Mr. O’Neil.

ACTION ITEM: 2024 LVTS Technical and Coordinating Committee Meeting Dates

Mr. McClure noted that LVTS 2024 meetings were proposed to remain virtual on the third Wednesday of the month at 9 AM. The exception is the June meeting, which would be held on the second Wednesday of the month to avoid conflict with the Juneteenth holiday.

Mr. Cotter asked for a motion from the Technical Committee to recommend approval of the LVTS 2024 calendar as presented to the Coordinating Committee. Ms. Ruth made a motion to recommend approval of the LVTS 2024 calendar as presented to the Coordinating Committee, seconded by Ms. Bradley. Mr. Cotter asked if there were any questions or comments from members and the public, and there were none. Ms. Bradley called for a vote, and the motion was carried.

Mr. McClure asked for a motion from the Coordinating Committee to approve the LVTS 2024 calendar as presented. Mr. Molchany made a motion to approve the LVTS 2024 calendar as presented, and Mr. O’Neil seconded the motion. Mr. McClure asked if there were any questions or comments from members and the public, and there were none. Ms. Bradley called for a vote, and the motion was carried.

INFORMATION ITEM: Public Engagement, Grants and Education

Mr. Assad shared that the latest Business Cycle Column focused on farming, and its importance to our character and economy. Under the headline “Farmland is much more than pretty,” Ms. Bradley writes about the extensive farmland preservation programs in Lehigh and Northampton counties, how most Lehigh Valley farms are small family operations, how today’s farmers are adjusting to an increasingly difficult market, and how farmers have helped build this region’s identity. That column can be found at lvpc.org and mcall.com. The next column will delve into this year’s List of Obligated Projects, and that column publishes New Year’s Eve.

Mr. Assad noted that the most recent Plan Lehigh Valley radio show aired December 4 on WDIY FM 88.1, and it also focused on the region’s farming economy. The guest was Lynn Township dairy farmer Brian Dietrich who has invested \$1 million to automate his farm, where laser-guided robots now milk his

cows. He had an interesting take on modern farming, and plenty of interesting stories, including how his well-trained cows try to game the system. The 30-minute show can be found at WDIY.org.

Mr. Hite reviewed a few virtual training opportunities coming up through the Local Technical Assistance Program early in the new year:

- January 5: Municipal Stormwater Facilities Program, 8 am to Noon
- January 12: Introduction to Traffic Studies, 8 am to Noon
- January 17: Stormwater Control Measures, 8 am to Noon
- January 24: Active Transportation for PA Communities, 8 am to Noon
- January 30: Traffic Signal Basics, 8 am to Noon

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

Mr. Hite also reviewed the annual Build a Better Mousetrap Innovation Challenge where municipalities compete against each other on ideas they came up with to address a common problem, have a unique reuse or repurposing of equipment or just want to show off a unique process that saves money. The deadline to enter is January 3, 2024 and more information can be found on the PennDOT LTAP Website

Adjournment

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



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

November 8, 2023

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2024 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31st each year. The 2024 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2% annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2024) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

The MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable. MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2023.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2022 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2024.

Preliminary data indicate Pennsylvania did not meet our 2022 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2024. In addition, we will be required to obligate in Federal Fiscal

Year (FFY) 2025 an amount equal to the FFY 2021 HSIP apportionment.

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 27, 2024.

Please complete the following:

Planning Organization Name

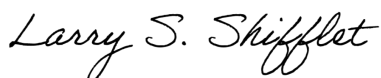
Select one of the following options for establishing Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
- The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2023.

Concurrence: _____
Authorized MPO/RPO Representative Date

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or cmarkey@pa.gov.

Sincerely,



Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,



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

Enclosure

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: Lehigh Valley MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	51.5		47.6
Fatality Rate	1.015		0.922
Number of Serious Injuries	254.8		227.8
Serious Injury Rate	5.021		4.414
Number of Non-motorized Fatalities and Serious Injuries	43.1		39.0

* Future VMT estimated to hold level over next few years



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Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

MEMORANDUM

DATE: January 10, 2024
TO: LVTS Technical and Coordinating Committees
FROM: LVPC Team
CC:
REGARDING: Draft Priority Climate Action Plan – Transportation Decarbonization Priorities

Enclosed are the draft Transportation Decarbonization Priorities for the US Environmental Protection Agency (EPA) supported Priority Climate Action Plan. As was discussed over the last several months, these priorities will form the foundation of the US Department of Transportation supported Carbon Reduction programming. Essentially, it's step one forming the general direction of Carbon Reduction work. Step two will begin later this year and extend into 2025, where LVTS will develop specific criteria for the selection of transportation decarbonization projects allocating funding from the 2025-2029 Transportation Improvement Program (Step Three).

The LVPC Team, working with the public WorkshopLV: Environment and Transportation group, has ensured that these goals are consistent with the adopted long-range transportation plan, *Walk/RollLV: Active Transportation Plan*, adopted transportation safety and congestion management plans and measures, *Moving LANTA Forward* and enhanced bus/bus rapid transit goals, PENNDOT's *Carbon Reduction Plan*, Pennsylvania's *Climate Action Plan*, and known federal transportation and associated environmental polices.

