



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING Wednesday, June 18, 2025, at 9:00 am Virtual Meeting Agenda

Roll Call

Courtesy of the Floor

Minutes

1. *ACTION ITEM*: Technical Committee approval of the Joint Technical and Coordinating Committee Meeting Minutes of April 16, 2025 (HM)
2. *ACTION ITEM*: Coordinating Committee approval of the Joint Technical and Coordinating Committee Meeting Minutes of April 16, 2025 (HM)
3. *ACTION ITEM*: Technical Committee approval of the Special Joint Technical and Coordinating Committee Meeting Minutes of April 30, 2025 (HM)
4. *ACTION ITEM*: Coordinating Committee approval of the Special Joint Technical and Coordinating Committee Meeting Minutes of April 30, 2025 (HM)
5. *ACTION ITEM*: Technical Committee approval of the Special Joint Technical and Coordinating Committee Meeting Minutes of May 15, 2025 (HM)
6. *ACTION ITEM*: Coordinating Committee approval of the Special Joint Technical and Coordinating Committee Meeting Minutes of May 15, 2025 (HM)
7. *ACTION ITEM*: Technical Committee approval of the Special Technical Committee Meeting Minutes of May 21, 2025 (HM)

Old Business

1. *ACTION ITEM*: Eastern Pennsylvania Freight Alliance Memorandum of Understanding (BB, EG)
2. *ACTION ITEM*: Electric Vehicle Infrastructure Planning (EG)
 - a. Community Use Cases & Priority Locations List Adoption
3. *INFORMATION ITEM*: Walk Audit Story Map Launch (EG)
4. *INFORMATION AND ACTION ITEMS*: 2025 Work Program Updates
 - a. *ACTION ITEM*: Transportation Alternatives Set-Aside Project Awards (EG)
 - b. *INFORMATION ITEM*: Carbon Reduction Program Funds Reallocation (FU)
 - i. Next Steps
 1. Workshop #1, Wednesday, June 25th, 9:00 AM, In-Person
 2. Workshop #2, Wednesday, July 16th, 10:30 AM, In-Person
 - c. *INFORMATION ITEM*: Functional Classification Update (FU)
5. *INFORMATION AND ACTION ITEM*: 2025-2028 Transportation Improvement Program (TIP) (JR)
 - a. *ACTION ITEM*: Amendment #1: PA 33 Bushkill Creek Bridges
 - b. *INFORMATION ITEM*: Administrative Modifications
6. *INFORMATION ITEM*: 2025-2027 Unified Planning Work Program Updates (BB, FU)
 - a. Route 22 – Request For Proposals
 - b. Safe Streets for All (SS4A) Grant Application

New Business

1. *INFORMATION ITEM*: Presentation & Event Requests

2. *INFORMATION ITEM*: Statewide Transportation Funding (BB, OO)

Status Reports

1. PennDOT District 5-0 Bridge Project Status Report
2. Public Engagement, Education and Grants Report

Adjournment

Next LVTS Meetings & Workshops

LVTS Technical Committee Carbon Reduction Program Workshop #1
June 25, 2025, at 9:00 am
In-Person

LVTS Joint Technical and Coordinating Committee Meeting
July 16, 2025, at 9:00 am
Virtual

LVTS Technical Committee Carbon Reduction Program Workshop #2 (if needed)
July 16, 2025, at 10:30 am
In-Person

Meetings will be held virtually, and workshops will be in-person.

Meeting participation information can be found here:

<https://www.lvpc.org/transportation-committees.html>

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.



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Technical Committee

Lehigh Valley Transportation Study Minutes from Wednesday, April 16, 2025 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 8, 2025. Mr. David Hopkins chaired the Coordinating Committee portion of the meeting, and Mr. Brendan Cotter chaired the Technical Committee portion of the agenda.

Mr. Hopkins 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
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office

LVTS Coordinating Committee

David Hopkins (Alt.)	City of Easton
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Michael Alkhal (Alt.)	City of Bethlehem
Chris Kufro	PennDOT District 5-0
Jim Mosca	PennDOT Central Office
Owen O'Neill	LANTA
Thomas Stoudt	LNAA

Members Absent:

Technical Committee

Ryan Meyer	LNAA
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton

Coordinating Committee

Rick Molchany (Alt.)	Lehigh County
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Lamont McClure	Northampton County
Michael Emili (Alt.)	Northampton County

Staff Present: Becky Bradley, Evan Gardi, Ben Dinkel, Brian Hite, Hannah Milagio, Faria Urmey, Subham Kharel, Mackenzie Geisner

Public Present:

Steve Turoscy, Brian Hare, Lawrence Peterson, Craig Beavers, Sherri Penchishen, Scott Harney, Jeff Rai, Mike Rebert, Evan Jones, Brian Miller, Scott Slingerland, Kent Baird, Gene Porochniak, Lee Rackus

Courtesy of the Floor

Mr. Hopkins welcomed Mr. Yandem as the new alternate for the City of Bethlehem on the LVTS Technical Committee. Mr. Yandem introduced himself as the Assistant Director of Public Works and City Engineer for the City of Bethlehem. There were no questions from members or the public for Mr. Yandem.

Minutes

Mr. Cotter stated that the last Technical Committee was held on March 19, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the February 19th, 2025, Joint Technical and Coordinating Committee Meeting
- Transportation Planning Agreement between LVPC, PennDOT, and LANTA
- 2025-2028 Transportation Improvement Program (TIP) Riverside Drive RAISE Grant TIP Amendment
- Adjournment

Mr. Cotter asked for a motion to approve the minutes. Mr. Petrik made the motion, and the motion was seconded by Mr. Raio. There were no questions or comments from members of the public. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Hopkins stated the Coordinating Committee meeting was held on March 19, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the February 19th, 2025, Joint Technical and Coordinating Committee Meeting
- Transportation Planning Agreement between LVPC, PennDOT, and LANTA
- 2025-2028 Transportation Improvement Program (TIP) Riverside Drive RAISE Grant TIP Amendment
- Adjournment

Mr. Hopkins asked for a motion to approve the minutes. Mr. Mosca made the motion, seconded by Mr. O'Neil. Mr. Hopkins asked if there were any questions or comments from the members and the public. Hearing none, Mr. Hopkins asked Ms. Bradley to call for a vote and the motion was approved.

Old Business**DISCUSSION AND ACTION ITEM: State Transportation Commission 12-Year Program Survey**

Ms. Army presented a summary of the State Transportation Commission's (STC) online public forum, which was held to engage the public and solicit feedback and questions on the STC's 12-Year Program. The public comment period for the 12-Year Program will close on April 30, 2025.

Mr. Cotter noted that the LVTS can advocate for regional priorities to be included or advanced in the 12-Year Program through the public comment period. He noted that per the Transportation Planning Agreement with PennDOT and LANTA, the LVTS must send a list of larger, regional projects from the adopted Long Range Transportation Plan, to the STC for consideration of inclusion in the 12-Year Plan. A list of mid-range and long-range projects from *FutureLV: The Regional Plan*, with estimated costs exceeding the average project size of \$7 million.

Ms. Bradley reviewed how the project list for the LVTS' advocacy for potential inclusion in the STC's 12-Year Program was developed. She noted that the LVPC recommends that the LVTS reinforce the need for projects on the current Transportation Improvement Program and request additional funding from statewide funds to advance projects on the National Highway System that extend into the mid-range that were started in the short-range. The LVPC also recommends that the staff evaluate projects for specific criteria to determine the final list to be forwarded to the STC with the request for inclusion in the 12-year program. These criteria include: bridge condition, safety concerns (fatalities and serious injuries), annual average daily traffic, congestion, inclusion in *Walk/RollLV: Active Transportation Plan*, and proximity to the Express Bus Service (EBS/BRT) routes.

Mr. Cotter opened the floor for member discussion. Mr. Mosca thanked the LVPC staff for their work and the LVTS for being proactive in their support for the 12-Year Plan development and transparency. Mr. O'Neil stated that the inclusion of the EBS/BRT routes made sense because it is the primary transit goal of *FutureLV: The Regional Plan*. Mr. Cotter noted that the list included in the packet is long, and he asked if members had any questions on the methodology or wanted to add other projects. Ms. Bradley stated that more projects could not be added because of fiscal constraint, and that the methodology would be communicated to the Commonwealth. Mr. Cotter thanked Ms. Bradley for her explanation.

Mr. Raio asked why some projects were listed multiple times. Ms. Bradley informed him that a project with multiple listings indicates the project has funding in multiple ranges. Mr. Harney noted that the title of a project was Route 22 from the Lehigh River to Airport Road, but the description mentioned 15th Street to Airport Road, and he asked for clarification. Ms. Bradley said the staff would consult with PennDOT and report back. Mr. Yandem asked why the Linden Street conversion project was not included on the list. Mr. Hite noted that this project has a lower cost than the minimum \$7 million for inclusion on the list. Mr. Hopkins asked what it meant for a project to be included in fiscal constraint. Ms. Bradley stated that projects listed in the short, mid, or long ranges of the Long-Range Transportation Plan are included in fiscal constraint. There were no additional questions.

Mr. Cotter asked for a motion from the Technical Committee to recommend to the Coordinating Committee that the LVTS forward the project list recommended by the staff for the STC's consideration of inclusion in the 12-Year Plan. Mr. Hopkins made a motion to recommend to the Coordinating Committee Lehigh Valley projects for the STC's consideration of inclusion in the 12-Year Plan, which was seconded by Mr. Petrik. Mr. Cotter 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. Hopkins asked for a motion from the Coordinating Committee to recommend the project list to the STC for consideration of inclusion in the 12-Year Plan. Mr. Mosca made a motion to recommend the project list to the STC for consideration of inclusion in the 12-Year Plan, which was seconded by Mr. O'Neil. Mr. Hopkins 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.

PRESENTATION, DISCUSSION AND ACTION ITEMS: 2025 Work Program Updates

Roadway Functional Classification System Update

Ms. Army presented an update on the Roadway Functional Classification System project. She reminded meeting participants that the functional classification of a roadway can impact design, funding eligibility, and performance monitoring. Because of the significant regional growth since the last Functional Classification update, the daily vehicle miles travelled of both counties has increased by nearly 1 million. Ms. Army stated that LVPC staff have been working on collecting, analyzing, and mapping data on planning for future developments, population and employment density, land uses, traffic volume, and significant traffic generators to propose changes to the functional classification of road networks within Lehigh Valley region.

Ms. Geisner reviewed an ArcGIS tool that staff created to visualize all relevant datasets and identify key trip-generating locations across the Lehigh Valley. The visualization tool was displayed during the meeting. Dr. Kharel provided additional detail on the data analysis that supports the Roadway Functional Classification Update. He stated that the staff will prepare a list of corridors for consideration, which will help the LVTS Technical Committee prioritize functional classification upgrades or downgrades. Mr. Kharel showed two examples of analysis and recommendations. The first example was Route 100 and Tilghman Street in Upper Macungie Township, and it is recommended that both roadways be upgraded. Ms. Geisner provided the second example at South 25th Street and Freemansburg Avenue, and it is recommended that these roadways be upgraded.

Mr. Hopkins asked if there were any questions from LVTS members and the public. Mr. Harney asked if the functional classification is meant to describe the current characteristics of the roadway, or the needed/desired characteristics of the roadway. Ms. Bradley noted that it reflects the current characteristics, per federal guidelines. Mr. Slingerland asked if an upgrade to the functional classification

for Butler Street would increase truck traffic or the speed limit in that section. Ms. Bradley stated that trucks can drive on all roadways because of Commonwealth law. A speed limit could be raised to an upgraded location, but that would require a study and justification. She also noted that the list of potential roadways to be upgraded will be very long, which speaks to regional growth. There were no additional questions.

Transportation Alternatives Set-Aside (TASA) Project Selection Criteria

Mr. Gardi noted that the Technical Committee met for a Workshop on March 24, 2025, to determine TASA project selection criteria. The Technical Committee considered state and federal criteria to create LVTS-specific scoring criteria and weighting, which were all displayed during the meeting. The next TASA workshop will be held on May 21, when the staff will present the scored project list. The vote to allocate TASA funds would occur during the Joint Technical and Coordinating Committee meeting on June 18.

Mr. Hopkins asked if there were any questions from LVTS members or the public. Ms. Rackus asked if there was a local match requirement. Mr. Gardi said there was no local match requirement. Mr. Hite added that projects need to be designed and shovel ready for consideration. There were no additional questions.

