



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

Lehigh Valley Transportation Study Minutes from the Wednesday, April 17, 2024 Joint Technical and Coordinating Committee Meeting

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on January 10, 2024.

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

Mr. Molchany welcomed the members and the public participants and called the meeting to order.

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

Brendan Cotter	LANTA
Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik	City of Allentown
David Hopkins (Alt)	City of Easton
Jennifer Ruth	PennDOT District 5
David Alas	PennDOT Central Office

LVTS Coordinating Committee

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

Members Absent:

Technical Committee

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

LVTS Coordinating Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem

Staff Present: Becky Bradley, Hannah Milagio, Evan Gardi, Matt Assad, Brian Hite, Ben Dinkel

Public Present: Lee Rackus, Brian Hare, Evan Jones, Dan Glennon, Brett Webber, Sherri Penchichsen, Shawn Reppert, Michael Emili, Scott Slingerland, Brian Miller, Heather Heeter, Gene Porochniak, Scott Vottero, Andrew Samy

Courtesy of the Floor

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

Mr. Molchany noted that Mr. Mosca will be replacing Mr. Hare as the PennDOT Central Office representative on the Coordinating Committee. Mr. Mosca expressed his appreciation for the relationship between LVTS and PennDOT Central Office, and that he looks forward to following in Mr. Hare's footsteps. Mr. Molchany thanked Mr. Hare for his service to the region and the commonwealth. Mr. Hare noted that it was an honor to serve on the LVTS Coordinating Committee, and that he would continue to stay involved as a member of the public.

Mr. Molchany also noted that Mr. Porochniak was the LVTS' new Federal Highway Administration (FHWA) liaison, who had previously served in this role. Mr. Porochniak introduced himself as a Community Planner with the Pennsylvania Division Office at FHWA, and said he looks forward to working with the LVTS and the region going forward.

Minutes

Mr. Cotter stated that the last Technical Committee was held on March 20, 2024. Ms. Milagio noted the actions voted on.

- Minutes from the February 21, 2024, meeting
- TIP Amendment #1 INFRA Funding for LNAA Freight Project to 2023-2026 TIP and the Draft 2025-2028 TIP
- Priority Climate Action Plan + Implementation Grant
- Adjournment

Mr. Cotter asked for a motion to approve the minutes from the Technical Committee Meeting on March 20, 2024. Mr. Hopkins made the motion for approval of the Technical Committee Meeting minutes, and the motion was seconded by Mr. Alas. Mr. Cotter then asked if there were any questions or comments from members and the public. There were none. Mr. Cotter asked Ms. Milagio to call for a vote and the motion was approved.

Mr. Molchany moved on to the approval of the minutes from the Coordinating Committee meeting on February 21, 2024. Ms. Milagio noted the actions voted on.

- Minutes from the January 17, 2024, meeting
- TIP Amendment #1 LANTA PM Maintenance
- TIP Amendment #2 Route 309 + Tilghman Street Interchange Demolition
- TIP Amendment #3 Route 309 + Tilghman Street Interchange Reconstruction
- Public Participation Plan Adoption
- Limited English Proficiency Plan Adoption
- Title VI Program Document Adoption
- 2024-2025 Unified Planning Work Program Adoption
- Adjournment

Mr. Molchany asked for a motion to approve the minutes from the Coordinating Committee Meeting on February 21, 2024. Mr. Kufro made the motion for approval of the Coordinating Committee Meeting minutes, seconded by Mr. Stoudt. Mr. Molchany asked for any questions or comments from the members

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

Mr. Cotter noted that the Special LVTS Meeting on the Lehigh Valley Passenger Raily Feasibility Study was held on March 27, 2024, and the minutes from that meeting were included in the meeting packet. Mr. Cotter asked for a motion to approve the minutes from that meeting. Mr. Petrik made a motion to approve the minutes from the Special LVTS Meeting on March 27, 2024, and it was seconded by Mr. Meyer. Mr. Cotter asked if there were any comments from members or the public, and there were none. Ms. Milagio called for the vote, and the motion was approved.