It is of note, that the EPA requires the Priority Climate Action Plan for Transportation Decarbonization to be complete by March 1, 2024. Please send comments on the enclosed draft to Hannah Milagio, at hmilagio@lvpc.org, by 5 PM on Wednesday, January 24th, 2024. We anticipate incorporating these into the final draft for the Joint LVPC Technical and Coordinating Committee Meeting in February.

Thank you.

DRAFT Priority Greenhouse Gas Reduction Measures from the Lehigh Valley Priority Climate Action Plan (PCAP)

1. Integration of Land Use Planning and Transportation

Incorporating planning for transit, bicycle and pedestrian networks within local and regional comprehensive planning can encourage development patterns that support multimodal transportation networks, complete streets and reduced trip lengths, as well as preserving open space, agricultural land and providing convenient trail networks. Through supportive land use-transportation decisions, the ability for residents to choose non-automobile travel modes for their trips reduces the amount of greenhouse gas emissions from vehicles.

Measure 1: Implement Priority Bicycle and Priority Pedestrian Networks

Measure 2: Increase Transit Passenger Trips

2. Transition to Clean (low carbon) or Zero Emission Fuels

Increased investment in low carbon fuel and vehicle technologies is a critical component of transportation decarbonization. Transitioning to clean and sustainable fuel options/vehicles such as electric vehicles, fuel cell electric vehicles (powered by hydrogen generated from low carbon sources) and biomass fueled vehicles is expected to drive the majority of emissions reductions in US (DOE, 2023). These innovations need to be paired with supporting alternative fueling infrastructure that is readily available and accessible to all users.

Measure 1: Increase Deployment of Alternative Fuel Vehicles (AFVs)

3. Clean or Zero Emissions Fueling Infrastructure

Innovations in the development and of clean fuel technology need to be paired with continuing Federal and State support for the development of alternative fueling infrastructure and deployment. As more vehicles transition to these low carbon alternatives, supporting fueling/recharging infrastructure must similarly be scaled up to match new demand and be widely accessible and convenient to users.

Measure 1: Increase number and geographic distribution of alternative fueling stations in the region over 2022 baseline by 20% in 2030 and 40% in 2050.

4. Green Infrastructure

Green infrastructure refers to an interconnected network of open spaces and natural areas, often used to manage stormwater, and improve water quality and reduce hazards to public health and safety. Examples include urban forests, parks, green roofs, natural drainage systems and low impact development. When communities utilize and enhance their natural environmental assets as an integral part of their infrastructure, they can reduce their impact on climate change and increase their ability to adapt to changes that may occur.

Measure 1: Reimagine and retrofit major transportation corridors (US Route 22, State Routes 33, Interstate 78 and the 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.

5. Transportation Systems Management and Operations (TSMO)

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 and 187.8 miles of major corridors.

Measure 1: Implement Smart Technology to reduce congestion, support uniform traffic control standards, encourage trip planning technology applications for all modes of travel.

DRAFT



METROPOLITAN PLANNING ORGANIZATION GUIDE

Federal law requires all metropolitan areas with populations greater than 50,000 people to designate a Metropolitan Planning Organization (MPO) to develop transportation plans for the region. The content of this publication reflects the views of the author(s) and not necessarily those of the Department of Transportation, Commonwealth of Pennsylvania, or the Federal Highway Administration.

The Lehigh Valley Transportation Study (LVTS) Metropolitan Planning Organization (MPO) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, the MPO is dedicated to ensuring that program beneficiaries are not excluded from participation in or denied the benefits of its services based upon race, color, national origin, religious creed, sex, age, disability or economic status.

Documents will be made available in alternative languages or formats if requested. Persons requiring additional accommodation or those with questions should call Hannah Milagio, Program Associate for Community Engagement at 610-264-4544.



MEMBERS

TECHNICAL COMMITTEE

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Becky A. Bradley, *AICP, LVPC*, **Secretary**
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Mark Hartney (Alt.)
City of Allentown
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City of Bethlehem
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City of Easton
David Hopkins (Alt.)
City of Easton
Jennifer Ruth
PennDOT District 5-0
David Alas
PennDOT Central

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PennDOT Central

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Are you a resident of the Lehigh Valley? Do you want to learn more about how the regional transportation planning process works?

This guide will help you understand:

- How the Lehigh Valley complies with federal regulations for transportation planning
- What process must be followed to be eligible for transportation funds
- What kind of transportation plans the Lehigh Valley Transportation Study (LVTS) develops and adopts
- The committees that support the transportation planning process
- How the public is involved in transportation decision-making

THE WORK THE LVTS PRODUCES TODAY WILL CREATE THE FUTURE.

A seamless network where roads, trails, sidewalks and technology connect everyone to every place — that's the goal.

The Lehigh Valley Transportation Study (LVTS) recognizes the complexities of transportation planning and investment, and integrates road, bridge, transit, rail and air assets, as well as walking, biking, and rolling into a comprehensive and managed system that supports all aspects of the regional economy and society.