Mr. Cotter asked for a motion to recommend approval of the LVTS TASA Project Selection Criteria and Weighting to the Coordinating Committee. Mr. Raio made a motion to recommend approval of the LVTS TASA Project Selection Criteria and Weighting to the Coordinating Committee, which was seconded by Mr. Yandem. Mr. Cotter asked if there were any questions from Technical Committee members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Hopkins asked for a motion to approve the LVTS TASA Project Selection Criteria and Weighting. Mr. Kufro made a motion to approve the LVTS TASA Project Selection Criteria and Weighting, which was seconded by Mr. Alkhal. Mr. Hopkins asked if there were any questions from Coordinating Committee members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Carbon Reduction Program Funds Reallocation

Ms. Army noted that the Carbon Reduction Monitoring and Evaluation Program which was included in the Transportation Improvement Program is an ineligible use of funds for the Carbon Reduction Program because it includes “planning activities”. This project was included because the Long-Range Transportation Plan and the 2025-2028 Transportation Improvement Program were adopted before the guidance on Carbon Reduction Program eligible activities were released. The LVTS will adopt selection criteria for Carbon Reduction eligible projects to allocate funding, and this criteria would be determined at LVTS Technical Committee workshops.

Ms. Milagio stated that the workshops for Carbon Reduction Program funding would be held on June 25 at 9 AM and July 16 at 10:30 AM, both at the LVPC Office. The first workshop will set scoring criteria to evaluate potentially funded projects in the second workshop. The anticipated vote for the Carbon Reduction project list to take place at the August 20 LVTS meeting.

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

INFORMATION ITEM: 2025-2028 Transportation Improvement Program

Ms. Ruth noted that, from March 8 to April 4, there were five administrative actions and two statewide actions:

- Administrative Action #1: PA 309 Resurface, Lehigh County
- Administrative Action #2: Shimersville Hill Safety Improvements (Final Design Phase), Lehigh County
- Administrative Action #3: Construction Assistance – Fed, Lehigh County
- Administrative Action #4: Church Road over Tributary to Little Bushkill Creek
- Administrative Action #5: Shimersville Hill Safety Improvements (Utility Phase), Lehigh County
- Statewide Action #1: Northampton County Bridge 168 (High Street), Northampton County
- Statewide Action #2: LVTS CMAQ-LANTA Flex, Lehigh County

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

New Business

INFORMATION ITEM: 2025-2027 Unified Planning Work Program

Ms. Bradley reminded meeting participants that the LVTS adopted this UPWP in October 2024 with a start date of July 1, 2025. During the finalization of the contract, the Pennsylvania Department of Transportation and the US Federal Highway Administration required technical revisions to language as a result of Executive Orders implemented by the new administration. These changes are seen as non-material. Terms to be removed include diversity, equity, inclusion, accessibility (non-access), energy impacts, climate change, greenhouse gas, racial equity, environmental justice, Justice40, Council on Environmental Quality. References to the following rescinded Executive Orders were removed: Environmental Justice, Racial Equity, Justice 40, Limited English Proficiency.

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

INFORMATION ITEM: National Electric Vehicle Infrastructure Planning

Mr. Gardi noted that the LVPC is charged with developing a community-informed charging use case list to address the Electric Vehicle (EV) needs of the region. A regionwide survey is currently open to identify priority locations and destinations for EV infrastructure. The LVPC will also host a Planning and Pizza workshop on May 22 at the LVPC Office to gather more community input.

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

INFORMATION ITEM: 1st Quarter of 2025, January to March Traffic Monitoring Report

Mr. Hite noted that one of the core functions of the LVPC supporting the LVTS is the Federal Highway Administration's Highway Performance Monitoring System (HPMS) data collection and analysis program. Four continuous traffic counters are in operation in the region, and Mr. Hite presented the data for each counter on the last Tuesday of the month:

- US Route 22, East of the Lehigh River Bridge:
 - January 2025: 101,618 vehicles (9,254 trucks)
 - February 2025: 102,493 vehicles (10,063 trucks)
 - March 2025: 106,143 vehicles (11,577 trucks)
- PA Route 33, South of PA Route 248
 - January 2025: 78,159 vehicles (8,954 trucks)
 - February 2025: 81,532 vehicles (10,087 trucks)
 - March 2025: 84,163 vehicles (12,003 trucks)
- US Route 22, East of PA Route 33
 - January 2025: 49,185 vehicles (2,410 trucks)
 - February 2025: 51,042 vehicles (3,001 trucks)
 - March 2025: 53,281 vehicles (2,856)
- PA Route 309, North of Coopersburg Borough
 - January 2025: 36,093 vehicles
 - February 2025: 37,064 vehicles
 - March 2025: 38,273 vehicles

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

Status Reports

Mr. Hopkins said the status reports on PennDOT District 5 Multimodal Transportation Fund (MTF) and TASA Projects, the monthly Traffic Report and Public Engagement, Grants and Education were included in the meeting packet. There were no questions or comments from the committees or public.

Adjournment

Mr. Hopkins stated that the next LVTS meeting would be a Technical Committee meeting on May 21, 2025, at 9 AM. A Technical Committee workshop would follow that meeting at 10:30 AM at the LVPC Office. He noted that the next Joint Technical and Coordinating Committee Meeting would be held on

June 18 at 9 AM. He also mentioned that the Carbon Reduction Program Technical Committee workshops would be held on June 25 at 9 AM and July 16 at 10:30 AM, both at the LVPC Office. Ms. Bradley made a motion to adjourn, and the meeting was adjourned.



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Technical Committee

Lehigh Valley Transportation Study Minutes from Wednesday, April 30, 2025

Joint Technical and Coordinating Committee Special 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 Morning Call on April 26, 2025.

Mr. Rick Molchany chaired the Coordinating Committee portion of the meeting, and Mr. Ryan Meyer 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

Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office

LVTS Coordinating Committee

Rick Molchany (Alt.)	Lehigh County
David Hopkins (Alt.)	City of Easton
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Michael Alkhal (Alt.)	City of Bethlehem
Michael Emili (Alt.)	Northampton County
Chris Kufro	PennDOT District 5-0
Jim Mosca	PennDOT Central Office
Owen O'Neill	LANTA
Thomas Stoudt	LNAA

Members Absent:

Technical Committee

Brendan Cotter	LANTA
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton

Coordinating Committee

Matthew Tuerk	City of Allentown
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J. William Reynolds
Lamont McClure

City of Bethlehem
Northampton County

Staff Present: Becky Bradley, Evan Gardi, Brian Hite, Hannah Milagio, Faria Urmy

Public Present: Brian Hare, Steve Turoscy, Brett Webber, Jeff Rai, Scott Harney, Gene Porochniak, Ralph Eberhardt

Courtesy of the Floor

Mr. Molchany asked if there were any members of the public who wished to speak on an item not listed on the meeting agenda, and there were none.

Old Business

INFORMATION/ACTION ITEM: 2025-2028 Transportation Improvement Program (TIP) Amendment Riverside Drive RAISE Grant

Public Comment Review

Ms. Milagio reviewed the project description and the most recent public review and comment period for the Riverside Drive RAISE Grant project. She noted that all comments received during the public comment period were included in the packet for review.

LVTS Re-Adoption of the Air Quality Conformity Report

Ms. Bradley noted that the Air Quality Conformity Report was reviewed by the Interagency Consultation Group (ICG) in December 2024 and had no comments. There were no questions from LVTS members or the public.

Mr. Meyer called for a motion from the Technical Committee to recommend the readoption of the Air Quality Conformity Report to the Coordinating Committee. Ms. Bradley made a motion from the Technical Committee to recommend the readoption of the Air Quality Conformity Report to the Coordinating Committee, which was seconded by Mr. Raio. Ms. Bradley called for the vote and the motion carried.

Mr. Molchany called for a motion from the Coordinating Committee to approve the readoption of the Air Quality Conformity Report as forwarded by the Technical Committee. Mr. Mosca made a motion from the Coordinating Committee to approve the readoption of the Air Quality Conformity Report as forwarded by the Technical Committee, which was seconded by Mr. Stoudt. There were no questions from LVTS members or the public. Ms. Bradley called for the vote and the motion carried.

LVTS Adoption of the Air Quality Conformity Resolution

Ms. Bradley reviewed the draft Air Quality Conformity Resolution, and she noted that it was included in the meeting packet for review. There were no questions from LVTS members or the public.

Mr. Meyer asked for a motion from the Technical Committee to recommend adoption of the Air Quality Conformity Resolution to the Coordinating Committee. Mr. Hopkins made a motion to recommend adoption of the Air Quality Conformity Resolution to the Coordinating Committee, which was seconded by Mr. Meyer. Ms. Bradley called for the vote and the motion carried.

Mr. Molchany asked for a motion from the Coordinating Committee to adopt the Air Quality Conformity report, as forwarded by the Technical Committee. Mr. Hopkins made a motion to adopt the Air Quality Conformity report, which was seconded by Mr. Mosca. Mr. Molchany asked if there were any questions from Coordinating Committee members or the public, and there were none. Ms. Bradley called for the vote and the motion carried.

LVTS Re-Adoption of the 2025-2028 TIP Amendment

Ms. Bradley and Ms. Ruth presented the fiscal constraint chart for the Riverside Drive RAISE Grant. Mr. Meyer asked if there were any questions from LVTS members or the public, and there were none. He asked for a motion from the Technical Committee to recommend approval of the Riverside Drive RAISE Grant TIP Amendment to the Coordinating Committee. Mr. Raio made a motion to recommend approval of the Riverside Drive RAISE Grant TIP Amendment to the Coordinating Committee, which was seconded by Ms. Ruth. Ms. Bradley called for the vote and the motion carried.

Mr. Molchany noted that the Riverside Drive project is an excellent example of how the LVTS, as the Metropolitan Planning Organization, ensures that regional improvements are being made. He asked for a motion from the Coordinating Committee to approve the Riverside Drive RAISE Grant TIP Amendment as forwarded by the Technical Committee. Mr. Hopkins made a motion Committee to approve the Riverside Drive RAISE Grant TIP Amendment, which was seconded by Mr. Mosca. Mr. Molchany asked if there were any questions from the LVTS members or the public. Mr. Porochniak thanked the LVTS members and staff for their cooperation. There were no additional questions. Ms. Bradley called for the vote and the motion carried.

Adjournment

Mr. Molchany stated that the next LVTS meeting would be a virtual Technical Committee meeting at 9 AM on May 21, which would immediately follow by an in-person Technical Committee workshop for the Transportation Alternative Set-Aside project selection at 10:30 AM. The next Joint Technical and Coordinating Committee meeting will be held virtually at 9 AM on June 18. The Technical Committee will also host workshops for the Carbon Reduction program on June 25 at 9 AM and July 16 at 10:30 AM. Ms. Bradley made a motion to adjourn the meeting, which was seconded by Mr. Mosca, and the meeting was adjourned.



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Lehigh Valley Transportation Study Minutes from Thursday, May 15, 2025

Joint Technical and Coordinating Committee Special Meeting

The special meeting was held jointly with the Lehigh Valley Planning Commission (LVPC) Executive Committee, and was held at 615 Waterfront Drive, Suite 201, Allentown, PA 18102. Several members also joined the meeting via Microsoft Teams. The meeting was advertised in the Express Times on May 8, 2025.

Mr. Rick Molchany chaired the Coordinating Committee portion of the meeting, and Mr. Brendan Cotter chaired the Technical Committee portion of the agenda.

Ms. Morgan, Vice Chair of the LVPC, welcomed the members and the public participants and called the meeting to order.

Roll Call

Ms. Milagio took Roll Call for the LVTS Technical and Coordinating Committees. Ms. Ellis took Roll Call for the LVPC Executive Committee

Attendees:

Technical Committee

Brendan Cotter	LANTA
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office

LVTS Coordinating Committee

Rick Molchany (Alt.)	Lehigh County
David Hopkins (Alt.)	City of Easton
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Michael Alkhal (Alt.)	City of Bethlehem
Michael Emili (Alt.)	Northampton County
Jim Mosca	PennDOT Central Office
Thomas Stoudt	LNAA

LVPC Executive Committee

Chris Amato, Chair
Tori Morgan, Vice Chair
Armando Moritz-Chapelliquen, Treasurer
Phillips Armstrong
Ron Beitler
Michael Drabenstott
John Gallagher
Steve Glickman
Judith Haldeman
Steve Repasch

LVTS Members Absent:

Technical Committee

Ryan Meyer	LNAA
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton

Coordinating Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Lamont McClure	Northampton County
Chris Kufro	PennDOT District 5-0
Owen O'Neill	LANTA

Staff Present: Becky Bradley, Hannah Milagio, Angela Ellis, Tracy Oscavich, Vicki Weidenhammer

Public Present: Meredith Hauck, Lauren Palmer, Ralph Eberhardt

New Business

ACTION ITEM: Joint Resolution of the LVTS Technical + Coordinating Committees and the LVPC Executive Committee Intent to Apply for U.S. Department of Transportation, Safe Streets and Roads for All (SS4A) Planning Grant, Match Commitment and Authorization to Act

Ms. Bradley summarized the memo and resolution, which encourages the LVPC Executive Committee to apply for an SS4A Planning Grant on behalf of the LVTS. Mr. Cotter asked if there were any questions from the LVTS Members or the public, and there were none.

