



DR. CHRISTOPHER R. AMATO
Chair

CHRISTINA V. MORGAN
Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

LEHIGH VALLEY PLANNING COMMISSION MEETING

Thursday, July 24, 2025, at 7:00 PM

Microsoft Teams

THE MEETING CAN BE ACCESSED AT <http://www.tinyurl.com/LVPC2025> OR VIA PHONE
610-477-5793 Conf ID: 651 626 091#.

AGENDA

Roll Call

Courtesy of Floor

Chairman's Report

1. Staff Introductions:
 - a. Jacob Engbert, GIS Planning Intern
 - b. Vincent "Enzo" Fantozzi, Planning Intern
 - c. David Cohen, AICP, Director of Regional Planning

Minutes

1. *ACTION ITEM*: Minutes and Review of Roll Call Actions of the June 26, 2025, Commission Meeting (JD)

Comprehensive Planning Committee:

1. *ACTION ITEM*: Northampton Borough – Land Use of Regional Significance – Atlas Industrial (JD)
2. *ACTION ITEM*: Plainfield Township – Zoning Ordinance Amendment – Solid Waste Rezoning (JS/SM)
3. *ACTION ITEM*: Summary Sheet (SM)

Environment Committee:

1. *ACTION ITEM*: Summary Sheet (SR)

Transportation Committee:

1. *INFORMATION ITEM*: Priority Climate Action Plan for Transportation Decarbonization Implementation (BB/FU)
2. *INFORMATION ITEM*: Walk/Roll/LV: Active Transportation Plan & FutureLV: The Regional Plan Implementation (FU)

New Business:

1. *INFORMATION ITEM*: It's Regional Plan Update Time Again! Preparations Underway and What to Expect Next (BB, FU)

Monthly Reports:

1. *INFORMATION ITEMS*:
 - a. Mid-Year Subdivision, Land Development, Stormwater and Municipal Ordinances/Plans Report (JD, JS, SM)
 - b. Mid-Year Industrial Market Report (SK, JD)
 - c. Mid-Year Traffic Monitoring Report (EF, GCR)

Executive Director's Report:

1. *INFORMATION ITEM*: LVPC Strategic Plan Schedule Update

Communications and Engagement

1. *PACKET ITEM*: Morning Call Business Cycle Column (MA)
 - a. Published: July 19 - "Tools for solving Lehigh Valley's housing problem"
 - b. lvpc.org; mcall.com
 - c. Next column: August 17
2. *PACKET ITEM*: Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1 (MA)
 - a. Air Date: July 7 - "The Intersection of Environment and Economy with Susan Myerov and Ray Minarovic"
 - b. Lvpc.org; wdiy.org/show/plan-lehigh-valley
 - c. Next show – 6:30 pm, August 4
3. *PACKET ITEM*: Lehigh Valley Government Academy
 - a. Local Technical Assistance Program (LTAP) In Person Classes held at the LVPC Conference Center, 615 Waterfront Drive, Suite 201, Allentown PA 18102
 - o July 29: Geosynthetics, 8 am to Noon
 - o August 19: Road Surface Management, 8 am to Noon
 - Register at www.gis.penndot.gov/LTAP/ or by contacting Hannah Milagio at hmilagio@lvpc.org 610-264-4544
 - b. Pennsylvania Municipal Planning Education Institute (PMPEI) Zoning
 - o September 9, 16 and 23
 - o In Person Classes held at the LVPC Conference Center, 615 Waterfront Drive, Suite 201, Allentown PA 18102

Next Lehigh Valley Planning Commission Meeting:

Virtual, Thursday, August 28, 2025, at 7:00 pm

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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LEHIGH VALLEY PLANNING COMMISSION Minutes from Thursday, June 26, 2025, Meeting

The LVPC held a public meeting on Thursday, June 26, 2025. The meeting was advertised in the Lehigh Valley Press on January 8th, 2025.

LVPC Chair Dr. Chris Amato chaired the meeting.

Mr. Joey Dotta took Roll Call.

Members in Attendance:

Lehigh County

Ron Beitler, Michael Drabenstott, Sunny Ghai, Philip Ginder, Steve Glickman, Jennifer Gomez, Kent Herman, John Inglis, Dennis Klusaritz, Christina Morgan, Santo Napoli, Owen O'Neil, Stephen Repasch and Kevin Schmidt

Northampton County

Christopher Amato, Charles Elliott, John Gallagher, Judith Haldeman, Steve Melnick, Armando Moritz-Chapelliquen, Jean Versteeg and Basel Yandem.

Members Absent:

Lehigh County

Phillips Armstrong, Percy Dougherty, Bob Elbich, Diane Kelly, Richard Molchany and Matthew Tuerk.

Northampton County

Jessica Cope, Andrew Elliott, Ken Kraft, Rachel Leon, Carl Manges, Lamont McClure, John McGorry, Scott Minnich, Edward Nelson, Salvatore Panto, Jr., J. William Reynolds and Tina Smith,

Staff Present: Joey Dotta, Becky A. Bradley, Matt Assad, Susan Myerov and Evan Gardi

Public Present: Craig Beavers, Liesel Gross and Cheyenne Amick

COURTESY OF THE FLOOR

CHAIR'S REPORT

Chair Amato highlighted that the Housing Supply and Attainability Strategy won the National Association of Regional Councils 2025 Achievement Award. Also, Giovanna "Gio" Rizkalla was introduced as the new Data and Analytics Planning Intern at LVPC.

MINUTES

Chair Amato stated that the minutes of the Thursday, May 22, 2025, LVPC meeting are attached. Chair Amato asked for a motion to approve the minutes. Commissioner Melnick made a motion to approve the minutes, and Commissioner Repasch seconded the motion.

Chair Amato asked for any comments or questions. There were none. The motion passed. Commissioner Glickman abstained.

COMPREHENSIVE PLANNING COMMITTEE

ACTION ITEM: Palmer Township – Zoning Ordinance Amendment – Data Centers

Mr. Dotta presented a zoning ordinance amendment to add data centers in the Palmer Township Zoning Ordinance. Data Center developments will be permitted by right in the North End Business District (NEB), identified on the Township Zoning Map as the area north/west of Route 33 where there are existing and emerging industrial land uses, and by special exception in the Industrial/Office/Commercial District (IOC).

Chair Amato called for a motion to accept the staff review. Commissioner Repasch made the motion, and Commissioner Morgan seconded the motion. Chair Amato asked for any comments or questions.

There was a brief discussion about future land uses and what to expect. Data center size and utility requirements were overviewed.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed.