The LVTS allocates federal and other transportation funding resources that reflect the region's shared vision for the future. Adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives. As a Metropolitan Planning Organization, the LVTS acts as a Council of Governments by facilitating collaboration of governments, interested parties, and residents in the transportation planning process.

The LVTS has planned more than \$4.3 billion in transportation investments over the next 25 years through *FutureLV: The Regional Plan*. The Lehigh Valley Planning Commission (LVPC) staffs the LVTS and actively monitors, plans, and manages programs for safety, maintenance, development, hazard mitigation and resiliency, as well as freight and technological advancement. This work and collaboration support mobility for all people in the Lehigh Valley now and in the future.

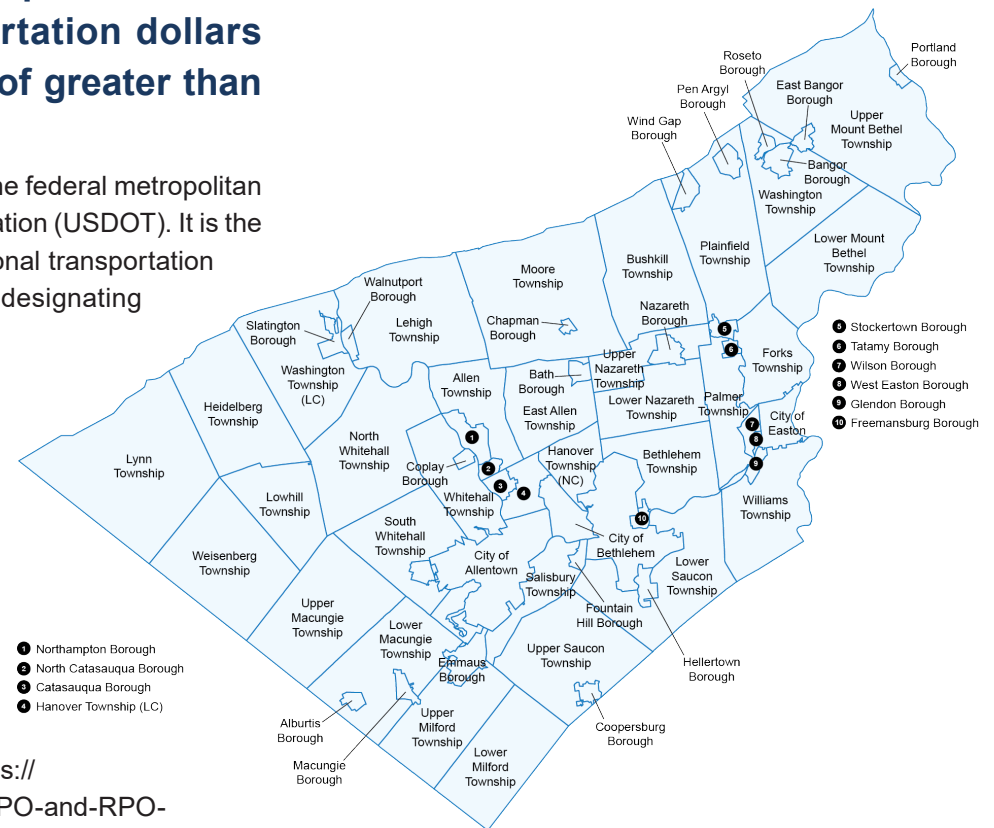
WHAT IS AN MPO?

A Metropolitan Planning Organization, or MPO, is a federally designated organization that provides local officials and residents input into the planning and implementation of projects funded with federal transportation dollars for metropolitan areas with populations of greater than 50,000.

To receive federal aid, an urban area of this size must follow the federal metropolitan planning process outlined by the US Department of Transportation (USDOT). It is the job of an MPO to carry out this process by developing a regional transportation vision, directing the planning process and implementation, designating federal funding and engaging the community in the process.

There are currently 18 MPOs in Pennsylvania. LVTS is the federally designated MPO for the Lehigh Valley, which consists of Lehigh and Northampton counties. LVTS is the federally designated MPO for Lehigh and Northampton counties, which consists of 62 municipalities (3 cities, 27 boroughs, and 32 Townships).

Rural Transportation Planning Organizations (RPOs) are designated to develop transportation improvement programs and long-range plans for non-metropolitan areas with populations of less than 50,000. More information about MPOs and RPOs in the Commonwealth can be found at <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/MPO-and-RPO-Contact-List.aspx>

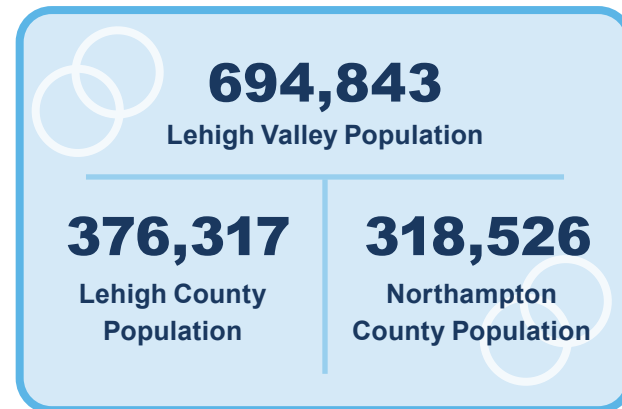


- 1 Northampton Borough
- 2 North Catasauqua Borough
- 3 Catasauqua Borough
- 4 Hanover Township (LC)

- 5 Stockertown Borough
- 6 Tatamy Borough
- 7 Wilson Borough
- 8 West Easton Borough
- 9 Glendon Borough
- 10 Freemansburg Borough

WHAT IS THE LVTS?