Mr. Cotter asked for a motion from the Technical Committee to recommend the approval of the Joint Resolution to the Coordinating Committee. Mr. Raio made a motion to recommend the approval of the Joint Resolution to the Coordinating Committee, and the motion was seconded by Mr. Yandem. Ms. Bradley called for the vote and the motion carried.

Mr. Molchany asked for a motion from the Coordinating Committee to approve the Joint Resolution and forward it to the LVPC Executive Committee. Mr. Stoudt made a motion to approve the Joint Resolution and forward it to the LVPC Executive Committee, and the motion was seconded by Mr. Mosca. There were no questions from LVTS members or the public. Ms. Bradley called for the vote and the motion carried.

Ms. Morgan asked for a motion to approve the Joint Resolution as forwarded by the LVTS Technical and Coordinating Committees. Mr. Armstrong made a motion to approve the Joint Resolution as forwarded by the LVTS Technical and Coordinating Committees, and the motion was seconded by Mr. Glickman. Mr. Drabenstott asked where the intended match for the grant would come from in the budget, if the grant was awarded. Ms. Bradley answered that the LVPC has a significant reserve, and she was confident that the reserve could cover the match if needed, and if the grant is awarded. There were no additional questions. Ms. Morgan called for the vote, and the motion carried.

Adjournment

Mr. Stoudt made a motion to adjourn the meeting, which was seconded by Mr. Mosca, and the meeting was adjourned.



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Lehigh Valley Transportation Study Minutes from Wednesday, May 21, 2025 Special LVT S Technical Committee Workshop #2

The Special LVT S Technical Committee Workshop #2 was advertised in the Lehigh Valley Press on April 16, 2025.

Mr. Brendan Cotter chaired the workshop and welcomed the members and the public participants and called the workshop to order at 10:30 am. Chair Cotter then announced the next agenda item for Roll Call.

Roll Call

Evan Gardi took Roll Call for the LVT S Technical Committee.

Attendees

Brendan Cotter (Chair)	LANTA
Becky Bradley (Secretary)	LVPC
David Petrik (Alt)	City of Allentown
Basel Yandem (Alt)	City of Bethlehem
Jennifer Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office
Dave Hopkins (Alt)*	City of Easton

*Participated in discussion concerning City of Easton projects only

Members Absent:

Ryan Meyer	LNAA
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore J. Panto Jr.	City of Easton

Staff Present: Faria Urmy, Evan Gardi, Brian Hite

Public Present: Stephen Turoscy, Scott Slingerland, Kim Schaffer, Scott Harney, Chris Stroehler

Workshop: Transportation Alternatives Set-Aside

Overview

Mr. Gardi presented an overview of the Transportation Alternatives Set-Aside program explaining the purpose and the general regulatory requirements of the program. Mr. Gardi also noted that from the Infrastructure Investment and Jobs Act (IIJA) that the Federal Highway Administration distributes funding to be administered by the Pennsylvania Department of Transportation that there is \$1,268,244 to be allocated by the LVT S to projects that can be generally completed by September 30, 2025, the end of the Federal Fiscal Year 2025. Mr. Gardi also explained that for Federal Fiscal Year 2026 that \$1,295,000 is available to be allocated to eligible projects by the LVT S. Mr. Gardi also explained eligible projects and eligible entities that can apply for consideration of TASA funding.

Selection Criteria and Weighing Review

Mr. Gardi reviewed the selection criteria and weighing that were approved at the April 16, 2025, Lehigh Valley Transportation Study's Joint Technical and Coordinating Committee meeting. Weighing of projects in consideration of various goals and policies within adopted plans such as *FutureLV: The Regional Plan*, *WalkRollLV*, safety, transit access and such collaboration planning such as Multimunicipal Planning.

Ms. Bradley emphasized that the money allocated to TASA investments is a dedicated funding source for projects that: support pedestrian and bicycle facilities; improve access to public transportation; create safe routes to school; preserve historic transportation structures; provide environmental mitigation; or create trail projects for transportation purposes. Each project must promote safety and mobility.

Ms. Ruth explained the fiscal constraint required and the allocation of funding for TASA in Federal Fiscal Years and that 2025 funding would need to be assigned to a project or projects that can be obligated by September 30, 2025.

Project List Discussion

Mr. Gardi explained the process that staff undertook in evaluating the projects within the *Long-Range Transportation Plan of FutureLV: The Regional Plan*. Spreadsheets were provided to all those in attendance depicting a ranking of projects following the approved weighting criteria. Projects were first organized by those eligible for TASA funding and then the weighing criteria were added. It was noted that if the project was sponsored by LVTS it was a project within *WalkRollLV: The Active Transportation Plan*

Mr. Gardi explained the outreach to project sponsors primarily municipalities for updates on projects including whether the municipality is still pursuing the project, if the project was ready for implementation using TASA funding and if the cost of the project has changed due to various factors. Mr. Gardi noted that some project sponsors did not respond to multiple emails and phone calls placed to them.

A discussion of project readiness and delays causing TASA funding to be surrendered to maintain fiscal constraint ensued. The discussion focused on how to work with project sponsors to avoid this situation in the future was discussed. Because Federal Fiscal Year 2025 would need to be obligated by the end of September 2025, it was determined that only education projects would be able to fulfill expenditure requirements.

The committee discussion then determined that the projects for K-8 educational programming for Community Bike Works (CBW) and for the Coalition for Appropriate Transportation (CAT) were the only projects within *FutureLV: The Regional Plan*, *Long Range Transportation Plan* that could be awarded and to be obligated per Pennsylvania Department of Transportation (PennDOT) guidance and Federal Highway Administration (FHWA) requirements.

Becky Bradley made a motion to recommend to the LVTS Coordinating Committee to allocate TASA funding to projects:

- #1 Community Bike Works Bike Education Programs sponsored by Community Bike Works in the amount of \$634,122.

- #2 Educational Programming sponsored by the Coalition for Appropriate Transportation (CAT) in the amount of \$634,122.

to be implemented in Federal Fiscal year 2025, the motion was seconded by Mr. Petrik. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

The committee had a robust discussion concerning the \$1,295,000 in Federal Fiscal Year 2026 funding. Line-by-line, projects were evaluated and discussed based on deliverability and current information on the projects. Some projects were completed since the time of the adoption of the *Long-Range Transportation Plan* and thus did not need funding.

Mr. Slingerland inquired to the Bus Rapid Transit project and whether funding is being considered. Ms. Bradley stated that it is a high-dollar project well in excess of the TASA funding and that there are other larger funding opportunities available for the implementation of the Bus Rapid Transit project.

Mr. Raio made a motion to recommend to the LVTS Coordinating Committee allocating TASA Federal Fiscal Year 2026 funding for the following projects:

- #6 “Albert Street D&L Share the Road Corridor” sponsored by the City of Allentown in the amount of \$95,000
- #7 “Allentown Safe Routes to School (SRTS) School Zone Upgrades sponsored by the City of Allentown in the amount of \$400,000
- #19 “Northampton Street” sponsored by the City of Easton in the amount of \$300,000
- #46 “South Bethlehem Greenway Trail Extension” sponsored by the City of Bethlehem in the amount of \$500,000.

The motion was seconded by Ms. Ruth. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Carbon Reduction Program

Mr. Gardi informed the committee of upcoming workshops on the Carbon Reduction Program and the funding to be allocated will be discussed at workshops on June 25, 2025 at 9:00 am and on July 16th at 10:30 am.

Mr. Cotter announced that the next meeting of the LVTS will be a Joint Technical and Coordinating Meeting will be held virtually on June 18, 2025 at 9:00 am.

Adjournment

Mr. Cotter asked for a motion to adjourn the workshop meeting, Mr. Petrik made a motion to adjourn the meeting,

Lackawanna Luzerne Metropolitan Planning Organization

Lebanon County Metropolitan Planning Organization

Lehigh Valley Transportation Study

Northeastern Pennsylvania Metropolitan Planning Organization

Reading Area Transportation Study

**MEMORANDUM OF UNDERSTANDING (MOU) FOR COORDINATION OF FREIGHT
TRANSPORTATION PLANNING ACTIVITIES IN THE NORTHEASTERN PENNSYLVANIA
REGION AND THE CREATION OF THE EASTERN PENNSYLVANIA FREIGHT ALLIANCE**

This Memorandum of Understanding (MOU) is made and entered into by and among Metropolitan Planning Organizations (MPO) including and limited to the Lackawanna-Luzerne Transportation Study Metropolitan Planning Organization (LLTS MPO), Lebanon County Metropolitan Planning Organization (LEBCO MPO), Lehigh Valley Transportation Study (LVTS MPO), Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO), and Reading Area Transportation Study (RATS MPO), collectively referred to hereinafter as "the PARTIES."

PURPOSE

The purpose of this MOU is to establish a working alliance between the PARTIES to collaborate on mutually beneficial freight transportation studies, plans, programs, and/or efforts. Upon adoption, this agreement shall result in the establishment of the Eastern Pennsylvania Freight Alliance (EPFA).

AGREEMENT

The PARTIES acknowledge that portions of the Northeastern Pennsylvania region are characterized as an attractive destination for the goods movement industry, given proximity to major intermodal freight terminals, proximity to nearly 40 percent of the United States population, and the presence of a robust multimodal transportation network.

And, on March 17, 2022, the PARTIES agreed to jointly develop the Eastern Pennsylvania Freight Infrastructure Plan. In 2024 the PARTIES completed the Eastern Pennsylvania Freight Infrastructure Plan and each MPO has subsequently adopted the document. Eastern Pennsylvania Freight Infrastructure Plan MPO adoption includes: Lackawanna-Luzerne Transportation Study Metropolitan Planning Organization (LLTS MPO) on January 14th, 2025, Lebanon County Metropolitan Planning Organization (LEBCO MPO) on February 28th, 2025, Lehigh Valley Transportation Study (LVTS MPO) on December 12th, 2024, Northeastern Pennsylvania Metropolitan Planning Organization (NEPA MPO) on December 17th, 2024, and Reading Area Transportation Study (Reading MPO) on January 16th, 2025.

A key role for Metropolitan Planning Organizations is to serve as forums for cooperative

transportation planning and decision-making in metropolitan areas as defined in 23 CFR 450.306. And, this MOU constitutes a multi-party agreement which aligns with the definitions of “coordination,” “cooperation,” and “consultation” as defined in 23 CFR 450.104 for the PARTIES, as well as complying with other relevant provisions of the Infrastructure Investment and Jobs Act (Pub. L. No. 117-58), the most recent federal surface transportation legislation.

The PARTIES agree to follow this MOU in order to ensure coordination in the tracking and development of the freight or transportation planning products of the metropolitan transportation planning process.

This MOU is intended to ensure that the products of each respective MPO freight transportation planning process take into account the impacts of the plans and programs developed by the other MPOs; avoid duplication of effort; reflect consistency of approaches where possible; and ensure the consideration of the interests of all participating MPOs.

The PARTIES seek to advance, jointly or independently, the infrastructure and policy actions identified in the Eastern Pennsylvania Freight Infrastructure Plan as adopted.

The PARTIES hereto agree to perform in good faith, and to the extent practicable and appropriate, the activities of voluntary coordination, cooperation, and consultation amongst themselves, as follows:

1. Establish a primary point of contact for each MPO which are PARTIES to this agreement.
2. Develop a managing agreement that includes a roster of current contacts for all PARTIES.
3. Convene, at regularly scheduled intervals, a meeting of representatives from the PARTIES to this agreement. This includes an annual meeting of the Executive Directors or appropriate key freight planning staff of the MPOs which are PARTIES to this agreement to engage in discussions of mutual freight activities and the development of freight elements associated with federally-required planning products or analyses. The annual meeting will also serve as a mechanism for assessing this MOU, reconfirming primary points of contact for each MPO, addressing management of the Alliance, ongoing efforts of the Alliance, and for discussing additional expectations and approaches, as appropriate.
4. During the development of the Long-Range Transportation Plan/Metropolitan Transportation Plan for each PARTY, consult as appropriate with all PARTIES regarding key elements of the plan as they relate to freight transportation.
5. During the development of the Transportation Improvement Program (TIP) for each PARTY, consult as appropriate with all PARTIES regarding key elements of the TIP as they relate to freight transportation planning.
6. Identify “boundary” freight projects or programs which impact the planning areas of two or more of the PARTIES.
7. Cooperate in efforts toward achieving, where possible, general consistency of

freight planning products, analyses, and tools through informal communication and document exchange amongst PARTIES to this agreement.