Mr. Molchany noted that the Special LVTS Meeting on the Lehigh Valley Passenger Raily Feasibility Study was held on March 27, 2024, and the minutes from that meeting were included in the meeting packet. Mr. Molchany asked for a motion to approve the minutes from that meeting. Mr. O'Neil made a motion to approve the minutes from the Special LVTS Meeting on March 27, 2024, and it was seconded by Mr. Petrik. Mr. Molchany asked if there were any comments from members or the public, and there were none. Ms. Milagio called for the vote, and the motion was approved.

Old Business

ACTION ITEM: DRAFT 2025 – 2028 TIP Amendment #1 Allentown-Bethlehem-Easton (ABE) Airport Northside Logistics and Cargo Complex (MPMS #121443)

Mr. Molchany noted that, per guidance from FHWA, the ABE Northside Logistics and Cargo Complex project could not be added to the current 2023 – 2026 Transportation Improvement Program (TIP) because the Interagency Consultation Group (ICG) has not yet determined in the project is regionally significant for air quality analysis. If the ICG determines that the project is regionally significant, it must be modeled for air quality conformity, and a conformity analysis report and conformity determination must be completed. If the ICG finds that the project is not regionally significant, LVTS can vote to amend the 2023 – 2026 TIP.

Mr. Meyer noted that, as part of the Nationally Significant Multimodal Freight and Highway Projects (INFRA) grant requirements, the project needs to be added to the TIP. He provided an overview of the project, which is a single cargo facility that consolidates existing operations. The overall project cost is approximately \$80 million, \$40.8 million of which will be covered by the INFRA grant. Mr. Meyer noted that the project is in the final stages of the National Environmental Policy Act (NEPA) review documentation in coordination with FHWA and the Federal Aviation Administration (FAA). He reminded participants that this funding comes from a competitive federal source and will be an addition to the TIP, not a project that taps into the regional allocation of TIP funding.

Mr. Molchany asked if the local match associated with the project would be incrementally requested from the LVTS, or if there were other sources of funding for the local match. Mr. Meyer stated that the Lehigh Northampton Airport Authority (LNAA) and a public-private partnership are funding the local match. Mr. Molchany asked if it would be safe to assume that this project would expand the TIP's investment in the region without requiring any funding from the LVTS' regional allocation, and Mr. Meyer confirmed that this was correct. Mr. Mosca added that these would be additional funds to the TIP above the federal/state allocation of funding to the region. He stated that the region is required to report the awarded and matching funds on the TIP to utilize and obligate the federal funds.

Mr. Molchany asked Mr. Porochniak if he was available to comment on this addition. Mr. Porochniak stated that any project that requires federal action, including NEPA review, those projects must be added to the TIP, regardless of its funding source. Mr. Molchany thanked Mr. Mosca and Mr. Porochniak for their contributions to the conversation that support the LVTS' understanding of the addition to the TIP and the vote that is needed to add the project to the TIP.

Ms. Bradley noted that it is critical to add the project to the Draft 2025-2028 TIP project list so it can go to the ICG for air quality determination, which will allow the process to add it to the current 2023-2026 TIP to begin. At this time, the staff do not foresee this impacting the public comment schedule for the Draft 2025-2028 TIP if the project is added to the list now.

Mr. Cotter asked if there were any questions from the Technical Committee or the public about the ABE Northside Logistics and Cargo Complex project, and there were none. Mr. Cotter asked for a motion to recommend the addition of the ABE Northside Logistics and Cargo Complex project to the Draft 2025 – 2028 TIP to the Coordinating Committee. Ms. Ruth made a motion to recommend the ABE Northside Logistics and Cargo Complex project to the Draft 2025 – 2028 TIP to the Coordinating Committee, seconded by Ms. Bradley. Ms. Milagio called for a vote, and the motion was approved.