As the MPO, the LVTS completes and implements three major foundational planning products, along with additional plans, studies and reports. This work is done with the input of local officials, transportation agencies and the public through collaboration and meetings of the LVTS Technical and Coordinating Committees.



CLEANER AIR IMPROVES PUBLIC HEALTH AND QUALITY OF LIFE

Clean air is a fundamental right supported by the Pennsylvania Constitution, Section 27: “The people have a right to clean air, pure water, and to the preservation of the natural, scenic, historic and esthetic values of the environment.”

All projects supported by the LVTS must meet federal air quality conformity standards. For each proposed project, LVTS is required to perform travel forecasting to determine transportation network demand and its impact on air quality.

Transportation investment and policy choices — what we build and repair, where we put it, who builds it, how we operate it

and what energy powers it — have an enormous impact on our economy, our climate and our health. These decisions should be designed to strengthen a region where all people can participate and prosper.

Environmental Justice aims to provide transportation equity through the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin or educational level. Fair treatment in this context means that no population is forced to bear a disproportionate burden of negative health and environmental impacts, including social and economic effects resulting from transportation decisions, programs and policies.

HOW DOES THE LVTS OPERATE?

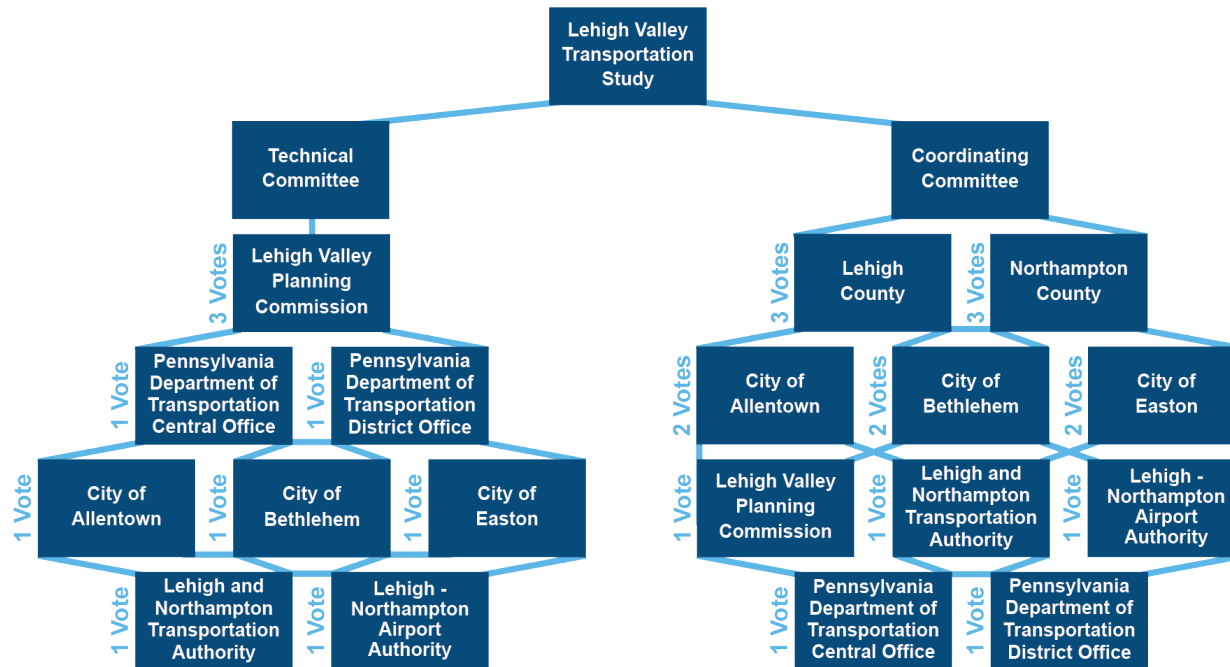
The LVTS consists of two committees. Voting members on the committees include the two County Executives, the Mayors of the three cities (Allentown, Bethlehem, and Easton), and representatives from the LVPC, PennDOT Central Office, PennDOT District 5, Lehigh and Northampton Transportation Authority (LANTA), and the Lehigh-Northampton Airport Authority (LNAA).

Coordinating Committee

The policy body which formally adopts items reviewed by the Technical Committee.

Technical Committee

An advisory body to the Coordinating Committee, reviewing plans, programs, and various other items brought before them for review and recommendation to the Coordinating Committee.



WHAT DOES THE LVTS DO?