8. Develop a coordinated and complementary approach to federal discretionary grant applications for freight related transportation planning & implementation, to ensure implementation of the Eastern Pennsylvania Freight Infrastructure Plan and reduce competition amongst PARTIES to this agreement for limited federal dollars.
9. Participate, to the extent practicable, in the transportation planning processes of the other PARTIES through such activities, as are deemed appropriate, as meeting participation, including the use of the PARTIES' public participation processes and involvement in freight transportation studies, as well as through informal and ongoing communications regarding same.
10. Make accessible all relevant research, analysis, materials, and work products to all PARTIES as necessary to advance the freight infrastructure planning and coordination.

SIGNATURES

The undersigned PARTIES acknowledge and agree to this Memorandum of Understanding for coordination of freight transportation planning activities in the Northeastern Pennsylvania region and the creation of the Eastern Pennsylvania Freight Alliance:

Lackawanna Luzerne Transportation Study Metropolitan Planning Organization

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_____	_____	_____
Name	Title	Date

Adoption Date:

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Lebanon County Metropolitan Planning Organization

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_____	_____	_____
Name	Title	Date

Adoption Date:

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Lehigh Valley Planning Commission, as contracting entity on behalf of the Lehigh Valley Transportation Study

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_____	_____	_____
Name	Title	Date

Adoption Date:

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Northeastern Pennsylvania Metropolitan Planning Organization

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Name

Title

Date

Adoption Date:

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Reading Area Transportation Study

--

Name

Title

Date

Adoption Date:

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Electric Vehicle Infrastructure Use Case Summary & Deliverables to the Pennsylvania Department of Transportation

June 11, 2025

About

The Electric Vehicle Infrastructure program was born out of the Infrastructure Investment and Jobs Act (IIJA), enacted by Congress and signed into law in 2021. The initiative was introduced to make Electric Vehicle (EV) charging more accessible to all Americans for local and long-distance trips.

The initial focus or phase one of the funding through the IIJA was for states to strategically deploy fast charging stations along designated Alternative Fuel Corridors (AFC) to help build out the national EV AFC network. I-476 and I-78 were determined to be AFCs in the Lehigh Valley. Pennsylvania's goal is to offer EV charging no more 50 miles apart along AFCs and no more than one mile from the nearest exit. Once the state's AFC network is fully planned out the state may use remaining program funds for EV infrastructure on any public road or other publicly accessible location.

With the state's phase one alternative fuel corridor build-out in the implementation phase, four remaining phases in the initiative begin in succession and include corridor connections, community charging, critical investments, and EV workforce.

Corridor Connections – Phase 2

Objective: Build upon the initial EV Phase 1 fast-charging buildout by connecting additional corridors that are not part of national AFCs but are regionally significant.

- Route 33 in Pennsylvania: Identified by PennDOT as a priority under Phase 2, serves as a vital north-south link in Eastern Pennsylvania. Enhancing EV charging infrastructure here aims to:
 - Improve regional mobility between I-78 and I-80;
 - Support tourism and freight routes through the Lehigh Valley and Pocono regions;
 - Fill gaps in long-distance travel corridors not covered in Phase 1.
- Corridor Connection Criteria utilized by PennDOT include:
 - Must close EV infrastructure gaps between existing AFCs;
 - Should serve high-traffic regional routes or support economic development zones.
 - Emphasize coordination with utilities and local governments.

Community Charging – Phase 3

Objective: Expand charging access beyond major highways to everyday destinations to improve equity and practicality for all EV drivers.

- Current Phase in Pennsylvania: As of 2025, this is the active phase focused on developing charging networks in non-AFC corridors, in community-centric areas. PennDOT has directed Planning Partners within the state, including the Lehigh Valley Planning Commission (LVPC) to develop use cases in this phase.
- PennDOT Community Use Case Guidance:
To guide investments, planners are encouraged to identify high-impact locations, such as:
 - Dense residential neighborhoods (where residents lack access to home charging);
 - Public libraries, community centers, and parks;
 - Public workplaces;
 - Healthcare centers and senior facilities;
 - Transit hubs or park-and-ride lots;
 - Retail and downtown districts with mixed-use activity.
- Goals:
 - Prioritize public/community/equitable access;
 - Enable local travel and reduce range anxiety for day-to-day use.
- Planning Process:
 - Stakeholder engagement;
 - Integration with local land use and transportation planning.

Critical Investments – Phase 4

Objective: Address remaining gaps or weaknesses in the statewide EV charging network after Phases 1–3 are substantially implemented.

- Scope:
 - Fill “last-mile” gaps in EV underserved regions;
 - Add redundancy and network resilience (e.g., backup power, dual ports);
 - Upgrade underperforming or obsolete chargers.
- Examples:
 - Areas that may have received less attention due to lower demand but are strategically necessary (e.g., rural freight corridors, tourist destinations);
 - Sites that need level 2 charging instead of just DC fast chargers

- Metrics:
 - Utilization rates, equity assessments, and network reliability scores will help determine investment priority

EV Workforce Development – Phase 5

Objective: Ensure that there is a trained labor force to install, maintain, and upgrade EV infrastructure.

- Target Workers:
 - Utility workers: Must be trained on grid impacts, transformer upgrades, and demand-side management related to EV charging;
 - Installers and Technicians: Must be certified in safe and efficient installation of electric vehicle supply equipment.
- Training Goals:
 - Support local job creation in line with federal labor and equity standards;
 - Coordinate with community colleges, trade unions, and technical programs.
- Example Certifications:
 - EVITP (Electric Vehicle Infrastructure Training Program);
 - EVSE (Electric Vehicle Supply Equipment) and other emerging credentials for electricians in clean energy sectors.

Lehigh Valley Planning Commission's (LVPC) Role

Our mission as the LVPC is to determine where in the Lehigh Valley electric vehicle infrastructure needs to be expanded based on need and general infrastructure viability. Once the locations are selected, LVPC can work towards the implementation and development of the electric vehicle infrastructure throughout the Lehigh Valley with private and public sector partners. Public stakeholders are anticipated to be involved in the process.

Existing Initiatives

LVPC has been working on Electric Vehicle infrastructure planning and implementation for quite some time. LVPC has many plans that mention and support the deployment of alternative fuel vehicles and infrastructure including *FutureLV: The Regional Plan*, *The Priority Climate Action Plan for Transportation Decarbonization*, and our upcoming Regional Climate Action Plan, anticipated to be adopted by the LVPC later in 2025.

In *FutureLV: The Regional Plan* under Goal 2, Connected Mixed-Transportation Region, Policy 2.5 specifically, supports the expansion of technology, communications and utilities to reduce travel demands, optimize traffic flow and prepare for the next generation of jobs. Additionally, this goal supports the advancement of autonomous, artificial intelligence, and alternative-fueled vehicle technologies and deployment of alternative fueling infrastructure.

In the *Priority Climate Action Plan (PCAP) for Transportation Decarbonization* two goals support the overarching transition to clean (low carbon) or zero emission fuels. Specifically:

Goal 3 – Supporting deployment of alternative fuel vehicles (AFVs) of all types.

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 transportation emissions reductions in US (DOE, 2023). The region aims to support federal and state initiatives to ease the cost burden of AFVs and switch fleets, such as the Bethlehem Area School District, which received a grant to operate electric school buses.

Goal 4 – Increase alternative fueling infrastructure and stations.

Innovations in fueling technologies need to be paired with supporting alternative fueling infrastructure that is readily available and accessible to all users. 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. There are federal initiatives to expand fueling infrastructure, however, additional public and private sector efforts will likely be needed to meet fueling demand.

Public Engagement Process

Following the state EV guidance for public engagement for the community charging program, the LVPC hosted two workshops and created a survey to gather public input on where residents, businesses and community at large would anticipate seeing EV infrastructure in the Lehigh Valley.

Survey

The EV survey was open from April 14th, 2025 – May 23rd, 2025, and received 52 responses. The survey takers were asked six questions related to electric vehicle infrastructure.

The first question was open-ended and asked the respondent to provide details on where they would like to see electric vehicle charging stations throughout the Lehigh Valley.

The second question inquired if a respondent currently owns or plans to own an electric vehicle in the near future.

In question three respondents were given a choice of likeliness to purchase an electric vehicle if there were more accessible EV charging stations in their community.

Respondents were then asked which factors influence their decision to use EV charging stations. Six choices for answer included, the availability of charging stations, proximity to their home or workplace, cost of charging, speed of charging, reliability and maintenance of charging, or non-use of EV charging stations.

The fifth question referenced community use-cases identified by the Pennsylvania Department of Transportation, asking which EV charging initiatives respondents think should receive the most funding in their community. Respondents were given 17 choices: on-street charging, public parking lots, destination charging (parks & recreation spaces), public transportation hubs, sports

venues (e.g. Coca-Cola Park), tourism/entertainment/event venues (e.g. Dorney Park, ArtsQuest), hotel and lodging facilities, educational institutions, medical facilities, grocery stores, retail shopping locations, dense residential neighborhoods (i.e. residential areas without private driveways), publicly accessible workplace charging, municipal buildings, community centers, libraries, and an Other option for individuals to provide a use-case that we have not included.

The final EV related question asked was for respondent zip code.

Public Community Use Case Workshops

The LVPC held two EV infrastructure workshops. The first workshop, Community Electric Vehicle Charging Network Planning, was a publicly-advertised and accessible in-person meeting at Lehigh Valley Planning Commission's conference center on May 22nd, 2025. Twenty people participated in the workshop and were divided amongst five tables, made-up of different stakeholders from throughout the Lehigh Valley including local environmental advisory committees members, utilities, local governments, trade unions, and interested community members.

The first workshop was divided into three segments, Part one was a presentation on the background, benefits, and concerns of the EV infrastructure program, as well as, EV implementation as a whole.

Part two was an interactive activity where LVPC staff asked each workshop participant what they believe their role is as an individual in the implementation of EVs in the Lehigh Valley is? And, what the organization they were representing's role in EV implementation may be? Once LVPC understood the participant's thoughts and backgrounds, participant groups discussed at each table which community use cases they felt were most important in the list we provided through the survey.

The third part of the workshop consisted of a short reflection from each table about which use-cases they felt were the most viable/important.

The LVPC staff then gave a short update about what the next steps of the EV infrastructure program process are and how information the stakeholders contributed during the workshop and survey is intended to be used.

The second workshop was held during a Lehigh Valley Planning Commission Transportation Committee monthly meeting on May 22nd, 2025. The workshop was run in the same way as the first but on a virtual platform. LVPC staff discussed how EV infrastructure can help drive the economy, how charging solutions can serve community needs, and the benefits and concerns participants had.

Developing materials for the Community Charging Program

Utilizing the answers from our community stakeholders and quantitative analysis LVPC can determine which locations should be prioritized for EV infrastructure upgrades. The prioritization of the use-cases was created based on the responses we received in the survey, as well as, the discussion from the two workshops. Using that data and local planning knowledge, LVPC was able to determine priorities. Priority communities could be considered downtown neighborhoods of cities, central districts of boroughs, or business districts in suburban townships. The locations were determined based on the results from the workshop and alignment with *FutureLV: The Regional Plan*.

A priority scale for the communities was established based on the regional traffic generator map. Priority Level 1 was assigned to the central business districts (downtowns) of the region's three core cities, as these areas represent the highest concentration of activity. Priority Level 2 was designated for major regional destinations and transportation hubs—such as the Lehigh Valley International Airport and the Lehigh Valley Mall—that generate significant traffic volumes. Priority Level 3 was applied to suburban town centers and densely developed urban neighborhoods located near major interchanges, interstates, or primary transportation corridors. Finally, Priority Level 4 was assigned to less densely developed town centers and small borough centers with lower traffic generation potential.