Mr. Molchany asked for a motion to add the ABE Northside Logistics and Cargo Complex project to the Draft 2025 – 2028 TIP. Ms. Bradley made the motion to add the ABE Northside Logistics and Cargo Complex project to the Draft 2025 – 2028 TIP, seconded by Mr. Mosca. Mr. Molchany asked if there were any comments from members of the Coordinating Committee and the public, and there were none. Ms. Milagio called for a vote and the motion was approved.

ACTION ITEM: DRAFT 2025 – 2028 TIP Amendment #2 Allentown Center Square (MPMS #119989)

Mr. Dinkel noted that the Allentown Center Square project focuses on the rehabilitation of Center Square, focusing on significant traffic and pedestrian improvements at the intersections of Hamilton Street and 7th Street (State Route 145), as well as the next intersection to the north, Linden Street and 7th Street (State Route 145), within the City of Allentown, Lehigh County. It was not included in the initial project list for the Draft 2025 – 2028 TIP, but it needs to be added now to access funding. A vote to add the project to the Draft 2025 – 2028 TIP project list is not required, but a vote is asked for in order to promote transparency. Ms. Bradley clarified that the funding was allocated by the PennDOT Secretary specifically for this project, and it does not impact or compete with the fiscal constraints of the Draft 2025-2028 TIP.

Mr. Molchany asked Mr. Petrik if he had any additional comments. Mr. Petrik stated that he appreciates the transparency in voting for the project to be added to the TIP, as well as the time that was put in to present the project to the LVTS.

Mr. Cotter asked if there were any questions from members of the Technical Committee or the public, and there were none. Mr. Cotter asked for a motion to recommend adding the Allentown Center Square project to the Draft 2025 – 2028 TIP to the Coordinating Committee. Mr. Meyer made the motion to recommend adding the Allentown Center Square project to the Draft 2025 – 2028 TIP to the Coordinating Committee, seconded by Mr. Alas. Ms. Milagio called for the vote, and the motion was approved.

Mr. Molchany asked for a motion to add the Allentown Center Square project to the Draft 2025 – 2028 TIP. Mr. Stoudt made the motion to add the Allentown Center Square project to the Draft 2025 – 2028 TIP, seconded by Mr. Alkhal. Mr. Molchany asked if there were any comments from Coordinating Committee members or the public, and there were none. Ms. Milagio called for the vote, and the motion was approved.

INFORMATION/ACITON ITEM: Climate Pollution Reduction Implementation Grant for the Lehigh Valley Green Transportation Infrastructure Project

Mr. Assad reminded meeting participants that the Lehigh Valley's Priority Climate Action Plan (PCAP) was presented at the last Joint Technical and Coordinating Committee meeting on February 21. He noted that the staff sought the Coordinating Committee's adoption of the PCAP as the official transportation decarbonization policy of the Lehigh Valley, and for the Coordinating Committee's urging of the

Environmental Protection Agency (EPA) to award Climate Pollution Reduction Implementation Grant funds to the Lehigh Valley Green Transportation Infrastructure Project.

Mr. Assad provided an overview of the key themes and measures outlined in the PCAP, directly support the Lehigh Valley Green Transportation Infrastructure Project grant application. The application was submitted on April 1 and creates green stormwater infrastructure along 19 sites on major regional highways, including Routes 22, 33 and 378, as well as improvements to the William Penn Park and Ride along Route 33. If funded, the project would improve 522 acres of public rights-of-way, and reduce more than 10,000 metric tons of carbon dioxide by 2030 and over 53,000 metric tons of carbon dioxide by 2050.

Mr. Molchany asked if the Technical Committee voted on to recommend this item to the Coordinating Committee at its March meeting, and Mr. Cotter confirmed that this was true. Mr. Molchany asked for a motion from the Coordinating Committee to adopt the Lehigh Valley PCAP as its official transportation decarbonization policy plan and to urge the EPA to award the Climate Pollution Reduction Implementation Grant to the Lehigh Valley Green Transportation Infrastructure Project. Mr. O'Neil made the motion, seconded by Mr. Alkhal.