The LVTS must meet the requirements of the US code 23 USC section 134 which is the federal metropolitan transportation planning regulations and other applicable federal or state laws. These requirements include three essential products:

The Long-Range Transportation Plan – *FutureLV: The Regional Plan*

FutureLV: The Regional Plan combines the Bi-County Comprehensive Plan and Long-Range Transportation Plan and sets the vision and direction to carry the Lehigh Valley to 2050 and beyond. It provides a blueprint for managing future growth, making the most of our assets and creating a Lehigh Valley where everyone has access to health, opportunity, and a livable neighborhood. <https://lvpc.org/transportation-plans.html>

Transportation Improvement Plan (TIP)

The TIP is the Lehigh Valley's four-year plan to maintain and enhance the transportation system in the Lehigh Valley. The TIP is a fiscally constrained, high-priority list for a four-year program of Highway, Bridge, Transit and Multimodal projects, all proposed to be implemented with federal, state and local funds. Projects included in the TIP align with the vision of *FutureLV: The Regional Plan* and its 25-year Long-Range Transportation Plan. <https://lvpc.org/transportation-plans.html>

United Planning Work Program (UPWP)

The UPWP is developed semi-annually and documents MPO activities for a two-year period. It documents metropolitan transportation planning activities performed with federal, state and local transportation funds in the Lehigh Valley. <https://lvpc.org/transportation-plans.html>

The LVTS also produces many other transportation-related plans, studies and reports that provide insight to the latest trends, most up-to-date data, and general guidance for transportation planning in the Lehigh Valley. They include:

- *Walk/RollLV: Active Transportation Plan*
- Eastern PA Freight Infrastructure Plan
- *Lehigh Valley Greenhouse Gas Assessment*
- *Lehigh Valley Priority Climate Action Plan*
- *Traffic Safety Plan*

HOW ARE TRANSPORTATION PROJECTS CHOSEN AND FUNDED?

For a project to receive funding, it must meet a long list of state and federal guidelines for traffic safety, air quality and environmental justice. It also must align with the vision of *FutureLV: The Regional Plan*, and its 25-year Long-Range Transportation Plan (LRTP).

A core concept of *FutureLV* is Centers and Corridors, a long-range transportation investment plan that directs redevelopment, reuse and new construction to 57 economic and housing activity Centers around the Lehigh Valley and along the Corridors that connect them.

Transportation project investments are then targeted to be consistent with that concept and must be identified in the *FutureLV: The Regional Plan* before they can be programmed in the TIP. *FutureLV* is updated every four years, whereas the TIP is updated every two years. New TIP projects not previously programmed on prior four-year TIPs are selected from *FutureLV* based on factors including safety, congestion, condition of the asset to be improved and life cycle of the infrastructure element(s) involved and whether they benefit underserved communities.

These project selection steps were implemented for the current *FutureLV: Long-Range Transportation Plan*.

Transportation Needs Assessment

This involved meetings with municipal and communities stakeholders, as well as a communitywide survey, to determine the transportation needs in all 62 municipalities within the Lehigh Valley.

Project Selection

The LVTS evaluated, ranked and selected qualified projects that were consistent with overall regional priorities and added qualified projects that could not be funded to the unmet needs lists of projects to be considered for future funding. The evaluation included a detailed scoring system based on more than 40 datasets designed to measure a project's value to the community.

Adoption

The current list of Long-Range Transportation Plan projects was adopted by LVTS on October 18, 2023.

TIP Management

The four-year TIP is a constantly evolving program that changes as project costs and schedules adjust. By federal statute, the program is what's known as "fiscally constrained", which means that the total cost of the projects on the TIP cannot exceed the money expected to be received by the LVTS. When costs increase for one project, the money often must come from another, just as savings on a particular project can be moved into one that needs more money. Managing the flow of money is equally as important as managing the project schedule. This funding strategy addresses high-priority transportation needs and is designed to promote a modern, efficient transportation network that highlights accessibility for everyone.

FUNDING SOURCES

Locally endorsed highway, bridge and transit projects are supported by the TIP with federal assistance – Infrastructure Investment and Jobs Act (IIJA). The federal and state governments designated the LVTS as the body responsible for preparing the TIP for Lehigh and Northampton counties.

The Infrastructure Investment and Jobs Act (IIJA) is an act to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. State and local governments can seek funding from these new and expanded competitive grant programs in the IIJA that focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. These grant programs include:

National Highway Performance Program (NHPP) supports construction of new facilities on the National Highway System (NHS) geared towards achieving national performance goals for improving infrastructure safety, condition, mobility or freight movement established by the state asset management plans.

Bridge Investment Program (BRIP) is a competitive program to replace, rehabilitate, preserve or protect some of the nation's most important and economically significant bridges.

Bridge Formula Program (BOF) provides formula funding to states to replace, rehabilitate, preserve, protect and construct bridges on public roads. Notably, the program includes a 15% set-aside for off-system bridges. These are bridges often owned and maintained by cities, counties and towns — and typically located on roads normally ineligible for federal highway funding. The federal government will also cover 100% of the cost of off-system bridge projects under the Bridge Formula Program for bridges owned by a local government.

Congestion Mitigation & Air Quality Improvement Program (CMAQ) fund projects that reduce pollution and relieve congestion geared towards helping metropolitan regions and states meet federal air quality standards. Funds are distributed to states and within states based on the level of pollution. Funds from this program go towards increasing transportation options as opposed to projects that will increase the use of single occupant vehicles.