ACTION ITEM: Palmer Township – Zoning Ordinance Amendment – Fuel Cell Generation and On-Site Energy Generation

Mr. Dotta presented another zoning ordinance amendment proposal for the Palmer Township Zoning Ordinance to add definitions and regulations for Fuel Cell Power Systems. The amendment adds two new sections to Chapter 190, Article 1. Fuel Cell Power and Electrical Energy Storage systems will be permitted as a conditional accessory use to the following principle uses: warehouses/logistics, light and heavy manufacturing, governmental and emergency services facilities, and hospitals. The amendment also establishes conditional use criteria and adds fire prevention provisions and safety plan requirements for stationary fuel cell power systems.

Chair Amato called for a motion to accept the staff review. Commissioner Moritz-Chapelliquen made the motion, and Commissioner Napoli seconded the motion. Chair Amato asked for any comments or questions.

Palmer Township Planning Director Craig Beavers explained the necessity of this ordinance amendment and provided local context for the Commission.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed.

INFORMATION ITEM: Housing Supply and Attainability Strategy Event Recap

Mr. Dotta recapped the Housing Supply and Attainability Strategy event at DeSales University on June 23rd, 2025. The event featured a moderated panel about draft housing strategies that came out of the data analysis and community engagement process. Attendees participated in the moderated panel discussion by identifying which of the draft housing strategies would be most impactful and asked questions about how housing could be addressed in their communities.

Chair Amato asked for any comments or questions. There were none.

ACTION ITEM: Comprehensive Planning Committee Summary Sheet

Comprehensive Planning Committee Chair Melnick briefed the Commission on the Comprehensive Committee Summary Sheet that featured reviews of a comprehensive update to the City of Bethlehem's Subdivision and Land Development Ordinance and a third zoning ordinance amendment in Palmer Township.

Chair Amato called for a motion to accept the summary sheet. Commissioner Repasch made the motion, and Commissioner Morgan seconded the motion. Chair Amato asked for any comments or questions. There were none.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed.

ENVIRONMENT COMMITTEE

ACTION ITEM: Act 537 Review – Kline's Island Regional Act 537 Plan

Ms. Myerov reviewed the Kline's Island Sewer System (KISS) Regional Act 537 Plan which proposed several selected alternatives. These alternatives reduce inflow and infiltration (I&I) within the plant's service area and address hydraulic overload conditions within the plant identified by the Pennsylvania Department of Environmental Protection (PADEP). The selected alternatives for this Regional Act 537 Plan do not include new infrastructure to address surcharged sewers nor increase permitted peak flow treatment capacity at the City of Allentown's Kline's Island Wastewater Treatment Plant (KIWWTP).

Ms. Myerov noted that the success of the Regional Act 537 Plan relies on the implementation of Lehigh County Authority's (LCA) commitments and the implementation of the Source Reduction Plans developed by the individual municipalities. The Source Reduction Plans require rehabilitation and upgrades to municipal owned wastewater collection facilities and infrastructure and continuous performance monitoring and reporting. Therefore, updating intermunicipal agreements and participation in the proposed regional I&I program are critically important implementation actions. Overall, the selected alternatives presented in the KISS Regional Act 537 Plan provide a necessary path forward in preventing future sewage disposal problems from occurring and provide protection for both the groundwater and surface waters of the region.

Chair Amato called for a motion to accept the staff review. Commissioner Repasch made the motion, and Commissioner Charles Elliott seconded the motion. Chair Amato asked for any comments or questions.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed. Commissioners Ghai, Herman and Morgan abstained.

ACTION ITEM: Lehigh Valley Hazard Mitigation Plan Resolution

Ms. Myerov reviewed The Lehigh and Northampton County Emergency Management Agencies prepared the federally required 5-year Hazard Mitigation Plan Update for the Lehigh Valley last year and it is now being proposed for adoption by local governments and agencies. The LVPC Full Commission reviewed and accepted staff comments on the 2024 Lehigh Valley Hazard Mitigation Plan at its March 2024 meeting. At that time, the Plan's eight goals were reviewed to determine consistency with *FutureLV: The Regional Plan*. The Plan was submitted to the Federal Emergency Management Agency (FEMA) for approval in September 2024. FEMA granted the status of "Approved Pending Adoption" (APA), meaning that municipalities and participating authorities, including the LVPC, must adopt the Plan within one year of the Approved Pending Adoption designation to remain eligible for hazard mitigation funding.

Chair Amato called for a motion to approve the draft resolution adopting the 2024 Lehigh Valley Hazard Mitigation Plan. Commissioner Repasch made the motion, and Commissioner Morgan seconded the motion. Chair Amato asked for any comments or questions. There were none.

Chair Amato called for affirmative votes to accept the staff comments. The motion passed.

TRANSPORTATION COMMITTEE

INFORMATION ITEM: Electric Vehicle Infrastructure Program

Mr. Gardi briefed the Commission on the latest updates for the Electric Vehicle Infrastructure Program public engagement. The Electric Vehicle Infrastructure program represents a federal investment aimed at expanding electric vehicle (EV) infrastructure nationwide. A key component of the effort involved identifying community-informed charging use cases. The LVPC conducted a survey and held two workshops to identify priority locations and destinations for EV infrastructure/charging. Mr. Gardi went over some of the results of those public engagement events and explained the methodology.

Chair Amato asked for any comments or questions. There were none.

MONTHLY REPORTS

PACKET ITEM: Monthly Reports

Chair Amato notified the Commission that monthly reports are featured in each Commissioner's packet.

Chair Amato asked for any comments or questions. There were none.

NEW BUSINESS***INFORMATION ITEM: 2025 Work Plan, Quarterly Update***

Ms. Bradley and multiple members of the LVPC summarized what the Commission should expect in the later half of 2025. Previews of the projects and upcoming plans include: the Trail Gap Analysis, Act 167 Stormwater Management, Lehigh County Freight Land Use, Regional Climate Action, Lehigh Valley Housing Supply Strategy, updates to the Lehigh Valley Government Academy, new population and employment projections, and a community economic development strategy.

Chair Amato asked for any comments or questions. There was a discussion about the electronic plan submission software that is in progress and the ability to share submitted plans. Several Commissioners noted some difficulties or ambiguity in their own Townships about copyright limiting the sharing of plans.

EXECUTIVE DIRECTOR'S REPORT

Ms. Bradley showed a peek of the upcoming LVPC Strategic Plan that featured five main tenets to guide the formation of the document.