Mr. Molchany asked if there were any questions or comments from members of the Coordinating Committee. Mr. McClure expressed Northampton County's support for the grant application and asked how this project, should the grant be awarded, be incorporated into the Route 22 study and the improvements that the study will recommend. Mr. Assad commented that both projects would be occurring simultaneously and that, if the grant is awarded, the Green Transportation Infrastructure project would certainly be considered in the development of the Route 22 study. Mr. Molchany added that the study, which is also an additional source of funding to the region, would include the Green Transportation Infrastructure project as a key component of the Route 22 study. Mr. Dinkel added that the grant application specifically avoided areas and interchanges on Route 22 that would need to be addressed in future years. Mr. Molchany asked a representative from PennDOT District 5 to confirm that the Route 22 study would include the Lehigh Valley Green Transportation Infrastructure project to support a cohesive plan for the region's stormwater infrastructure. Mr. Vottero confirmed that this was true. Mr. McClure asked if the areas and interchanges avoided are already considerations for future projects or anticipated future projects, as the Route 22 study has not yet begun work. Mr. Vottero noted that the grant application covers locations that are already in existing public rights-of-way, and any potential widening project would require acquisition of new right-of-way. He also stated that certain interchanges were avoided because of size limitations and existing development. Mr. Molchany noted that, going forward, the LVTS will need to make sure that both projects are taken into consideration during its decision-making processes, rather than executing the projects in isolation of each other and other transportation infrastructure investments.

Mr. Molchany asked if there were any other comments from the Coordinating Committee. Mr. O'Neil added that the Green Transportation Infrastructure grant would be an implementation grant, while the Route 22 project will be a study, and that the LVTS will need to ensure that future projects that come out of the Route 22 study do not undo the implementation of the Green Transportation Infrastructure grant. Mr. Molchany agreed

Mr. Molchany asked if there were any additional comments from the public, and there were none. Ms. Milagio called for the vote, and the motion was approved.

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

Mr. Dinkel gave an overview of the process for changing the TIP. He explained the official LVTS procedures for amending the TIP, the difference between *Amendments* and *Administrative Actions*, and what happens after LVTS Coordinating Committee votes to amend the TIP.

Mr. Molchany added that amendments or modifications to the TIP are financially constrained; an addition to one project would create a subtraction in another, and the whole value of the TIP remains the same. This can further complicate the decision-making process, and modifications to the TIP are required for projects that receive the highest priorities. Mr. Dinkel noted that amendments or modifications often come from line items that aren't dedicated to a specific project. Mr. Porochniak also added that the addition of federal funding to a project requires an amendment on the TIP, and that there is no dollar amount threshold to that addition.

Mr. McClure asked how the LVTS would find the money to help with a project that is currently unfunded. Mr. McClure brought up the example of Zucksville Road (State Route 2036) in Forks Township often floods, and the Township has requested PennDOT's assistance to alleviate the flooding. He noted that a PennDOT spokesperson has noted that this would be a \$10 million project, and that funding is unavailable for that project at this time. Mr. Dinkel noted that there is a new funding source, Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) which allocates funding for transportation infrastructure that is resilient to natural hazards. Mr. Mosca noted that funding limitations make project prioritization challenging, but PROTECT funding could be used as a source for climate-related projects in the region. Mr. Molchany noted that the region continues to have issues that are not on the Long-Range Transportation Plan, including roadway flooding, and funding opportunities need to be identified to address these needs.

Ms. Milagio read Mr. Porochniak's comment on the conversation: "Yes, a location that is experiencing reoccurring flooding events is a good candidate for PROTECT funding if the improvement will prevent the events from reoccurring in the future (in other words, the work being done is making the bridge or roadway more resilient to these events)." Mr. Molchany asked Mr. Dinkel to provide an update to the LVTS on PROTECT funding.

Ms. Ruth stated that, from February 10 to April 5, 2024, there were four statewide administrative actions, one Interstate administrative actions and eight District 5-0 administrative actions. Mr. Molchany asked if there were any questions from members or the public, and there were none.