Community Use Cases & Priority Locations:

ID	Community Charging Use Case	Priority Scale
LVPC - U0001	Gas Stations	1
LVPC - U0002	Retail Shopping Locations (Grocery Stores)	1
LVPC - U0003	Public Parking Lots/Decks	1
LVPC - U0004	Public Transportation/Transit Hubs	2
LVPC - U0005	Parks & Recreation Areas	3
LVPC - U0006	On-Street Charging	4
LVPC - U0007	Tourism/Entertainment/Event Venues/Sports Venues	5
LVPC - U0008	Community Centers	6
LVPC - U0009	Medical Facilities	7
LVPC - U0010	Hotel and Lodging Facilities	8
LVPC - U0011	Publicly Accessible Workplace Charging	9
LVPC - U0012	Public Buildings	10
LVPC - U0013	Educational Facilities	11
LVPC - U0014	Libraries	12
LVPC - U0015	Car Dealerships	13
LVPC - U0016	Gyms	13
LVPC - U0017	Fleet Locations	13
ID	Community Locations	Priority scale considering traffic generators
LVPC - C0001	Downtown Bethlehem	1
LVPC - C0002	Downtown Easton	1
LVPC - C0003	Downtown Allentown	1
LVPC - C0004	Whitehall Township (LV Mall)	2
LVPC - C0005	Lehigh Valley International Airport	2
LVPC - C0006	Upper Macungie	3
LVPC - C0007	Lower Macungie	3
LVPC - C0008	Near major routes – 22, 222, 33, 412, 309, 512, 476	3
LVPC - C0009	South Whitehall Township	3
LVPC - C0010	Upper Saucon Township (Promenade Shops)	3
LVPC - C0011	Emmaus - Main Street	4
LVPC - C0012	West End, Allentown	4
LVPC - C0013	Southside Allentown	4
LVPC - C0014	Allentown - East of Route 145	4
LVPC - C0015	Hanover Townships	4
LVPC - C0016	Walnutport	4
LVPC - C0017	Nazareth	4
LVPC - C0018	Bethlehem Township (Park and Ride off of Route 33)	4
LVPC - C0019	South Mall	4
LVPC - C0020	I-78/Golden Key interchange	4

Community Benefits of EV Charging

Increased Charging Opportunities -

Expanding access to EV charging infrastructure enhances the ability of residents to adopt and use electric vehicles. This effort is particularly vital in addressing current gaps in charging availability, especially within high-density urban areas and underinvested communities. By improving the accessibility of charging stations, communities are better positioned to support the growing demand for EV usage.

Enhanced Convenience and Cost Savings -

Strategically located and user-friendly EV charging stations offer greater convenience for both local daily commutes and long-distance travel. Reliable and well-maintained facilities improve the overall user experience and reduce operational burdens. Increased access to public charging also lowers the cost of EV ownership by reducing dependence on high-cost or less efficient alternatives.

Improved Air Quality and Public Health -

The transition to electric vehicles, supported by accessible charging infrastructure, significantly reduces tailpipe emissions that contribute to air pollution. These environmental benefits also translate into improvements in public health, particularly in urban areas with high traffic volumes. Furthermore, investment in EV infrastructure can stimulate local economies through job creation and related business growth.

Economic Development and Economic Impact -

Robust EV infrastructure development provides economic benefits to all sectors of the community. By addressing the needs of multi-unit housing, low-income neighborhoods, and underserved populations, the initiative ensures greater and consistent access to clean transportation options. In addition, EV infrastructure supports broader economic development by connecting residents to employment centers and attracting investment.

Energy Diversification and Sustainability -

A more resilient transportation network is achieved by diversifying energy sources and reducing dependence on fossil fuels. Investing in EV infrastructure lays the foundation for a sustainable future and better prepares communities for evolving transportation and energy demands. These investments also align with long-term environmental and hazard mitigation goals, and energy independence strategies.

Economic Impact Highlights -

- Serves a wide range of users, including individuals and businesses;
- Enhances connectivity to employment hubs;
- Stimulates job creation in installation, maintenance, and support services.

Expanded Access and Regionwide Consistent, Quality Access -

- Fills critical infrastructure gaps, ensuring broad geographic coverage;
- Promotes inclusive access in rural, urban, and underserved communities.

Scalability and Investment Potential -

- Encourages cost-effective expansion through public-private partnerships;
- Builds a scalable foundation for future EV growth.

Key Considerations and Challenges in the Transition to Electric Vehicle Transportation

As we advance toward a more sustainable transportation future through electric vehicles (EVs), it is critical to acknowledge and address several challenges that have surfaced at both local and national levels. These concerns impact consistency, quality access, infrastructure reliability, and long-term scalability of EV adoption.

Cost of Charging -

While electric vehicles are often promoted for their long-term cost savings, disparities in charging costs are emerging as a significant barrier to community-wide adoption. Home

charging remains the most affordable and convenient option for most EV owners, particularly when using lower-cost overnight electricity rates. However, this presumes that all individuals have access to private garages or driveways with installed chargers. Many urban and lower-income residents live in apartments or homes without this capability, forcing reliance on more expensive public charging stations. Pricing structures at public chargers vary widely—some charge per kilowatt-hour, others per minute—and lack the standardized pricing transparency consumers expect from traditional fuel stations. These inconsistencies create confusion and potential financial burdens, disproportionately affecting those already facing housing or transportation insecurity.

Understanding Classes of Chargers -

Electric vehicle charging stations come in three classes—Level 1, Level 2, and DC Fast Charging (Level 3)—each offering different charging speeds, costs, and practical use cases. Level 1 chargers, which plug into standard outlets, are the slowest, providing only 3.5 to 6.5 miles of range per hour. Level 1 chargers are generally impractical for daily driving needs or cold-weather use. Level 2 chargers offer moderate speeds (14–25 miles per hour) and are common for home installations or workplace charging, but setup costs, particularly for upgraded electrical panels, can be substantial. DC Fast Chargers provide rapid charging of over 200 miles per hour but come with high usage fees, limited availability, and can reduce vehicle battery lifespan with frequent use. Furthermore, not all EVs are compatible with DC fast chargers, creating limitations in accessibility and usability depending on the vehicle make and model.

Charging Station Access and Parking Dynamics -

Access to EV chargers is not only about the number of stations but also how and when they can be used. A growing concern is that gasoline or diesel vehicles often occupy EV-designated parking spaces, either inadvertently or due to limited enforcement. Additionally, some EV owners leave their vehicles plugged in long after charging is complete, blocking access for others. These behaviors reduce station availability and efficiency. For drivers with disabilities, charging stations often lack accessible design or clear pathways, compounding mobility challenges. As EV adoption scales up, communities are also faced with reallocating valuable curbside or lot parking space to accommodate chargers. This can lead to conflicts with other land use priorities, particularly in densely developed settings where space is already at a premium.

Land Uses & Energy Demand -

As cities and regions plan for EV expansion, they must also contend with other high-demand users of energy and land. Industrial facilities, data centers, and large commercial HVAC systems all require significant electrical loads and physical infrastructure. These uses can compete with EV charging stations for grid capacity and physical space, especially in communities developed long ago and in urban environments where infrastructure is already strained. Without proper coordination, this competition could result in grid instability, delayed infrastructure projects, or lost opportunities to improve public access to charging. In addition, rural areas can lack system capacity to support the broader deployment of EVs and consumers are more likely to have higher charger installation costs in these areas. Planning agencies must balance the growing demand for energy across sectors while modernizing systems to support diverse land uses equitably.

Electricity Generation and Distribution -

The transition to EVs increases overall electricity demand and places added strain on generation and distribution systems. Utilities must prepare for higher peak loads, particularly during evening hours when many EVs are charged. This can lead to transformer overloads, voltage drops, and potential outages if the system is not adequately upgraded. Rural and remote areas are especially vulnerable, often lacking the infrastructure needed to support high-capacity chargers. Moreover, to align EV expansion with broader environmental and hazard mitigation goals, utility providers must increase the energy generation distributed to the power grid, energy generation, diversification, and security improvements, as well as involve long-term investment, regulatory coordination, and public buy-in. Strengthening grid resilience and diversifying generation sources will be critical to supporting clean transportation at scale.

Network Reliability -

Reliability remains a significant concern among current and prospective EV drivers. Too often, public charging stations are found to be out of order, poorly maintained, or lacking essential features such as lighting, signage, or customer support. This creates frustration and anxiety among users, especially during longer trips or in less populated areas where alternate charging options are limited. Reliability issues can undermine public confidence in the EV system and slow adoption, particularly among first-time users. For infrastructure to be effective, it must be consistently operational, user-friendly, and properly maintained through coordinated oversight by public agencies and private operators alike.

Infrastructure Lag and Charging Deserts -

The pace of EV adoption often outstrips the development of supporting infrastructure. This results in "charging deserts" where access to EV stations is extremely limited or nonexistent, particularly in rural communities, small towns, and lower-income urban neighborhoods. This disparity mirrors other historical patterns of underinvestment in transportation infrastructure and risks furthering inconsistent access during the EV transition. Expanding infrastructure consistently requires forward-looking planning, targeted investment, and a willingness to work with community stakeholders to address localized barriers. Strategic deployment of chargers, especially in underserved areas—is essential to ensure that everyone can participate in and benefit from the EV transition.

Next Steps

As the LVPC continues to do important work in the Lehigh Valley continuation of information gathering, sharing and advocacy for innovations and the implementation of EV technologies and infrastructure is essential. EV's are everywhere now and more are expected. Preparing for and supporting a diversified vehicle charging future will continue to grow in need.

While the promise of electric vehicles is significant, particularly for reducing emissions and improving public health and increasing energy independence, it comes with a complex set of infrastructure challenges. Consistent deployment of EV charging is also extremely complex and an elevated challenge for the Lehigh Valley. Policymakers, planners, utilities, and private sector partners must collaborate to ensure that the EV transition is not only safe and sustainable but, inclusive and resilient. Addressing cost disparities, improving charger reliability, expanding grid capacity, and ensuring fair access to infrastructure will be vital steps toward achieving a cleaner, safe and whole-community supportive transportation future.

ID	Community Charging Use Case	Priority Scale
LVPC - U0001	Gas Stations	1
LVPC - U0002	Retail Shopping Locations (Grocery Stores)	1
LVPC - U0003	Public Parking Lots/Decks	1
LVPC - U0004	Public Transportation/Transit Hubs	2
LVPC - U0005	Parks & Recreation Areas	3
LVPC - U0006	On-Street Charging	4
LVPC - U0007	Tourism/Entertainment/Event Venues/Sports Venues	5
LVPC - U0008	Community Centers	6
LVPC - U0009	Medical Facilities	7
LVPC - U0010	Hotel and Lodging Facilities	8
LVPC - U0011	Publicly Accessible Workplace Charging	9
LVPC - U0012	Public Buildings	10
LVPC - U0013	Educational Facilities	11
LVPC - U0014	Libraries	12
LVPC - U0015	Car Dealerships	13
LVPC - U0016	Gyms	13
LVPC - U0017	Fleet Locations	13

ID	Community Locations	Priority scale considering traffic generators
LVPC - C0001	Downtown Bethlehem	1
LVPC - C0002	Downtown Easton	1
LVPC - C0003	Downtown Allentown	1
LVPC - C0004	Whitehall Township (LV Mall)	2
LVPC - C0005	Lehigh Valley International Airport	2
LVPC - C0006	Upper Macungie	3
LVPC - C0007	Lower Macungie	3
LVPC - C0008	Near major routes – 22, 222, 33, 412, 309, 512, 476	3
LVPC - C0009	South Whitehall Township	3
LVPC - C0010	Upper Saucon Township (Promenade Shops)	3
LVPC - C0011	Emmaus - Main Street	4
LVPC - C0012	West End, Allentown	4
LVPC - C0013	Southside Allentown	4
LVPC - C0014	Allentown - East of Route 145	4
LVPC - C0015	Hanover Townships	4
LVPC - C0016	Walnutport	4
LVPC - C0017	Nazareth	4
LVPC - C0018	Bethlehem Township (Park and Ride off of Route 33)	4
LVPC - C0019	South Mall	4
LVPC - C0020	I-78/Golden Key interchange	4



Lehigh Valley Transportation Study's Federal Fiscal Year 2025 and 2026 Transportation Alternatives Set-Aside (TASA) Disbursement Program

About

The Transportation Alternative Set-Aside (TASA) fund is a federal cost reimbursement program, distributed by the Federal Highway Administration (FHWA) and administered by the Pennsylvania Department of Transportation & Metropolitan Planning Organizations. The TASA program does not fund traditional roadway projects or provide maintenance for these facilities. Rather, the money allocated to TASA investments is a dedicated funding source to support pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, or create trail projects that serve a transportation purpose, while promoting safety and mobility.