COMMUNICATIONS AND PUBLIC ENGAGEMENT:

Chair Amato notified the Commission that items for communications and public engagement are featured in the meeting packet. Chair Amato asked for any comments or questions. There were none.

ADJOURNMENT:

Chair Amato stated that the next LVPC meeting will be on Thursday, July 24 at 7 pm. Chair Amato then asked if there was a motion to adjourn the meeting and Commissioner Ghai made a motion to adjourn. The meeting was adjourned.

Submitted by:

Becky Bradley, AICP, Executive Director and Joey Dotta, Regional Planner



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BECKY A. BRADLEY, AICP
Executive Director

July 17, 2025

Brian Welsko, Manager
Northampton Borough
1401 Laubach Ave
Northampton, PA, 18067

**Re: Atlas Industrial – Land Use of Regional Significance
Northampton Borough
Northampton County**

Dear Mr. Welsko,

The application is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* in the Warehouse, Logistics and Storage Facilities category. The Lehigh Valley Planning Commission (LVPC) consider proposals at the Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on agenda items largely happens during the Committee meeting, and we encourage all participation. The LVPC will issue a follow-up letter after the Commission meeting if Commission members have any additional comments. Meeting participation details are below:

- LVPC Comprehensive Planning Committee Meeting
 - July 22, 2025, at 12:00 PM
 - <https://lvpc.org/meetings.html>
- LVPC Full Commission Meeting
 - July 24, 2025, at 7:00 PM
 - <https://lvpc.org/meetings.html>

The application proposes constructing a 350,400-square-foot industrial building with 307 parking spaces including loading dock and trailer storage spaces at 799 Smith Lane (Parcel Identification Number L4 12 5B-1). The 38-acre parcel features existing industrial properties that will be demolished. The project proposal features 210 passenger vehicle parking spaces, 51 dock spaces for truck loading, and 46 tractor-trailer parking spaces.

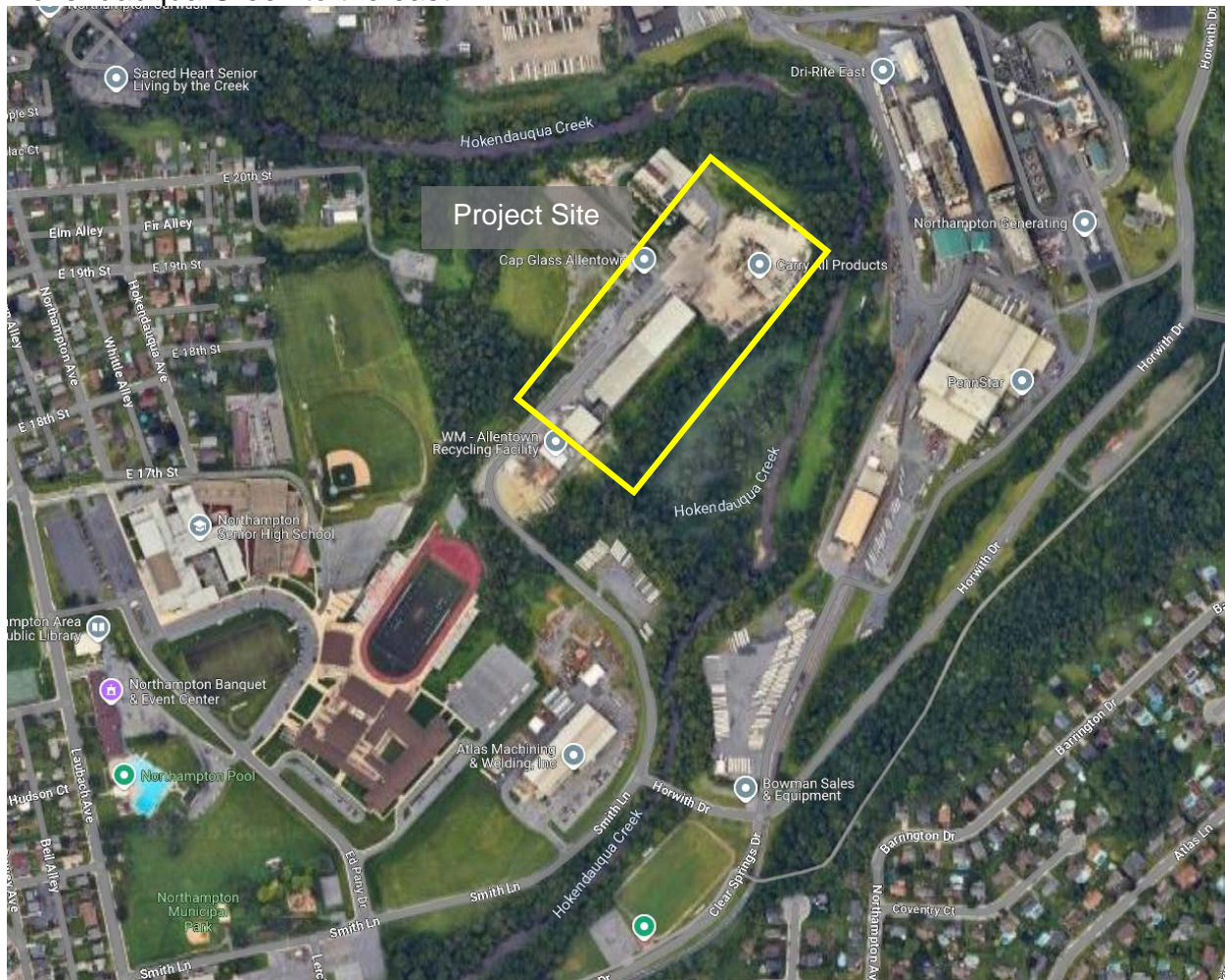
Site Suitability

According to General Land Use Plan in *FutureLV: The Regional Plan* and *River Central Multi-Municipal Comprehensive Plan*, the site is in a Development area. These areas may have the factors needed to support growth and this project aligns with the intent of *FutureLV* to 'encourage reuse and redevelopment' (Policy 1.1 and Density Special

Section, page 71). Directing development to sites with public water supports managing impacts of industrial land uses on infrastructure (*River Central*, Policy 1.2). This site is also located within a character-defining area which is recommended for context-specific development that preserves natural and scenic resources.

The proposed development is on a flag lot which is hidden from view by surrounding land-uses. Flag lots can pose issues for emergency responders to access sites. Ensuring proper directional signage is **essential** to reduce confusion and shorten emergency response time (Policy 2.2 and 5.1).