Highway Safety Improvement Program (HSIP) supports efforts to reduce fatalities and injuries on public roads, paths and trails. HSIP funds projects on trails, paths, or roads included in state's Strategic Highway Safety Plan to improve safety.

Surface Transportation Block Grant Program (STU) provides flexible funds for bridges, highways, pedestrian and bicycle projects, and some transit projects. States allocate portions of funds under this program for metropolitan areas of 200,000 people or more.

Nationally Significant Freight & Highway Projects (INFRA)

awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Carbon Reduction Program (CRP) funds are used to reduce transportation emissions through the development of carbon reduction strategies and funding projects designed to reduce emissions.

Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT)

provides discretionary funding grants and opportunities to support projects that address the climate change impacts to the transportation network through planning, resilience improvements, community resilience and evacuation routes.

The Pennsylvania Transportation Alternatives Set-Aside Program (TASA)

provides funding for projects and activities for multimodal transportation. These projects include pedestrian and bicycle facilities, community improvement activities, environmental mitigation, trails used for transportation and safe routes to school.

The Multimodal Transportation Fund (MTF)

provides an annual multimillion-dollar stream of state funding for ports, rail freight, aviation projects and bicycle and pedestrian improvements.

HOW IS THE COMMUNITY INVOLVED WITH LVTS?

Public participation is essential to LVTS and its planning products. All LVTS committee meetings are open to the public, and all LVTS work products have public comment periods. In accordance with federal and state laws, the LVTS has adopted a Public Participation Plan that outlines how the MPO engages the community in its work.

Public participation begins early in the planning process and continues throughout each of the planning stages, helping to avoid, minimize and mitigate project impacts while providing the best solutions. This helps LVTS to:

- Inform the public of transportation meetings, issues and other relevant events. The public needs to be aware of their role in the transportation planning and decision-making process.
- Include all communities in the region to inform and involve those communities with people who have been underrepresented and/or underserved.
- Involve the public by providing opportunities throughout the transportation planning and decision-making process.
- Improve the public participation process by identifying and incorporating new tools and strategies.

Updated Public Participation and Limited English Proficiency Plans can be found at <https://lvpc.org/>.



LVTs Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from December 9, 2023 through January 5, 2024

MPO Tech Meeting: January 17, 2024

MPO Coord Meeting: January 17, 2024

Statewide 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 (\$)			
LVTs Vulnerable Road User Project - Tier 1 145 - VRU Lehigh County	11943	CON	Before Adjust After	sHVRU sHVRU sHVRU		418,145			400,000 (301,759)												818,145.00 (301,759.00)	Reduce due to low bid savings.	
HSP1 Set Aside Reserve Line Item Central Office	101969	CON	Before Adjust After	sHSIP sHSIP sHSIP		418,145			1,662,909 301,759			12,922,807			30,904,396						45,589,678.00 301,759.00	Balancing source to maintain fiscal constraint.	
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 (\$)			
Mosserville Road over Ontelaunee Creek 4024 - 01B Lehigh County	85692	CON	Before Adjust After	BOF BOF BOF	185				1,000,000 791,800	250,000 (250,000)											1,250,000.00 541,800.00	Increase to cover PS&E estimate. Toll Credit to release 185 funds.	
Country Club Rd o/US 22 2031 - 01B Northampton County	89616	CON	Before Adjust After	BOF BOF BOF	581				1,300,000 (791,800)	325,000 (197,950)											1,625,000.00 (989,750.00)	Reduce due to being fully covered on 2021 TIP.	
LVTs Hwy & Bridge Reserve Line Item Lehigh County	102201	CON	Before Before Before Adjust Adjust After After After	BRIP NHPP BRIP BOF STP BRIP NHPP STP	185				923,288 319,104 7,008,808 361,688	20,457 127,050 270,457		113,744 1,437,840 105,130	54,730		1,164,417 5,910,024 167,842	164,945		38,856,960 62,784,000 44,824,125	29,101,191		70,399,732.00 70,450,968.00 52,105,905.00 73,346,025.00	Balancing source to maintain fiscal constraint.	
Interstate Administrative Action #1				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
I-80 Reconstruction-Monroe 80 - 17M Monroe County	76357	FD	Before Adjust After		581					0 6,000,000				0 6,033,151			0 2,456,849				0.00 14,490,000.00	Increase to match current estimate.	
I-78 Recon-Berks County Line to SR 100 78 - 19M Lehigh County	92780	FD	Before Adjust After	NHPP NHPP NHPP	581				0 6,000,000 (6,000,000)	0 (6,000,000)		0 6,033,151 (6,033,151)		0 6,000,000 (6,000,000)			0 6,000,000 (6,000,000)				18,033,151.00 0.00	Flip to federal funds to free up 581 funds.	
Interstate Contingency Line Item Central Office	75891	CON	Before Adjust After After	BRIP NHPP BRIP NHPP	185				88,489,272 (6,000,000)	1,200,000		49,680,258 (6,033,151)	1,500,000	39,865,504 (6,000,000)	1,500,000		3,543,151				182,235,034.00 (14,490,000.00)	Source and balancing source to maintain fiscal constraint	
Administrative Action #2				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 (\$)			
309 & Tilgham I/C Reconstruction 309 - 12M Lehigh	96432	FD	Before Adjust Adjust After	NHPP STU NHPP STU	581	1,488,412	372,103		0 300,000	0 75,000											0.00 1,860,515.00 300,000.00	Increase to obtain environmental permit, finalize roadway plans, revise structure plans, and remove NSA-2 noise wall.	
LVTs Hwy & Bridge Reserve Line Item Lehigh County	102201	CON	Before Before Before Adjust Adjust After After After	BOF BRIP NHPP STP NHPP STP BOF BRIP NHPP STP	185	1,488,412	372,103		923,288 319,104 7,008,808 361,688	270,457 127,050 270,457		113,744 1,437,840 105,130	54,730		1,164,417 5,910,024 167,842	164,945		38,856,960 62,784,000 44,824,125	29,101,191		70,649,732.00 70,450,968.00 52,105,905.00 73,543,975.00	Source.	
Administrative Action #3				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 (\$)			
Box Culvert Bundle-Round 2 143 - BC2 Lehigh County	110066	PE	Before Adjust After		185		10,000			0 213,147											10,000.00 213,147.00	Increase for archeology, above ground resources, and bog turtle survey.	
Indian Creek Road over Leibert Creek 2018 - 01B Lehigh County	79127	FD	Before Adjust After		185		261,776														300,195.00 (25,330.00)	Reduce to match need.	
LVTs Hwy & Bridge Reserve Line Item Lehigh County	102201	CON	Before Before Before Adjust Adjust After After After	BOF BRIP NHPP STP NHPP STP BOF BRIP NHPP STP	185				923,288 319,104 7,008,808 361,688	270,457 127,050 270,457		113,744 1,437,840 105,130	54,730		1,164,417 5,910,024 167,842	164,945		38,856,960 62,784,000 44,824,125	29,101,191		70,649,732.00 70,450,968.00 51,805,905.00 73,468,975.00	Partial source.	