These funds were congressionally directed from the Infrastructure Investment and Jobs Act (IIJA). TASA was originally created as the Transportation Alternatives Program (TAP) under the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. TAP consolidated several smaller programs—such as Transportation Enhancements, Safe Routes to School, and Recreational Trails—into a single funding source. The Fixing America's Surface Transportation (FAST) Act renamed TAP to Transportation Alternatives Set-Aside (TASA). Funding was now a set-aside from the Surface Transportation Block Grant (STBG) Program. It preserved local control by requiring states to suballocate funds to areas based on population. The IIJA made several key changes and enhancements to TASA, reflecting a growing national commitment to active transportation, safety, equity, and local engagement. IIJA nearly doubled TASA funding from previous levels. Over \$7 Billion was authorized for TASA over 5 years (FY2022–FY2026). States must suballocate TASA funds to areas based on population. Local governments, regional agencies, school districts, and other entities remain eligible applicants. Encourages prioritization of projects that enhance safety, particularly for vulnerable road users. Supports underserved communities through increased funding and technical assistance. TASA under IIJA reflected a shift in federal transportation priorities toward, supporting multimodal transportation, improving quality of life through walkable and bikeable communities, addressing climate and equity goals.

Local apportionment process

Funds for the TASA program are authorized by the Federal Highway Administration and managed through the Pennsylvania Department of Transportation (PennDOT). Section 133(d)(4)(A) of title 23, U.S.C. requires suballocation of Transportation Alternatives funds to urbanized areas with populations of over 200,000. PennDOT then distributes the funds to Lehigh Valley Metropolitan Planning Organization (MPO) based on formula. As a result, the MPO is responsible for programming TASA allocated program funds. These funds can be used for any TASA projects within the MPO's jurisdiction. Additionally, eligible organizations within the urbanized areas like Lehigh Valley have the option of applying for State TASA funds. For more information see the link below: [Infrastructure Investment and Jobs Act - Transportation Alternatives \(TA\) Fact Sheet | Federal Highway Administration](#)

Sponsors

Projects funded through the TASA program are locally administered, federal-aid transportation projects. All potential sponsors are encouraged to review the PennDOT for guidelines on project sponsors rules and regulation. The sponsor is responsible for project development, quality assurance, contract administration, daily project management, construction, and record retention, even if these services or activities are outsourced. Legislation allows the following entities to apply for Transportation Alternatives funding:

1. Local governments: This includes City, municipalities, Townships, Boroughs and County entities.
2. Regional transportation authorities: This includes the regional Planning District Commissions established for the non-Metropolitan areas of the state.
3. Transit agencies: This includes any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration. For example: LANTA (Lehigh and Northampton Transportation Authority).
4. Natural resource or public land agencies: This would include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. For example: The National Park Service (NPS), and US Forest Service (USFS).
5. School districts, local educational agencies, or schools: This includes K-12 as well as high schools and universities (public and private).
6. Tribal governments: This includes federally recognized tribes only.
7. Any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails. This would include local / regional park authorities depending on their set-up and responsibilities.

Lehigh Valley Transportation Study – Previous Projects

List of Previously Awarded Local TASA projects

Table 1: Previously awarded projects

Project	Location	Awarded Amount
Transportation Alternative Program Awards in 2021		
Youth Bicycle Education Programs: Community Bike Works	Lehigh & Northampton Counties	\$244,036
Youth Bicycling Education Program: Coalition for Appropriate Transportation (CAT)	Lehigh & Northampton Counties	\$154,036
Martin Luther King Jr. Drive Pedestrian Improvements	City of Allentown	\$181,471
Broadway and Delaware Pedestrian Improvements	Borough of Fountain Hill	\$203,829
Two Rivers Trail Gap	Bushkill/Plainfield	\$654,036

Project	Location	Awarded Amount
Transportation Alternative Program Awards in 2017		
South Bethlehem Corridor Connections	City of Bethlehem	\$500,000
Geiger Covered Bridge Rehabilitation	Lehigh County	\$325,900
Hellertown Main St. Pedestrian Safety Initiative	Borough of Hellertown	\$200, 000
Bike Education Programs: Community Bike Works	City of Allentown	\$160,000
Bike Education Programs: Coalition for Appropriate Transportation	Bethlehem	\$136,100
Transportation Alternative Program Awards in 2016		
Front Street Safety plus Connectivity Projects	Catasauqua	\$292,126
Bike Education: Community Bike Woks	City of Allentown	\$150,000
Broadway plus Delaware Avenue Pedestrian Improvements Projects	Fountain Hill Borough	\$59,950
Two Rivers Trail Gap:	Bushkill/Plainfield Townships	\$420,562
Bike Path Crossing Safety Improvements	Palmer Township	\$56,630
Jordan Creek Greenway plus Trail Project	South Whitehall Township	\$292,366

Project	Location	Awarded Amount
Transportation Alternative Program Awards in 2014		
Manassas Guth Historic Covered Bridge	Lehigh County	\$360,000
Community Bike Works Youth Bike Education	City of Allentown	\$74,000
Victory Park Sidewalk Project	Slatington	\$45,430
Safe Routes to School Safety Project	City of Allentown	\$125,000
Main Street Curb Extensions and Crosswalks	Macungie Borough	\$347,000
Sitgreaves Pedestrian Alley Conversion	City of Easton	\$43,400
Bicycle Education for Children K-8	City of Easton	\$166,160
City of Bethlehem Pedestrian Improvements (portion of South 4th Street section only)	City of Bethlehem	\$100,000

Lehigh Valley Transportation Study Apportionment

Lehigh Valley Transportation Study (LVTS) is committed to providing alternative means of transportation to its citizens. The LVTS has incorporated these alternative transportation projects also known as TASA projects in the *FutureLV: The Regional Transportation Plan*. The TASA program supports investments in non-motorized means of transportation within the region as outlined in the *FutureLV: The Regional Plan's* Transportation Plan, Centers and Corridors. These non-motorized transportation methods include but are not limited to, pedestrians, bicyclists, sidewalks, bicycle infrastructure, pedestrian, bicycle signals, traffic calming techniques, lighting, and other safety-related infrastructure. Currently, through coordination with PennDOT, District 5 -0 and Central office, **\$1,268,244** has been identified for funding Lehigh Valley TASA projects for the Federal Fiscal Year (FFY) 2025 allocation and **\$1,295,000** in FFY 2026. These available funds will be awarded to qualified projects after going through a federally-mandated rigorous selection process.

TASA Project Selection Process

The list of projects were identified as eligible for Transportation Alternatives Set-Aside (TASA) funding through a project selection process created by the Lehigh Valley Transportation Study (LVTS). To organize the projects for presentation, each project was vetted for consistency with a number of criteria indicated based on State and Federal criteria. A more specific step-by-step outline on how the individual projects were ranked and evaluated can be found in the Eligibility Criteria & Weight section of this document.

LVTS Technical Workshop Participants

Workshop 1: March 24, 2025

- Technical Committee: Chair Brendan Cotter, Vice Chair Ryan Meyer, Becky A. Bradley, David Petrik, Basel Yandem, Dave Hopkins, Jen Ruth, Nick Raio
- LVPC Staff: Evan Gardi, Hannah Milagio, Brian Hite, Faria Urmey, Subham Kharel
- Public: Kim Schaffer (Community Bike Works)

Workshop 2: May 21, 2025

- Technical Committee: Chair Brendan Cotter, Becky A. Bradley, David Petrik, Basel Yandem, Dave Hopkins, Jen Ruth, Nick Raio
- LVPC Staff: Evan Gardi, Brian Hite, Faria Urmey
- Public: Kim Schaffer (Community Bike Works), Scott Slingerland (Coalition for Appropriate Transportation), Christopher Stroehler (South Whitehall Township), Stephen Turoscy (Lehigh County), Scott Harney (The Pidcock Company)

Eligibility Criteria & Weight

The initial list of TASA-eligible projects was limited to those within *FutureLV: The Regional Plan*. Again, *FutureLV: The Regional Plan* is the Lehigh and Northampton County long-range transportation plan (LRTP), developed and adopted per federal statute. Projects included within the LRTP were identified through a vigorous plan review process that began with an open submission process for applications, referred to as the Call for Projects in 2019. It was followed by a project list update through a Transportation Needs Assessment in 2023. The project collection processes permitted any eligible transportation project for consideration as programming within a fiscally constrained budget allocated to the Lehigh Valley from 2025-2050

totaling approximately \$4.4billion. All projects eligible for consideration through the Call for Projects and Transportation Needs Assessment were then evaluated against the remaining project selection methodology. The LVTS Technical committee then weighed the project selection methodology. The project scores were then evaluated and voted upon by the LVTS for inclusion into the LRTP where they were ultimately selected and approved for adoption in December 2019. The current list of TASA-eligible projects is limited to those in the adopted LRTP, *FutureLV: The Regional Plan*. Projects were then identified for specific conditions and selected as consistent with 23 U.S.C. 133(h) of the Federal Code of Regulations. Projects were further scrutinized for consistency with the Pennsylvania Department of Transportation (PennDOT 2018 *Transportation Alternatives Set-Aside Program Guidance and Procedures*). Projects that meet this criterion are considered eligible for further evaluation.

Points Criteria

Points may be awarded based on the following factors:

- Active Transportation Plan Alignment (5 Points)

Projects may receive 5 points if they:

- Projects also identified in LVTS adopted *Walk/RollLV: The Active Transportation Plan* receive 5 additional points. Projects were assessed to make sure they are consistent with the MPOs *Walk/Roll: The Active Transportation Plan*. Walk/Roll is a masterplan that promotes development of transportation alternatives projects. Projects that support seamless multimodal integration between trails, sidewalks, roads and public transit and regional coordination.

- Multi-Municipal Collaboration & Regional Impact (5 Points)

The LVPC works very closely with communities in the Lehigh Valley region to increase collaboration and coordination of land use, infrastructure, housing, community facilities, and the economy among other community critical aspects.

Projects may receive 5 points if they:

- Are located in a community with a multi-municipal comprehensive plan.
- Span multiple municipalities or impact more than one community.
- Demonstrate local collaboration.
- Support a regional benefit.

- Safety Enhancements (20 Points)

The goal of the MPO just like the State and the Federal government is to promote safety in all modes of transportation including multimodal transportation. This is also outlined in the *Lehigh Valley Traffic Safety Plan* that advocates for reduction of the number of fatalities and suspected serious injuries by at least 50% over the next two decades.

To access the project sites for safety, PennDOT crash data for pedestrians and bicyclists suspected serious injuries or fatalities were collected from the Commonwealth's Traffic Information Repository website.

Projects may receive 20 points if they:

- Address high-crash or high-pedestrian/cyclist fatality or injury locations.
- Respond to issues identified in a Road Safety Audit (including, Lehigh Valley Walk Audit, Local Technical Assistance Program Technical assistance, Active Transportation Plans, Safe Streets for All, or other safety studies).
- Are located on a PennDOT-designated hazardous walking route.
- Are educational programs that promote traffic and pedestrian safety.
- Environmental, Cultural, and Planning Alignment (10 Points)

Projects may receive 10 points if they:

- Projects located in areas with lower potential impact on environmental, historical, or cultural resources, or those that advance a goal, policy, or action in the MPO-adopted *Priority Climate Action Plan for Transportation Decarbonization*.
- Equity, Access, and Impact (15 Points)

Projects may earn up to 15 points if they:

- Are located in areas with high population and employment density.
- Advance K–12 traffic safety education, including parent/caregiver tools.
- Support economic development areas.
- Are within 0.25 miles of a LANTA fixed-route transit stop.
- Connect to or are adjacent to tourist attractions (e.g., Dorney Park, Coca-Cola Park;)
- Are located within a LANTA Enhanced Bus Service (EBS)/Bus Rapid Transit (BRT) corridor.

A historical analysis was done for the eligible projects to find out whether the project sponsor has been awarded and/or were eligible for any funding previously. Also to determine which projects can only be funded with TASA funds. Examples of funding opportunities examined included but were not limited to Pennsylvania Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development – Multimodal Transportation Funds (DCED – MTF), PennDOT Multimodal Transportation Funds (PennDOT – MTF), and previous TASA allocations from both state & regional rounds.

To better understand project readiness and impact, we consulted with project sponsors identified in *FutureLV* and evaluated the following:

- Cost Estimating (5 Points)
Projects receive up to 5 points based on the quality of cost estimation, including:
 - Use of tools such as Engineering and Construction Management System (ECMS) Bid Item History (see PennDOT Pub 352, Chapter 6.4).
 - Experience of the preparer in developing PennDOT cost estimates.

- **Project Value (10 Points)**

Projects receive up to 10 points based on how well the project's cost and scope align with community needs.

- Project highlights unique or compelling features that justify consideration for TASA funding.