Southwest of the site is the Northampton Area School District campus and the Hokendauqua Creek to the east.



Transportation

The size of the tractor-trailer parking and dock spaces are recommended to be lengthened to appropriately 80 feet in length to accommodate connected tractor-trailers. This ensures adequate turning radius and 'strengthens freight mobility' by allowing vehicles of all types to safely traverse around the loading zone (Policy 2.4). The

utilization of the truck spaces should be clarified as whether a tractor-trailer driver can park long term to comply with federal hours of operations regulations. Directional entry signage is recommended to communicate where delivery trucks are authorized to stage. The location of these staging area spaces should incorporate electric hookup amenities to enable the cab portion, and potentially refrigerated trailers, to operate on electric power rather than diesel-fueled engines while idling (*FutureLV*, of Policy 2.4).

Regarding access to and from the proposed development, proper signage should be posted along the access drive and Smith Lane, directing trucks to Horwith Drive towards Nor-Bath Boulevard (SR 0329). Directing tractor-trailers to Nor-Bath Boulevard, via Horwith Drive, will reduce potential interactions between trucks and pedestrians and efficiently capitalize on existing infrastructure (Policy 2.2). Northampton Senior High School, Northampton Middle School and Northampton Borough's residential neighborhoods are directly adjacent to the proposed development. Making sure that trucks avoid the school zone during peak hours where students and parents will be for pickup/dropoff or for afterschool events is **essential** to avoid conflicts. Coordination between the municipality and PennDOT may be needed for signage along the local and state-owned roads.

The submitted Traffic Impact Study (TIS) included a traffic signal warrant that shows a signal is recommended for the intersection of Horwith Drive and SR 0329. With the addition of traffic from the proposed development, a traffic signal can improve operations at this intersection and increase safety by reducing conflicts between both passenger vehicles and trucks traveling to and from the site (Policy 2.2).

The accumulation of snow and ice on top of tractor-trailers poses a safety hazard to other vehicles on the roadway, potentially resulting in serious injury and death. The 2006 Pennsylvania Snow/Ice Removal Law requires the removal of snow and ice from all vehicles prior to leaving the site. The LVPC strongly recommends that freight centric facilities facilitate the installation of a snow-clearing tool to enable truck drivers to clean off tractor-trailers to help 'provide a safe, well-maintained transportation network' (Policy 2.2). These snow removal devices are becoming more commonplace with recent land development construction and operations for freight facilities across the Lehigh Valley to assist drivers in compliance with state law.

It is recommended that sidewalk infrastructure be included on site for direct pedestrian connection to the building. A sidewalk can provide recreational opportunities for employees on break and alternative access to the site if employees do not own or have access to a motor vehicle. It is recommended that appropriate pedestrian crosswalks and crossing signs be installed onsite to inform motorized vehicles the potential presence of pedestrians (Policy 2.2).

Regarding Trip Generation, the provided TIS provides trip generation numbers for six different square footage estimates. None of the estimates match the proposed development as shown on the land development plans at 350,400 square feet. It is recommended that the trip generation numbers be run again against this variable. There

is a discrepancy where the submitted site plans refer to the building as general industrial and the TIS refers to it as a warehouse building. If an end user is identified, the proper use should be reflected, as trip generation between different industrial uses can vary greatly. Last-mile distribution warehouse facilities can introduce a large number of passenger delivery vehicles compared to other freight-centric industrial land uses. The LVPC recommends the developer identify if the end user is intended to be industrial or warehouse.

Environment

There are multiple environmental factors present on the site that are recommended to be preserved throughout the land development process. There are steep slopes of 15%-25% present on the parcel. The LVPC recommends that large lots with low site coverage standards should be maintained, and special erosion and storm drainage controls enforced to 'minimize environmental impacts of development to protect the health safety and welfare of the public' (*FutureLV*, of Policy 3.2). A conservation-first perspective is recommended regarding the wooded riparian buffers separating the proposed industrial development from the Hokendauqua Creek. This would preserve critical habitats and help maintain our region's water resources (*FutureLV*, Policy 3.1).

The LVPC encourages the developer to consider opportunities for incorporating sustainable energy systems that reduce overhead operational costs and 'minimize environmental impacts of development' (Policy 3.1), such as geothermal energy systems, solar panels and greywater reuse for irrigation and plumbing.

The project site is located within the Hokendauqua Creek watershed. This watershed has a fully implemented Act 167 Stormwater Management Ordinance. Comments related to our review of the project's stormwater management plan are included as attachment 1.

Municipalities, when considering subdivision/land developments, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC) [Article 1§105, Article III§303, §304 & §306(a), Article VI§603(j)]. The LVPC review does not include an in-depth examination of plans relative to subdivision design standards or ordinance requirements since these items are covered in the municipal review.

Sincerely,



Joseph Dotta
Regional Planner



Evan Gardi

Transportation Planner

A handwritten signature in black ink, appearing to be 'Enzo Fantozzi', with a long horizontal stroke extending to the right.

Enzo Fantozzi
Planning Intern

cc: Smith Lane LLC, Applicant; Richard Roseberry, Project Engineer/Surveyor; Jerry Serensits, Northampton Borough Assistant Manager; Tasha Jandrisovits, North Catasauqua Borough Secretary; Peter Paone, North Catasauqua Borough Council President; Glenn Eckhart, Catasauqua Borough Manager; Brent Green, East Allen Township Manager; Melissa Wehr, Hanover Township Manager.



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Executive Director

July XX, 2025

Ms. Paige Stefanelli, Manager
Plainfield Township
6292 Sullivan Trail
Nazareth, Pennsylvania 18064

**Re: Zoning Ordinance Amendment – Sanitary Landfill Regulations
Zoning Ordinance Amendment – Steep Slopes Exemption
Zoning Map Amendment – Farm and Forest to Solid Waste
Plainfield Township
Northampton County**

Dear Ms. Stefanelli:

The Lehigh Valley Planning Commission (LVPC) will consider the subject application at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on agenda items largely happens during the Committee meeting. Both meetings will be virtual, and we encourage your participation. The LVPC will issue a follow-up letter after the Commission meeting if Commission members have any additional comments. Meeting participation details are below:

- LVPC Comprehensive Planning Committee Meeting
 - July 22, 2025 at 12:00 PM
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The application proposes to amend the Township Zoning Ordinance and Zoning Map pertaining to sanitary landfill facilities. The proposed zoning ordinance amendments and zoning map amendment pose two overarching but separate decisions for the Township to consider:

1. Whether or not to expand waste disposal land uses from the current zoned area; and
2. Regulate landfill land uses differently than current zoning allows, including review procedures and application requirements.