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from December 9, 2023 through January 5, 2024

MPO Tech Meeting: January 17, 2024

MPO Coord Meeting: January 17, 2024

Administrative Action #4				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks					
Project Title	MPMS	Phase	Armts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)								
Lower South Main Street of Martins Creek 1015 - 03B Northampton County	85930	CON	Before	STU	185	2,640,000	660,000																3,300,000.00	Increase to cover supplement to Railroad agreement for additional construction engineering.				
			Before		581						0														0.00			
			Adjust		581						32,419															32,419.00		
			After	STI	185	2,640,000	660,000																			3,300,000.00		
			After		581						32,419																32,419.00	
			After																								3,300,000.00	
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			5,910,024			62,784,000							70,450,968.00		
			Before	NHPP						6,708,808			105,130			167,842			44,824,125							51,805,905.00		
			Before	STP	581					361,688			896,947			661,873	92,433		55,576	122,162							73,468,975.00	
			Adjust	STP	581								(32,419)														(32,419.00)	
			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			5,910,024			62,784,000							70,450,968.00	
			After	NHPP							6,708,808			105,130			167,842			44,824,125							51,805,905.00	
			After	STP	581						361,688			864,528			661,873	92,433		55,576	122,162							73,436,556.00
			After	STP	581						361,688			864,528			661,873	92,433		55,576	122,162							73,436,556.00
Before FFY Totals						4,646,123	1,303,879	0	126,703,733	12,846,040	0	71,877,413	8,121,803	0	99,961,336	8,648,428	0	714,005,108	273,373,180				1,321,487,043	Actions do not affect the project delivery schedules or air quality conformity.				
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0			
After FFY Totals						4,646,123	1,303,879	0	126,703,733	12,846,040	0	71,877,413	8,121,803	0	99,961,336	8,648,428	0	714,005,108	273,373,180				1,321,487,043					

NOTES:

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JANUARY 17, 2024**

US 22, Section WDN Widening (C-C. Frey)

**Whitehall, South Whitehall, and Hanover Townships, and City of Bethlehem Lehigh County;
Hanover Township, Northampton County**

MPMS 96384 - est let N/A

- All Phase I ESAs now approved
- Preliminary POA study comments returned on May 25, 2023, resubmission is under review
- Preliminary Noise Analysis is being revised to current project limit just west of Airport Road and break-out project strategies discussed with CO and FHWA, resubmission is delayed until Supplement 10 is processed to restructure agreement for break project delivery approach
- Due to anticipated ROW displacements in EJ area, a streamlined Environmental Assessment (EA) will be required for NEPA clearance; due to time restrictions of EA, the EA will be initiated once the Preliminary POA and Preliminary Noise Analysis are closer to approval
- Design team continuing work to identify EJ community leaders (Hispanic, Syrian, and Asian populations) in preparation of public involvement process
- Upon environmental clearance, US 22 Widening will be advanced via a series of breakout projects. First breakout project will be SR 22/Fullerton Interchange (MPMS 117610) anticipated to be let in 2027