***INFORMATION ITEM: 2023 – 2026 Transportation Improvement Program Project Update
Concerning Route 309 + Tilghman Street Interchange Reconstruction***

Mr. Glennon, Mr. Reppert and Mr. Samy from RK&K presented a detailed review of the Route 309 and Tilghman Street Interchange Reconstruction project. They noted that the purpose of the project is to improve safety, relieve congestion, increase accessibility and mobility, and mitigate/eliminate facility deficiencies in the interchange. Based on analysis of existing and future conditions, improvements to this interchange are needed to accommodate economic development while also mitigating future congestion along the corridor. They reviewed safety issues and their mitigation strategies at the interchange:

- Interchange geometry will be mitigated by a new loop ramp, acceleration and deceleration lanes, and eliminating the cloverleaf design.
- The bridges at the interchange will be adjusted to provide required underclearance with Manual for Assessing Hardware (MASH) compliant parapets and shoulder widths.
- Guide rail and concrete barriers will be upgraded and MASH compliant.
- Signage will be updated to address night-time visibility and reduce driver indecision.
- Roadway widths will be standardized to 12 feet, right shoulder widths will be increased from 8 feet to 12 feet, and the median shoulder widths will be increased from 1 foot to 4.75 feet.
- Lighting will be updated with partial lighting at all conflict points and intersection lighting at all new/replaced signalized intersections.
- Pedestrian access will be improved with push-buttons and Americans with Disabilities Act (ADA) compliant ramps provided at all intersections.

- Traffic signal modifications will be improved at the Tilghman Street and Hausman Road and Tilghman Street and Parkway intersections.
- Pavement condition will be addressed with new pavement and upgraded cross slopes and superelevation.
- Drainage systems will be upgraded.
- Little Cedar Creek flooding will be addressed through stream restoration, and include downstream improvements not previously addressed.

The team noted that the final contract documents are with PennDOT for final review, and the advertisement of June 6 and a let date of July 25.

Mr. Molchany asked who the project contact would be if there were additional questions, and Mr. Samy noted that he is the contact for the project. Mr. Molchany noted that the project has been on the docket for some time, and has attracted attention from state and federal legislators. He also stated that this area of the region has outgrown the existing infrastructure, and the project will be essential to reduce the number of accidents (approximately 200) and improving pedestrian access at this interchange.

Mr. Molchany asked if there were any questions from LVTS members and the public. Mr. Slingerland noted that Route 309 is a limited access highway, and that Tilghman Street and Broadway are becoming decreasingly available to pedestrians and cyclists. He asked how bicyclist and pedestrian connectivity would be addressed through the project, given the width of the roadway and the increased traffic. Mr. Reppert said that there is shoulder provided on Tilghman Street to facilitate bicycle traffic. The intersections themselves will have signals, which would function for both pedestrians and cyclists, so no additional considerations were taken. Mr. Molchany asked if the lights at the intersections would accommodate a more beneficial movement of pedestrians and cyclists. Mr. Reppert confirmed that this is true. Mr. Slingerland noted that these corridors are very important for pedestrians and cyclists travelling from Allentown to Western Lehigh County municipalities because many corridors connecting these two areas of the region are restricted access or high-speed highways. Mr. Molchany noted that the footprint for this project includes the safety features identified in the presentation. He noted that the foundation of pedestrian and cycling safety improvements in this project will be something that can be scoped into future projects throughout the Lehigh Valley.

INFORMATION ITEM: Lehigh Valley Passenger Rail Study

Ms. Milagio noted that there was a presentation from PennDOT and WSP, the project consultant, on the Lehigh Valley Passenger Rail Study on March 27. The study outlines potential routes to New York, Philadelphia and Reading, and was distributed at the March 27 meeting and online at www.lvpc.org. A follow up virtual meeting for further discussion and questions has been scheduled for May 15th at 10 AM.