Different aspects of the proposal both align and conflict with *FutureLV: The Regional Plan*. The following comments are provided to example consistencies and inconsistencies with county and regional policy and support the Township in evaluation of the proposed zoning changes:

Solid Waste Facility Requirements Ordinance Amendment

The application includes an amendment to sections of the Township's Zoning Ordinance regulating Sanitary Landfill land uses.

The LVPC advises against changing the designation of Sanitary Landfill land uses from a Conditional Use to a Use Permitted by Right. Conditional Uses are still permitted uses, but with reasonable conditions in place to support the public health, safety and welfare. Landfills and Waste Disposal Facilities are high intensity land uses with impacts that must be carefully considered and mitigated when proposed. The review process for conditional uses provides the Township with assurance that safeguards are in place to pose minimal adverse impacts on the public health, safety and welfare.

The 'Additional Requirements for Certain Permitted-By-Right Uses' that are proposed to be added if Sanitary Landfill is added as a Permitted-By-Right Use are already Conditional Use requirements for the 'Sanitary Landfill – Involving the disposal of more than 100 tons of solid waste per day' land use. The Conditional Use process is a more appropriate way of regulating the land use as outlined in the Pennsylvania Municipalities Planning Code, to ensure that all potential impacts on the public health, safety and welfare are considered (of Policy 3.2) and as a best practice for regulating land use (of Policy 1.4).

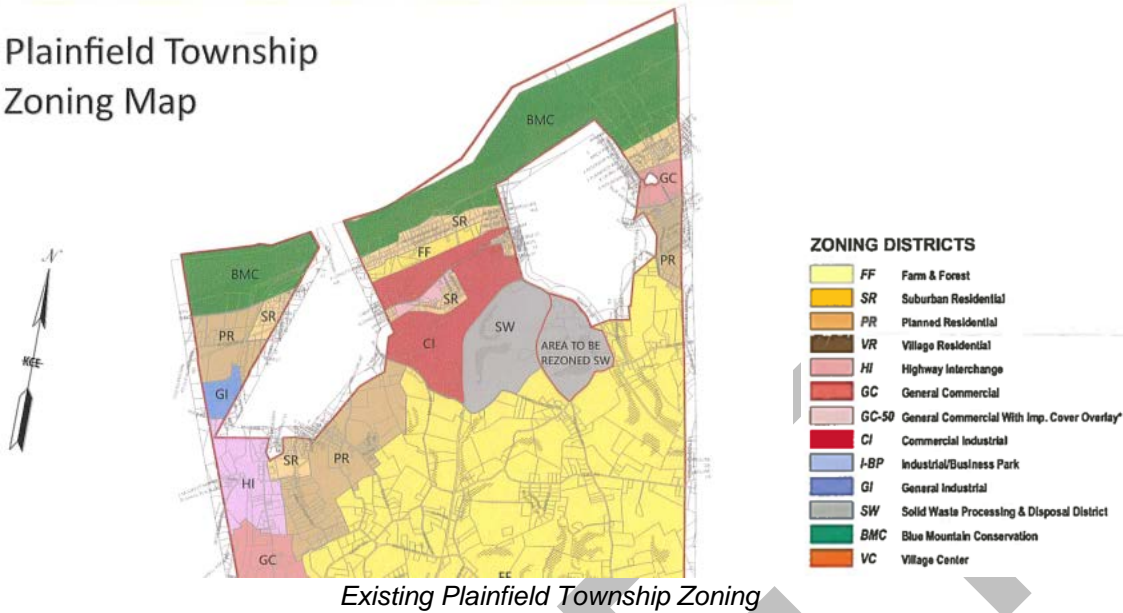
Conditional uses allow for the Township retain a higher degree of oversight during operation of a sanitary landfill use, which is critical to managing potential externalities associated with uses of type. Changing to a permitted-by-right use is contraindication to the health, safety and welfare of the community and does not align with *FutureLV* (of Policy 3.2), and therefore the existing requirements of the Solid Waste Processing and Disposal District (Section 27-319.4.A) and conditional use regulations for Sanitary Landfills (Section 27-320.5.I) should be retained.

Steep Slopes Ordinance Amendment

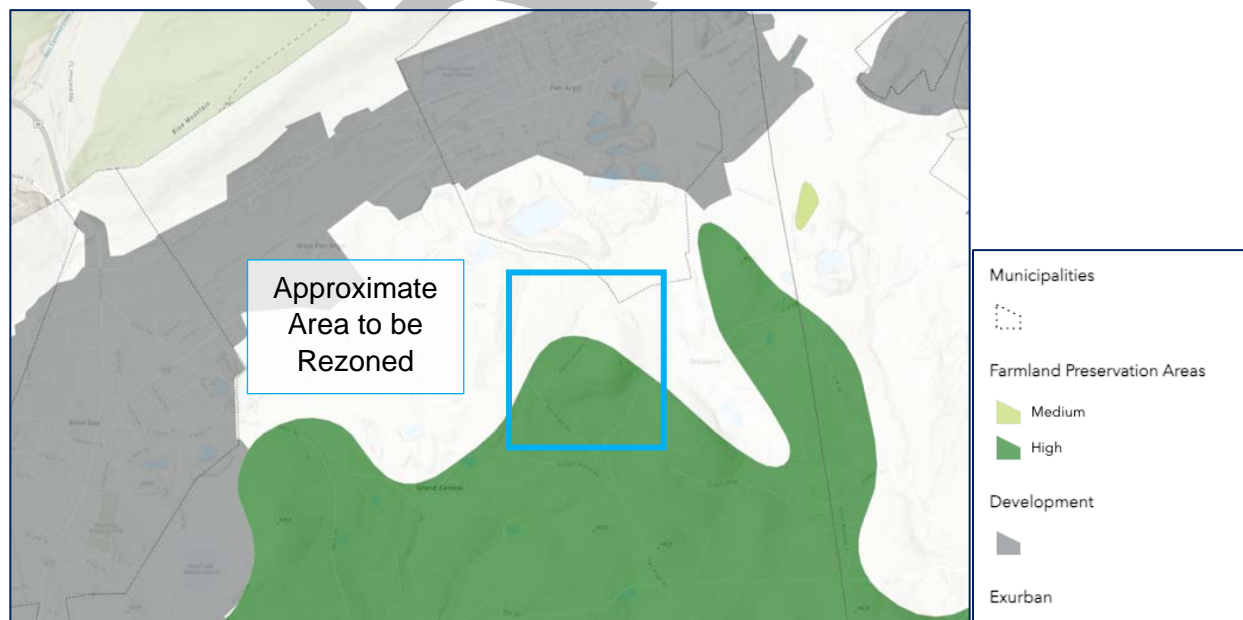
The Plainfield Township Zoning Ordinance regulates development on steep slopes through the Steep Slopes Overlay Zoning District, stating that 'The Steep Slope Overlay District shall be an overlay on all zoning districts. For any lot or portion thereof lying within the Steep Slope Overlay District, the regulations of the overlay district shall take precedence over the regulations of the underlying district' (Section 27-503.3). Solid Waste Disposal is permitted by special exception in Class B slope areas of 15% up to 25% (Section 27.503.7.A(6)) but prohibited in Class A Slope areas of 25% or greater (Section 27.503.10.A(2)).