SR 145, Section MLT 7th Street Multimodal Corridor (C-R. Prophet)

City of Allentown and Whitehall Township, Lehigh County

MPMS 99697 – est let April 1, 2027

- Final Design is being delayed aligning with funding, currently programmed in FFY 2026

SR 145, Section 13S Route 145 Safety Improvements (C-M. Fallon)

City of Allentown, Lehigh County

MPMS 109971 – actual let September 28, 2023

- Project was awarded to Kriger Construction, Inc on October 16, 2023
- NTP was issued on November 13, 2023
- Anticipated completion date is October 27, 2026

SR 309, Section 14M Betterment (C-M. Fallon)

North and South Whitehall Townships, Lehigh County

MPMS 102312 – est let June 5, 2025

- NPDES and JPA permits resubmitted to District August 28, 2023, and comments received September 24, 2023
- Coordination with Traffic Unit is ongoing
- Structure Foundation Report for Retaining wall resubmitted December 18, 2023
- Final Structure Plans for Culvert Extension submitted November 17, 2023 and District comments received December 13, 2023
- Railroad coordination ongoing
- CE reevaluation document updates in progress including archeology and above ground resources
- Final Structure plans for Jordan Creek Bridge approved November 8, 2023
- Traffic signal plan updates are ongoing
- Signing Plans and Pavement Marking Plan updates are ongoing

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JANUARY 17, 2024**

**SR 309, Section 12M 309 & Tilghman Interchange (A. Samy)
North and South Whitehall Townships, Lehigh County
MPMS 96432 – est let July 25, 2024**

- ROW acquisition ongoing
- Utility coordination ongoing, Utility Conflict Meeting to be held January 4, 2024
- Final Noise report approved
- Structure Foundation Reports - remainder of sign structures approved, all of the noise wall reports ongoing, (NSA-4 Resubmitted)
- Final Structure plans for bridges ongoing, sign structures ongoing and noise walls FSP will be submitted after voting is complete
- 60% Constructability Review to be Completed January 22, 2024

**SR 378, Section 04M SR 378 Lighting (M. Patel)
City of Bethlehem, Lehigh County
MPMS 110398 – est let April 1, 2027**

- Working on Lighting agreement with City of Bethlehem
- PA One Call conducted – receiving information from utility companies
- Conceptual Design and plans progressing
- The District has not completed a scoping of project; BRPA cannot be completed yet, Gannet Flaming is now going to take lead on getting a scoping completed
- Scoping meeting will be scheduled in January 2024
- Utility/URMS coordination is ongoing

**SR 1017, Section 02S Mauch Chunk Signal Improvements (C-M. McGuire)
South Whitehall Township, Lehigh County
MPMS 110174 – est let May 22, 2025**

- Environmental documentation has been submitted to the Department for review

**SR 22, Section 15M SR 22/SR 191 Interchange Improvements (C-M. McGuire)
Bethlehem Township, Northampton County
MPMS 117606 – est. let April 1, 2030**

- Continuing with environmental studies
- Continuing to advance traffic modeling for the design year
- Completed crash analysis
- Begin laying out draft alternatives

**SR 191, Section 04S SR 191 Lower Nazareth Intersection Improvements (C-R. Himmelwright)
Lower Nazareth Township, Northampton County
MPMS 116936 – est. let March 12, 2026**

- Infiltration Testing scheduled for end of December
- Progressing Safety Review submission

**SR 248, Section 05S Route 248 Realignment (C-M. McGuire)
Bath Borough, Northampton County
MPMS 86853 – est let April 11, 2024**

- Traffic Control Plans being revised based on Department comments
- Utility companies are designing their facilities
- Right of Way acquisition is nearly complete
- Final plan check and 90% Constructability complete

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JANUARY 17, 2024**

**SR 2018, Section 02S Freemansburg Ave (SR 2018) Safety Improvements (C-J. Besz)
Bethlehem Township, Northampton County
MPMS 117509 – est let December 4, 2025**

- The Phase I ESA was submitted on November 7, 2023, District review is ongoing
- Field investigations to support the Phase I Archeology were complete in November, development of the report is ongoing
- Development of the CED is ongoing
- The Public Plans Display was held on October 16, 2023
- The Safety Review Submission was made on November 29, 2023, District review is ongoing
- Utility coordination and SUE planning are ongoing
- Preliminary stormwater management design continues
- The SEPS was submitted on November 7, 2023 and approved on November 9, 2023

**LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JANUARY 17, 2024**

ACRONYM REFERENCE	
ACM/LBP	ASBESTOS CONTAINING MATERIAL / LEAD BASED PAINT
ADA	AMERICAN WITH DISABILITIES ACT
BRPA	BRIDGE AND ROADWAY PROGRAMMATIC AGREEMENT
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
EJ	ENVIRONMENTAL JUSTICE
ESA	ENVIRONMENTAL SITE ASSESSMENT
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
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
LOMR	LETTER OF MAP REVISION
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NCCD	NORTHAMPTON COUNT CONSERVATION DISTRICT
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PE	PRELIMINARY ENGINEERING
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
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE

TOTAL VEHICLE TRAFFIC



TOTAL TRUCK TRAFFIC