Mr. Molchany reminded participants that there would be no comments on the study presented at today's meeting, but that a comment box was established at www.lvpc.org and comments were collected. He asked if these comments and their responses would be available for review for the May 15 meeting, and Ms. Milagio confirmed that they would. Mr. Molchany noted that he has received feedback from community members that the study results were underwhelming. He commented that this first step in potentially establishing a passenger rail project is to undertake a scope of work that is approved by the federal government. This PennDOT-funded feasibility study did fit the federal requirements and answered the questions required to move forward in the process. Future steps in the process may require local funding for more detailed studies. A decision on these future steps will not be made at the May 15 meeting, but that meeting will help guide those decisions for the LVTS.

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

INFORMATION ITEM: FutureLV: The Regional Plan Implementation, Vision Zero Application

Mr. Gardi noted that the LVTS adopted a Vision Zero Resolution in concurrence with the Long-Range Transportation Plan update adoption in October 2023. The staff began the process of applying for national recognition within the Vision Zero organization, which is extensive and requires commitment to reducing traffic-related deaths to 0 in the Lehigh Valley. The national Vision Zero recognition further pushes ideals set-forth in *FutureLV: The Regional Plan* and *Walk/RollLV: Active Transportation Plan*, and will coincide with the Traffic Safety Plan update.

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

DISCUSSION ITEM: Status of Joint Meetings between LVTS Coordinating Committee and Technical Committee

Mr. Molchany reminded participants that the reevaluation of the meeting schedules for the LVTS Technical and Coordinating Committees was brought up at an earlier meeting. Mr. Molchany asked Mr. Cotter if the Technical Committee had enough time to do their reviews. Mr. Cotter stated that the Technical Committee discussed this topic at their March meeting. He noted that previous schedules of the LVTS committees had separate meetings, requiring travel for individuals who were part of both committees. He also noted that meeting jointly allowed the Coordinating Committee members to confer with the members of the Technical Committee on their opinions and decisions. Mr. Cotter noted that the Technical Committee also discussed virtual and hybrid format meetings.

Mr. Cotter stated that the calendar for the meetings, which includes dates, times and formats, is voted on in the last two months of the calendar year. Since the 2024 calendar has already been voted on, Mr. Cotter recommends that the LVTS keeps the calendar as it stands for the rest of the 2024 calendar year, and continue this discussion in November when the new schedule would be reviewed. He also noted that, since the LVTS meetings have become virtual, they have had the highest level of participation for members of the LVTS and members of the public.

Mr. Molchany stated that the intention of this discussion was to ensure that the Technical Committee had enough time for their reviews and that, by meeting jointly with the Coordinating Committee, those reviews and decisions were not being rushed. He asked Mr. Cotter and the Technical Committee to provide a recommendation at the end of the year as to whether they would like to continue meeting jointly or have separate meetings in the months that the Coordinating Committee meets.

Mr. Molchany asked if there were any additional comments from the LVTS membership and the public, and there were none.

New Business

INFORMATION ITEM: LVPC Office Move

Mr. Assad stated that, effective April 22, the LVPC office will be located at 615 Waterfront Drive, Suite 201 Allentown, PA 18102.

Mr. Molchany asked if there were any comments from the LVTS membership and the public, and there were none.

Status Reports

Mr. Molchany noted that the PennDOT District 5 Highway Projects Status Report, the Monthly Traffic Report and a memo on the Eastern Pennsylvania Freight Alliance's Freight Infrastructure Plan were included in the meeting packet. He asked if there were any questions from members or the public, and there were none.

Public Engagement, Grants and Education

Mr. Molchany stated that updates on public engagement, grants and education were available on the meeting agenda. Mr. Molchany asked Mr. Assad if he had any additional comments on the public engagement and grants update. Mr. Assad noted that there were several grant opportunities that would be beneficial to municipal partners, most of which have a deadline of May 31. He noted that there was a handout in the packet that explained each opportunity and provided links.

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

Adjournment

Mr. Molchany stated that the next LVTS meeting would be a Technical Committee meeting to be held virtually on May 15, 2024 at 9 AM. The next Joint Technical and Coordinating Committee meeting would be held virtually on June 12, 2024, at 9 AM. Mr. Mosca made a motion to adjourn, and the meeting was adjourned.