The ordinance amendment proposes to add an exception for Sanitary Landfill uses, stating that 'Exception: Notwithstanding any other provision(s) of this Zoning Ordinance to the contrary, the regulations of this section 27-503 shall not apply to a sanitary landfill use within the Solid Waste Processing and Disposal District (SW) because such use is appropriately regulated by the Pennsylvania Department of Environmental Protection (DEP), involving a detailed review of environmental impacts, and requiring ongoing inspections, both during and after the active life of the landfill.'

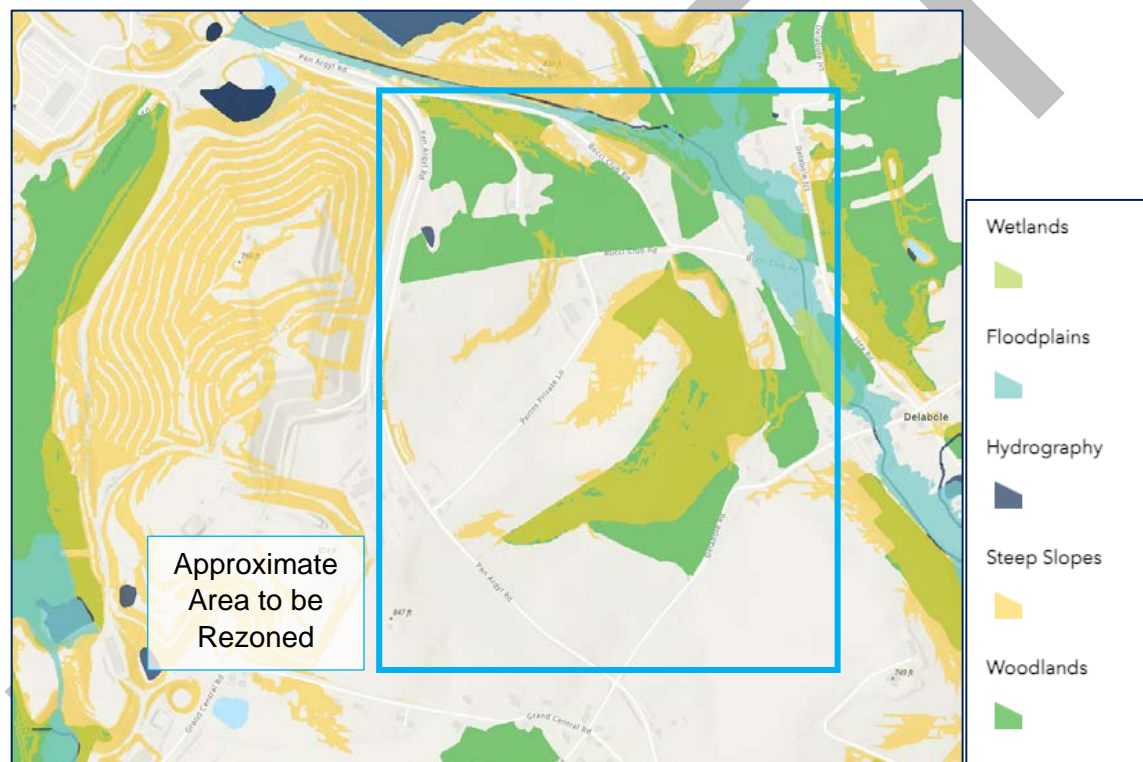
Plainfield Township Zoning Map



The area proposed for rezoning is located within an area designated as Exurban in the General Land Use Plan of *FutureLV: The Regional Plan*. *FutureLV* describes Exurban areas as generally lacking the characteristics necessary to support new development and as areas intended to remain in rural uses. However, the area proposed for rezoning is directly adjacent to the existing Solid Waste Processing and Disposal (SW) Zoning District, which reflects that solid waste uses are already present in the immediate vicinity and that the general area has previously accommodated this type of land use at its current scale and intensity. The southern portion of the proposed rezoning area is designated as Farmland Preservation in the General Land Use Plan. The Township should re-evaluate the proposal to avoid rezoning agricultural lands in order to 'preserve farmland of all sizes, when possible' (of *FutureLV* Policy 3.3).



In general, expanding landfill operations aligns with the *FutureLV* objectives of ‘providing environmentally responsible and economical solid, electronic, and hazardous waste disposal and recycling’ (of *FutureLV* Policy 3.2) and ‘promoting the fiscal health and sustainability of municipalities’ (of *FutureLV* Policy 4.6). However, the proposed rezoning conflicts with *FutureLV* objectives to ‘conserve and manage natural lands’ (*FutureLV* Policy 3.1). The area contains woodlands to the north and southeast, steep slopes to the south, and wetlands to the east along Waltz Creek. If the proposed rezoning moves forward, the LVPC strongly recommends ‘preserving natural resources in the land development process’ (of *FutureLV* Policy 3.1), which begins with including strong ordinance regulations protecting natural resources. Additionally, a land protection tool such as a conservation easement could be placed on areas adjacent to the anticipated landfill expansion site, and held by the Township and a conservation organization, to ensure the existing wetlands and natural features are preserved in perpetuity (of *FutureLV* Policy 3.1).



LVPC Mapping of Existing Natural Features

The decision to move forward with this rezoning relies on the priorities of the Township and should be made after considering historical context of the landfill as well as fiscal, transportation and regional impacts:

- **Historical Context:** In 1988, the Township created a Comprehensive Plan Supplement specifically to address the need for solid waste processing and disposal facilities. While the Township must make decisions for its future based on current-day contexts, past decisions can also provide clarity. The 1988 Supplement recommended siting the solid waste district (and facility expansion) where it would be minimally intrusive to residents and businesses and ‘large enough of accommodate the likely future need for solid waste

uses, while not being so large as to alter the basic rural character of the township' (page 36).