- **Leveraging Additional Funds (10 Points)**

Projects receive up to 10 points:

- Leverage funding from federal/state agencies, local governments, or community organizations.
- Can be combined with other projects or bundled for efficiency.

- **Teachability and Innovation (5 Points)**

Project receive 5 points for:

- Best practices in non-motorized transportation.
- Cost-effective or innovative designs.
- Insights for improved project delivery.

- **Project Delivery Readiness (15 Points)**

Projects receive up to 15 points based on:

- Demonstrated capacity for timely delivery of projects.
- Status of preliminary design or consultant selection.
- Use of existing right-of-way.
- Railroad and/or utility coordination.

Weighing & Selection Process

After the initial selection review process by the LVTS Technical Committee, a final list of selected projects was compiled. The selected projects are then forwarded to the LVTS Coordinating Committee for final approval. Successful projects that are selected will be programmed and funded for federal fiscal years 2025 & 2026. These projects, once developed, will go a long way in support of an innovative alternative transportation network that will benefit the region's economy and, enhance the quality of life in the Lehigh Valley.

List of Selected Eligible Projects

This list was developed in consultation by the LVPC staff to make sure that every eligible project was scored as required by the law. Thorough analysis was done in each step of the evaluation to make sure that an accurate score was arrived at for every project in each step. Each score was summed up to arrive at a total score. It is of note that projects whose only eligible federal transportation funding source is TASA program were a focus of the LVTS Technical

Committee's evaluation and selection process. Metropolitan Planning Organizations (MPOs) have discretion about how to establish project priorities, or whether to fund (or not fund) different categories. Projects that made it through this rigorous and competitive process were presented to the LVTS Coordinating Committee for final selection.

Project List:

Transportation Alternatives Set-Aside Projects							
Project Name	Project Description	Municipality	Amount Allocated in FutureLV	Updated 2025 Project Cost	TASA Funding Recommended by LVTS Technical Committee	Project Sponsor	Federal Fiscal Year (FFY)
Community Bike Works Bike Education Programs	Full range of bicycle education programs out of Allentown, East Allentown and Easton West Ward bike hubs, including in-school programs in Allentown, Bethlehem and Easton.	Various	\$1,200,000	\$1,650,000	\$634,122	Community Bike Works	2025
Educational Programming	Education programs and public events in schools, community centers and public spaces.	City of Allentown, City of Bethlehem, City of Easton, Nazareth Borough, Palmer, Forks, Lower Mount Bethel Township, Lower Nazareth, Upper Nazareth and Lower Macungie Township	\$153,509	\$153,509	\$634,122	Coalition for Appropriate Transportation	2025
Educational Programming	Education programs and public events in schools, community centers and public spaces.	City of Allentown, City of Bethlehem, City of Easton, Nazareth Borough, Palmer, Forks, Lower Mount Bethel Township, Lower Nazareth, Upper Nazareth and Lower Macungie Township	\$130,892	\$130,892		Coalition for Appropriate Transportation	
Educational Programming	Education programs and public events in schools, community centers and public spaces.	Various	\$51,169	\$51,169		Coalition for Appropriate Transportation	
Albert Street D&L trail "Share the Road" Corridor	Traffic control and marking enhancements along Albert Street near Allentown Canal Park to improve safety.	City of Allentown	\$100,000	\$100,000	\$95,000	City of Allentown	2026
Allentown Safe Routes to School (SRTS) School Zone Upgrades	Modernize 59 existing school zone traffic control devices and install eight new devices	City of Allentown	\$1,850,000	\$2,400,000	\$400,000	City of Allentown	2026
Northampton Street	Redesign intersections to calm traffic and provide better fields of vision for both drivers and nonmotorists, and create separated bike lanes from Greenwood Avenue to Larry Holmes Drive	City of Easton	\$2,603,198	\$2,603,198	\$300,000	LVTS	2026
South Bethlehem Greenway Trail Extension	Acquire and construct trail along .9 miles of Norfolk Southern rail line	City of Bethlehem, Hellertown Borough	\$7,163,730	\$7,163,730	\$500,000	City of Bethlehem	2026

TASA Projects							
Project Name	Project Description	Municipality	Amount Allocated in FutureLV	Updated 2025 Project Cost	TASA Funding Recommended by LVTS Technical Committee	Project Sponsor	Federal Fiscal Year (FFY)
Community Bike Works Bike Education Programs	Full range of bicycle education programs out of Allentown, East Allentown and Easton West Ward bike hubs, including in-school programs in Allentown, Bethlehem and Easton.	Various	\$1,200,000	\$1,650,000	\$634,122	Community Bike Works	2025
Educational Programming	Education programs and public events in schools, community centers and public spaces.	City of Allentown, City of Bethlehem, City of Easton, Nazareth Borough, Palmer, Forks, Lower Mount Bethel Township, Lower Nazareth, Upper Nazareth and Lower Macungie Township	\$153,509	\$153,509	\$634,122	Coalition for Appropriate Transportation	2025
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LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2025-2028 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: June 18, 2025

MPO Coord Meeting: June 18, 2025

Amendment				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 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 (\$)			
PA 33 Bushkill Creek Bridges	96431	CON	Before	BRIP	185	0	0														0.00	Increase to cover flooding, dewatering, slope repair and sinkhole remediation, temporary sholulder widening, and concrete mat foundation modification.	
33 - 05B			Adjust	BRIP	185	2,917,600	729,400														3,647,000.00		
Northampton County			After	BRIP	185	2,917,600	729,400																3,647,000.00
Hill to Hill Bridge Rehabilitation	93630	CON	Before	BOF												1,500,000			1,500,000			3,000,000.00	Align funding with anticipated need.
			Before	BRIP		4,750,000			5,500,000										5,000,000			15,250,000.00	
			Before	NHPP	581	4,250,000	2,500,000			1,750,000			2,312,500		2,500,000	3,500,000			4,151,500		20,964,000.00		
			Before	STU		1,000,000			1,500,000			9,250,000			11,500,000			11,606,000			34,856,000.00		
			Adjust	BRIP		(2,917,600)						2,917,600										0.00	
			Adjust	NHPP	581		(729,400)						729,400									0.00	
			After	BOF											1,500,000			1,500,000			3,000,000.00		
			After	BRIP		1,832,400			5,500,000			2,917,600							5,000,000			15,250,000.00	
			After	NHPP	581	4,250,000	1,770,600			1,750,000			3,041,900		2,500,000	3,500,000			4,151,500		20,964,000.00		
			After	STU		1,000,000			1,500,000			9,250,000			11,500,000			11,606,000			34,856,000.00		
SR 22/SR 191 Interchange Improvements	117606	ROW	Before		581								950,000			1,000,000			1,109,560		3,059,560.00	Align funding with anticipated need.	
22 - 15M			Adjust		581							(343,682)			343,682					0.00			
Northampton County			After		581							606,318			1,343,682			1,109,560		3,059,560.00			
LVTS Highway & Bridge LI	102201	CON	Before	BOF	185	72,860	1,073,631		1,020,568	387,550		93,640	1,036,295		755,016	2,472,654		27,377,555	37,380,461		71,670,230.00	Balancing source to maintain fiscal constraint.	
			Before	BRIP		612,960			424,800			3,675,072			3,826,560			48,710,904			57,250,296.00		
			Before	NHPP		40,066			662,768			1,279,940			319,000			67,372,480			69,674,254.00		
			Before	STP	581	528,512	407,508		2,373,748	480,277		410,100	385,718		633,536	420,059		31,204,252	89,552,238		126,395,948.00		
			Adjust	BOF	185		(729,400)														(729,400.00)		
			Adjust	BRIP									(2,917,600)								(2,917,600.00)		
			Adjust	STP	581		729,400						(385,718)			(343,682)					0.00		
			After	BOF	185	72,860	344,231		1,020,568	387,550		93,640	1,036,295		755,016	2,472,654		27,377,555	37,380,461		70,940,830.00		
			After	BRIP		612,960			424,800			757,472			3,826,560			48,710,904			54,332,696.00		
			After	NHPP		40,066			662,768			1,279,940			319,000			67,372,480			69,674,254.00		
			After	STP	581	528,512	1,136,908		2,373,748	480,277		410,100	0		633,536	76,377		31,204,252	89,552,238		126,395,948.00		
Before FFY Totals						11,254,398	3,981,139	0	11,481,884	2,617,827	0	14,708,752	4,684,513	0	21,034,112	7,392,713	0	192,771,191	132,193,759	0	402,120,288.00	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	0.00			
After FFY Totals						11,254,398	3,981,139	0	11,481,884	2,617,827	0	14,708,752	4,684,513	0	21,034,112	7,392,713	0	192,771,191	132,193,759	0	402,120,288.00		

NOTES:



RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

2025-2028 Transportation Improvement Program Amendment

PA 33 Bushkill Creek Bridges (MPMS #96431) - \$3,647,000 increase.

Project Sponsor: Pennsylvania Department of Transportation (PennDOT)

Increase to the Route 33 Bushkill Creek Bridges rehabilitation project in Stockertown Borough, Northampton County (MPMS #96431), due to heavy rain and flooding impacting the project.

Funding Sources:

- \$2,917,600 of Bridge Investment Program (BRIP) funding is being moved from the construction phase of the Hill-to-Hill Bridge Reconstruction (MPMS #93630).
- \$729,400 of Bridge State 185 funding from the LVTS Highway and Bridge Line Item (MPMS #102201).

Questions should be directed to the requestor:

PennDOT: Jen Ruth, jeruth@pa.gov

DR. CHRISTOPHER R. AMATO
Chair

CHRISTINA V. MORGAN
Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN
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Executive Director



RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

JOINT RESOLUTION 05-15-25A

OF THE LEHIGH VALLEY TRANSPORTATION STUDY TECHNICAL AND COORDINATING COMMITTEES AND THE EXECUTIVE COMMITTEE OF THE LEHIGH VALLEY PLANNING COMMISSION

Intent to Apply for U.S. Department of Transportation, Safe Streets and Roads for All (SS4A) Planning Grant, Match Commitment and Authorization to Act

- WHEREAS,** The Lehigh Valley Planning Commission (LVPC) is desirous of applying to the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program for a planning grant for the research, analysis, policy development, project identification, project prioritization, implementing parties and funding identification, development of a formal technical assistance and training program, and measuring and monitoring program to improve safety of the transportation system in the Lehigh Valley; and
- WHEREAS,** The LVPC is the federally designated Metropolitan Planning Organization (MPO) for Lehigh and Northampton Counties, Pennsylvania, collectively known as the Lehigh Valley, in accordance with 23 U.S. Code § 134 - Metropolitan Transportation Planning; and
- WHEREAS,** The MPO is specifically required by to 23 U.S. Code § 134 to "encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight, foster economic growth and development within and between States and urbanized areas to better connect housing and employment," which supports and requires a transportation safety plan; and
- WHEREAS,** The Lehigh Valley Transportation Study (LVTS) through its Technical and Coordinating Committees acts as the planning and approval entity for MPO work products, the LVPC Executive Committee acts as the administrative and fiscal approval entity for the MPO, with the LVPC staff as the professional administrative, technical, planning, and monitoring team, all working to achieve adopted policy and implementation goals for the Lehigh Valley's transportation system; and
- WHEREAS,** The LVTS and LVPC remain committed to guiding, maintaining and improving the multimodal transportation system in the Lehigh Valley, with a highest priority placed on system safety; and
- WHEREAS,** The SS4A Planning Grant Program will enable and support substantial advancement of transportation safety priorities, especially given the nationally

significant population and transportation-based industrial growth in the Lehigh Valley; and

WHEREAS, The LVTS Technical and Coordinating Committees and LVPC Executive Committee are supportive of application to the SS4A Planning Grant Program; and

WHEREAS, The LVPC intends to apply for \$1,000,000 from the SS4A Planning Grant Program to support achievement of the safest and efficient multimodal transportation system with a vision towards zero fatalities and serious injuries; and

WHEREAS, The LVPC commits to the US Department of Transportation required match of \$200,000 and complete the Lehigh Valley Transportation Safety Plan within 24 months; and

WHEREAS, The LVPC Executive Committee authorizes the Administration to prepare, file and execute the SS4A Planning Grant application.

JOINT ACTION BY THE LVTS TECHNICAL AND COORDINATING COMMITTEES AND LVPC EXECUTIVE COMMITTEE

NOW, THEREFORE BE IT RESOLVED THAT the Lehigh Valley Transportation Study Technical Committee remains committed to improving transportation safety in accordance with federal statute and recognizes that the region's *Traffic Safety Plan* should be updated to account for the rapid population and employment growth, which is nationally significant, underscoring application by the LVPC to the U.S. Department of Transportation, Safe Streets and Roads for All (SS4A) Planning Grant which it recommends for action to the LVTS Coordinating Committee and LVPC Executive Committee.