- **Community Health + Wellbeing:** The Township should evaluate health and quality of life impacts on residents if the landfill expands, especially those living closest to the proposed area. During the Comprehensive Planning Committee meeting on July 22, several members of the public attended and voiced concerns regarding the health and quality of life implications of facilitating the expansion of the Solid Waste zoning district, including proximity of the proposed district to nearby educational and youth facilities, air and water quality impacts and human health concerns. *FutureLV* emphasizes protecting community health and livability by minimizing exposure to environmental hazards and promoting safe, healthy environments (of Policy 3.2).
- **Environmental Impacts:** The Township should scrutinize the direct environmental impacts of landfill expansion, including loss of natural areas and topography for the land itself, reduced air and water quality, local streams, ecosystems, and natural resources. *FutureLV* calls for protecting sensitive natural resources and promoting sustainable development practices to ensure long-term environmental health (of Policy 3.4). The Pennsylvania Municipalities Planning Code specifically, states that a local governing body, in this case the Township Supervisors, can request that the planning agency, "Prepare and present to the governing body of the municipality an environmental study." [Pennsylvania Municipalities Planning Code, Act of 1968, P.L.805, No.247 as reenacted and amended §§209.1(1)(b)(6) and §607(a)]. The LVPC has been provided with an economic analysis of the impact of the closure of the landfill should the current zoning district not be expanded. This is only *one* of the assessment components necessary to understand the true impacts to the public health, safety and welfare. The LVPC recommends that the Township Supervisors follow the process outlined in the Pennsylvania Municipalities Planning Code to fund and support the Plainfield Township Planning Commission to develop a scope, utilizing a neutral, data-driven approach, and conduct an environmental study of the impact of the potential expansion of zoning for landfill uses. Zoning is one of the most powerful tools that any planning commission in partnership with the local government leadership has. Money matters are important however; they are far from the only impact of zoning change. Broad, comprehensive review of major, known potential impacts is critical to making prudent decisions in the interest of the community, and the obligation of elected officials when assessing and addressing change through land use laws.
- **Fiscal Impacts:** Deciding against facilitating landfill expansion could have fiscal impacts on the Township and its municipal neighbors due to reduced revenue from host fees and increased costs of infrastructure and services, which could affect resident taxes. *FutureLV* encourages fiscally responsible decisions that balance economic benefits with community and environmental well-being (of Policies 4.1 and 4.6).
- **Transportation Impacts:** The Township should consider transportation impacts for scenarios where the zoning district is expanded and where the existing landfill ceases operations to maximize safe and efficient transportation systems (of *FutureLV* Policy 2.1):
 - If the zoning district is not expanded, the Township may see a decrease in local truck traffic, but hauling waste to more distant facilities could also increase traffic.

- If the district is expanded, the Township will continue to see landfill-related traffic in the vicinity similar to current levels.
- **Regional Considerations:** Landfills and Solid Waste Facilities are regionally-significant land uses identified in *FutureLV* (page 147). As the Lehigh Valley continues growing, with Plainfield Township anticipated to see a 7.9% population increase by the year 2050, the region will also see increased waste generation and ongoing demand for solid waste disposal services. According to the Northampton County Solid Waste Management Plan, Grand Central Sanitary has received (on average) the largest proportion of the County's municipal solid waste (page 3-2). Maintaining local landfill capacity is important to managing costs and logistics. Without local capacity, waste must be transported farther, increasing the costs of services and contributing to higher volumes of traffic and traffic-related emissions. *FutureLV* emphasizes coordinating development decisions to support regional infrastructure and services sustainably (of Policy 1.1).

The proposed zoning map amendment poses a complex set of considerations that both align with and diverge from *FutureLV: The Regional Plan*. On one hand, the proposal supports regional goals related to solid waste management, municipal fiscal sustainability, and maintaining essential infrastructure and services. On the other hand, it raises concerns related to land conservation, farmland preservation, and the protection of natural resources and community health.

FutureLV calls for balancing growth, infrastructure, and environmental stewardship across the region. This proposal illustrates the types of nuanced land use decisions that require weighing multiple, and sometimes competing, priorities. While regional plans and historic Township planning efforts offer important context, the decision to move forward ultimately depends on what Plainfield Township determines to be most important for its community today and in the future. The Township is encouraged to consider the full range of potential impacts—fiscal, environmental, health, transportation, and regional—alongside community values and long-term planning goals when making this determination, with particular emphasis given to local planning commission recommendations. The Pennsylvania Municipalities Planning Code outlines Powers and Duties of Planning Agencies, which include:

“Preparation [sic] and presentation [sic] to the governing body of the municipality a zoning ordinance, and make recommendations to the governing body on proposed amendments to it.” [Pennsylvania Municipalities Planning Code, Act of 1968, P.L.805, No.247 as reenacted and amended §§209.1(1)(b)]

It is understood that the Plainfield Township Planning Commission is considering the impacts of the proposed zoning change to the community and has communicated with the Township Supervisors on their recommendations. It is also noted that adjacent communities, including Washington Township, have considered the impacts of the proposed zoning change on this portion of the Slate Belt. The current landfill zoning district affects more than Plainfield Township and consideration of impacts to neighboring communities is a critical obligation of the Plainfield Township Supervisors.

According to the Pennsylvania Department of Community and Economic Development, the principal role of the planning commission is to prepare and implement the comprehensive plan, and to act as advisors to the governing body on whether items align with or deviate from the

Township's comprehensive (*The Planning Commission in Pennsylvania, Planning Series #2*). Comments by the local planning commission should be weighed heavily in the Township's consideration as a best practice for local regulatory processes (of *FutureLV* Policy 1.4).

The LVPC has copied representatives of adjacent municipalities to 'coordinate land use decisions across municipal boundaries' (Policy 1.4). In keeping with good planning practice and intergovernmental cooperation, the LVPC strongly encourages the Township to coordinate with Pen Argyl Borough to share information and provide an opportunity to comment, as the proposed zoning map changes about the Borough's jurisdiction.

Municipalities, when considering ordinances and official maps, should reasonably attempt to be consistent with *FutureLV: The Regional Plan*, as required by the Pennsylvania Municipalities Planning Code (MPC) [Article I§105, Article III§303, §304 & §306(a), Article VI§603(j)]. Please send a copy of any final amendments that are adopted, per the requirements of the MPC. If you have any questions regarding the content of this letter, please do not hesitate to call.