NOW, THEREFORE BE IT RESOLVED THAT the Lehigh Valley Transportation Study Coordination Committee concurs with the resolution of the Lehigh Valley Transportation Study Technical Committee and recommends and encourages the LVPC Executive Committee to apply for a U.S. Department of Transportation, Safe Streets and Roads for All (SS4A) Planning Grant.

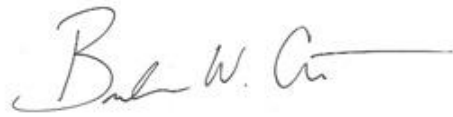
NOW, THEREFORE BE IT RESOLVED THAT the Lehigh Valley Executive Committee accepts the recommendation of the Lehigh Valley Transportation Study Technical and Coordination Committees and concurs with the same. the LVPC Executive Committee to apply for a U.S. Department of Transportation, Safe Streets and Roads for All (SS4A) Planning Grant.

FURTHER. BE IT RESOLVED THAT, the LVPC Executive Committee authorizes the Administration to prepare, file and execute application for up to a \$1,000,000 U.S. Department of Transportation, Safe Streets and Roads for All (SS4A) Planning Grant for a Lehigh Valley Transportation Safety Plan and commits a \$200,000 to support the same.

SIGNATURE PAGES

I hereby certify that this Joint Resolution was adopted by the Lehigh Valley Transportation Study Technical and Coordinating Committees and the Lehigh Valley Planning Commission Executive Committee at its joint meeting on May 15, 2025.

Lehigh Valley Transportation Study Technical Committee:



Brendan Cotter, Chair



Ryan Meyer, Vice Chair

ATTEST:



Becky A. Bradley, AICP
LVPC Executive Director and LVTS Secretary

Lehigh Valley Transportation Study Coordinating Committee:



Richard Molchany, Chair



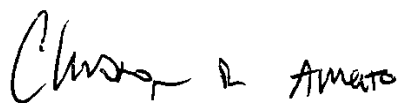
David Hopkins, Vice Chair

ATTEST:



Becky A. Bradley, AICP
LVPC Executive Director and LVTS Secretary

Lehigh Valley Planning Commission Executive Committee:



Dr. Christopher Amato, Chair



Christina Morgan, Vice Chair



Armando Moritz-Chapelliquen,
Treasurer

ATTEST:



Becky A. Bradley, AICP
LVPC Executive Director and LVTS Secretary

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING JUNE 18, 2025**

SR 145 over Jordan Creek Bridge Replacement (C-J. Crawford)

City of Allentown and Whitehall Township, Lehigh County

MPMS 110076 – est. let November 1, 2029

- Coordination continuing with LANta regarding their bus stops and Enhanced Bus Service (EBS) project
- Coordination with the municipalities regarding the Jordan Creek Greenway Trail anticipated later this Fall
- Design team continuing to work on Preliminary TCP submission, including operational analysis of adjacent intersections during each stage, to be submitted with Safety Review and TS&L after finalization of stream restoration and H&H
- Stream rehabilitation measures design completed and sent to PADEP and PAFBC for concurrence May 27, 2025; after concurrence, H&H will be finalized
- Final TS&L and proposed geotechnical investigations will be finalized upon review of H&H

SR 378 Hill to Hill Bridge Rehabilitation over Lehigh River (C-B. Teles)

City of Bethlehem, Lehigh and Northampton Counties

MPMS 93630 – est. let April 9, 2026

- ROW plan was completed, appraisals ongoing
- Highway, Traffic Control, pavement design, pavement marking plan and lighting progressing
- Coordination with Norfolk Southern, PUC and utilities continues
- Structure and foundation designs are continuing
- Environmental Site Assessment field work is scheduled for summer 2025
- Permit related activities continue, COE Section 408 and DEP updates addressing internal comments is in progress
- Stormwater Management activities progressing, NPDES permit re-submitted May 20, 2025, under PennDOT review
- Coordination with USCG and FHWA continues
- Follow-up Consulting Party Meeting is being planned for summer/early fall 2025
- Draft Pre-Bid Construction Schedule prepared, refinement continues
- Looking into the potential of adding some drainage repair work north of the site on SR 378 SB within PennDOT's Legal ROW

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

Whitehall Township, Lehigh County

MPMS 94873 – est. let April 1, 2027

- Project to be let with the SR 22 Fullerton Interchange project due to overlapping project limits and traffic control measures.
- 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. Meeting to be scheduled with NBMA this summer
- Foundation Report almost complete; anticipated to be submitted in August 2025
- Final Structure Plan being developed for a fall 2025 submission
- Phase II ESA being prepared for 2 parcels; anticipated to be submitted in July 2025
- Final Design supplement for a Gap ROW Plan executed February 19, 2025, Gap ROW Plan being developed for 2 parcels on the north side of SR 22 that involve relocations
- Several Whitehall Township officials provided positive feedback on the project and have verbally committed to maintaining the sidewalk on the bridge; a maintenance agreement being prepared for official signature this fall

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING JUNE 18, 2025**

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

- CE submitted April 1, 2025, for approval, awaiting USFWS concurrence on Bog Turtle Programmatic Agreement
- TS&L, H&H approved January 1, 2025; Safety Review approved February 6, 2025
- Public Plans Display held May 2025, designer finalizing DFV submission anticipated June 2025 based on feedback

Church Road (SR 1016) over Trib to Little Bushkill Creek (C-E. Berg)
Plainfield Township, Northampton County
MPMS 12106 – est let June 10, 2027

- Pavement Type Approval received April 7, 2025
- Preliminary ROW plans comments received April 25, 2025
- Preliminary H&H Report comments received May 9, 2025
- Preliminary TS&L comments received May 20, 2025

Raubsville Road (SR 2006) over Freys Run (M. Patel)
Williams Township, Northampton County
MPMS 109914– actual let February 13, 2025

- Awarded to Grace Industries, Inc. on February 18, 2025
- Notice to Proceed was issued on April 2, 2025
- Anticipated completion is July 20, 2026

Fish Hatchery Road (SR 2010) over Little Lehigh Creek (C-M. McGuire)
City of Allentown, Lehigh County
MPMS 119933 – est let July 29, 2027

- Preliminary Traffic Control including pedestrians in progress
- Section 106 Coordination in progress
- Public plans display is active throughout June 2025 and a public presentation to Allentown City Council is scheduled for June 18, 2025
- Preliminary right of way plans are under review

Powder Valley Road (SR 2025) over Indian Creek (C-J. Crawford)
Upper Milford Township, Lehigh County
MPMS 109237 – est. let April 19, 2026

- Project moving forward as superstructure replacement to avoid water surface elevation changes on adjacent properties
- SEPS approved May 21, 2025; soil borings underway

Hecktown Road (SR 2027) Bridge over Route 22 (C-R. Himmelwright)
Bethlehem Township, Northampton County
MPMS 89614 – est. let August 21, 2025

- Right of Way acquisition ongoing
- Final Plan Check submitted April 21, 2025, accepted As Noted May 6, 2025
- 90% Constructability Review submitted April 21, 2025, comments received May 13, 2025
- Final Structure Plans resubmitted May 29, 2025
- Draft D-419 being reviewed in URMS

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING JUNE 18, 2025**

Limeport Pike (SR 2029) over Hosensack Creek (C-M. Fallon)
Lower Milford Township, Lehigh County
MPMS 119936 – est let April 22, 2027

- Phase I Bog Turtle Study submitted May 10, 2024
- Safety submission submitted January 21, 2025
- H&H resubmitted December 27, 2024
- Preliminary ROW submitted April 10, 2025

South Walnut Street (SR 7408) Bridge over Trout Creek (C-J. Besz)
Slatington Borough, Lehigh County
MPMS 94680 – actual let April 10, 2025

- Awarded to Richard E. Pierson Construction Co., Inc. on May 1, 2025
- Notice to Proceed is anticipated to be issued on July 7, 2025
- Anticipated completion is July 11, 2028

**LEHIGH VALLEY TRANSPORTATION STUDY
BRIDGE STATUS REPORT
MEETING JUNE 18, 2025**

<u>ACRONYM REFERENCE</u>	
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



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: June 11, 2025
TO: Lehigh Valley Transportation Study
FROM: Lehigh Valley Planning Commission

REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, June 2 on WDIY radio 88.1 FM, took a deep dive into the future of electric vehicle infrastructure with guest LVPC Transportation Planner Evan Gardi. The show details the effort to determine where electric charging stations should be located across the Lehigh Valley. The show is available at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/newsly. The next Plan Lehigh Valley Radio Show will air July 1, at 6:30 pm.

The current **Business Cycle Column** published on Sunday, May 25, and examined the impact of Artificial Intelligence (AI) on transportation planning. In the column, Becky discusses how AI will support transportation planning products, including an update to the \$633 million Transportation Improvement Program. The next column in the Morning Call will be published July 6.

Educational Opportunities

The following Lehigh Valley Government Academy (LVGA), Local Technical Assistance Program (LTAP) Classes will be held in person at the LVPC Office:

Geosynthetics

- **What:** Attendees will gain the knowledge and understanding of the common types of geosynthetic materials used in road maintenance operations, as well as their applications and functions. Instructors will review the cost benefits in using geosynthetics in the preventive maintenance of roadway structures. Such uses of geosynthetics as subsurface drainage, subgrade stabilization, soil reinforcement, erosion and sedimentation control, and paving fabric will also be discussed.
- **Who:** Individuals who are involved in the planning and execution of maintenance work on asphalt pavements, including: elected officials, public works directors, roadmasters, crew foremen, and select crew members.
- **When:** Tuesday, July 29, 8 AM to noon

Road Surface Management

- **What:** This course provides the basics for developing a road surface management program to help local governments manage their pavements. It provides an understanding of the concept and importance of road surface inventories and condition surveys. The basic components of flexible and rigid pavements are reviewed as well as pavement condition evaluations and how to recognize common pavement distress.

- **Who:** Individuals who perform roadway inventory and condition surveys as well those responsible for planning and programming functions, such as public works directors, street supervisors, roadmasters, and crew foremen, will find this course beneficial.
- **When:** Tuesday, August 19, 8 AM to noon

All LVGA LTAP classes are free and are intended for municipalities, transportation non-profits and organizations with a transportation purpose. LTAP Enables many practitioners who need courses with professional development hours (PDHs) to earn credits for maintaining their licenses and certificates.

Anyone can register at www.gis.penndot.gov/LTAP or by contacting Hannah Milagio at hmilagio@lvpc.org or 610-264-4544

Grant Opportunities

US Department of Transportation Safe Streets and Roads for All (SS4A)

The Streets and Roads for All program provides competitive grants to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, micro-mobility users, motorists, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding. The maximum expected award for Planning and Demonstration Grants changed from \$10,000,000 to \$5,000,000. The application deadline is June 26, 2025, and the deadline for requesting PennDOT support is June 12, 2025. More information is available at <https://www.transportation.gov/grants/SS4A>

PA Department of Community and Economic Development (DCED) Greenways, Trails, and Recreation Program (GTRP)

The Marcellus Shale Legacy Fund allocates funds to the Commonwealth Financing Authority for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects using the Greenways, Trails, and Recreation Program (GTRP). The funding is available for projects that involve development, rehabilitation and improvements to public parks, recreation areas, greenways, trails, and river conservation. Eligible entities are: Municipalities, Councils of Governments, Watershed Organization, For-Profit Businesses, Authorized Organization, and Institutions of Higher Education. Grants shall not exceed \$250,000 for any project. A 15% match of the total project cost is required.

Applications will be accepted until May 31st. More information is available at <https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/>

PA Department of Transportation (PennDOT) School Bus Safety Grant Program

The Automated School Bus Enforcement Grant Program (ASBEGP) was established in 2024 as a PennDOT-administered competitive grant program. Funding for the program is generated from a portion of the fine revenue collected from enforcement of the School Bus Stopping Law. The program aims to promote and increase school bus safety, education, and training, as well as pay for education, training, and other associated costs related to an individual earning their commercial learner's permit, commercial driver's license, or school bus endorsement for the purpose of driving a school bus in Pennsylvania. Independent school bus contractors, school entities, and municipalities may apply. \$1.2 million in funds are available through the School Bus Safety Grant Program. Grant awards will not exceed \$100,000. More information is available at <https://www.pa.gov/grants/search/grant-details.penndot4.html>