Sincerely,

Jill Seitz
Chief Community and Regional Planner

Susan Myerov
Director of Environmental Planning

cc: Amy Kahler, Administrative Assistant/Township Secretary; Louise Firestone, Wind Gap Borough Manager; Robin Zmoda, Pen Argyl Borough Manager; Sharon Cifuentes, Washington Township Secretary/Treasurer.

Project Review Summary Sheet

Comprehensive Planning Committee

Date: July 2025

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Zoning Ordinance Amendment	Heidelberg Township	Accessory Dwelling Unit (ADUs) – proposes to update to include a definition and allow as an accessory use in all districts.	Identifying opportunities for density that compliments the existing neighborhood supports several goals in <i>FutureLV: The Regional Plan</i> . Primarily, this amendment prioritizes a wide variety of housing and helps reduce barriers to accessory dwelling units.
Zoning Ordinance and Map Amendment	East Allen Township	<i>Elderly Housing Overlay</i> – a private applicant proposes to update both the text and map of East Allen Township's Zoning Ordinance to include an elderly housing overlay at 6292 Hanoverville Road.	While the area to be rezoned is located in a Farmland Preservation Area of <i>FutureLV: The Regional Plan</i> , the area is within the Preservation Buffer of the Future Land Use Plan in the <i>River Central Multi-Municipal Comprehensive Plan</i> . After Tuesday's Comprehensive Planning Committee, the letter was edited to include language regarding consideration for karsts.
Official Map	Bath Borough	<i>Official Map - proposes an official map for the Borough of Bath with a related ordinance</i>	The LVPC recommends that the Borough include symbology for trail networks identified in the <i>Parks, Recreation and Open Space Plan</i> in <i>Naz Plan</i> .
Zoning Ordinance Amendment	Lower Saucon Township	<i>Hybrid Manufacturing District</i> - proposal amends the Lower Saucon Township Zoning Ordinance to create Article XIVB Hybrid Manufacturing District as a new district.	The application noted the general location of the proposed TM District, but further clarification is recommended to delineate what parcels are included in the TM District. Carbonate geology areas are present throughout the rezoning area as well and are recommended to remain to preserve natural lands and minimize environmental impacts of development (Policy 1.1 and 3.2).



Project Review Summary Sheet

Environment Committee

Date: July 2025

Project	Municipality	Brief Statement of Purpose	LVPC Comment
Application to Renew Approval of Existing Wastewater Treatment Plant and Discharge (DRBC Review)	North Whitehall Township	Application by MHC Li'l Wolf, LP to renew approval of existing 70,000 gallons per day Li'l Wolf Mobile Home Park wastewater treatment plant and discharge. Current flow is 56,000 gallons per day. No modifications to the plant are proposed.	Aligns with <i>FutureLV</i> action to 'protect the quality and quantity of surface water and groundwater' (of Policy 3.2).

Lehigh Valley Transportation Study's Federal Fiscal Year 2025, 2026, 2027 and 2028 Carbon Reduction Program (CRP) Disbursement Program

Executive Summary

Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP) fund is a federal cost reimbursement program, distributed by the Federal Highway Administration (FHWA) and administered by the Pennsylvania Department of Transportation and Metropolitan Planning Organizations (MPO) across the commonwealth. The CRP was authorized under the Federal Infrastructure Investment and Jobs Act (IIJA) with the purpose of reducing Carbon Dioxide (CO₂) and greenhouse gas emissions (GHG) from the nation's transportation system. The CRP requires states to develop a Carbon Reduction Strategy (CRS) and offers formula funds for projects that reduce GHG emissions. Funds are allocated to the states based on the state's population and further allocated to the MPOs in the states based on the population of the state's urban areas (UAs).

Projects utilizing CRP funds must meet the program's eligibility requirements. The CRP guidance allows MPOs to develop a regional funding strategy that supports the state CRS goals and prioritizes funding for transportation projects that are relevant to the region's demographics and emissions reductions goals.

The Lehigh Valley Carbon Reduction Funding Strategy

The Lehigh Valley's regional carbon reduction strategy for transportation is outlined in the *Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization* (PCAP) adopted by the LVTS on April 17, 2024, and the Lehigh Valley Planning Commission on February 22, 2024. This *Priority Climate Action Plan* (PCAP) is supported the *Regional Greenhouse Gas Inventory*, most recently published on September 24, 2024. These data and policy documents are supported by the Metropolitan Transportation Plan, *FutureLV: The Regional Plan* (2023), where the transportation priorities from safety to asset management to growth management to air quality are balanced and prioritized for federal and state funding through the LVTS.

Specific transportation emissions reduction goals in the PCAP, if implemented through a combination of efforts and funding sources, including the Carbon Reduction Program funding allocated through the IIJA, can reduce transportation emissions by nearly 300,000 metric tons of carbon dioxide equivalent (MTCO₂e) by 2030 and more than 321,000 MTCO₂e by 2050. It represents roughly 12% of the 2.7 million MTCO₂e being created now by transportation sources, according to the most recent LVPC Greenhouse Gas Inventory. The goals of the PCAP are to reduce carbon emissions from transportation projects, invest CRP funds equitably, and improve safety. They reflect the goals and purpose of the federal CRP and the Pennsylvania state CRS.

In addition, Lehigh Valley Planning Commission (LVPC) staff researched multiple state and federal sources (specifically, Federal Carbon Reduction Program and Pennsylvania Carbon Reduction Strategy) to develop a set of strategies that reduce CO₂ emissions from the transportation network. The regional carbon reduction strategy is aligned with and supports the priority strategies outlined in the Pennsylvania state CRSs' as well as Lehigh Valley PCAP. The Lehigh Valley's first-ever PCAP is designed to improve air quality, support the economy and economic development while improving public health and safety through mode shift, using

technology to reduce congestion, and creating green infrastructure along the region's busiest highways, among other strategies.

The transportation sector was chosen as a focus of the PCAP as the Lehigh Valley grows in terms of population and is experiencing mass reindustrialization. In addition, priority focus on the transportation sector allowed the LVTS to develop a specific plan for the allocation of the Carbon Reduction Program funding managed through the Metropolitan Transportation Plan and the Transportation Improvement Program. This specific plan supports the long-range transportation plan, *FutureLV: The Regional Plan*, and its fiscally constrained list of regionally significant transportation projects.

CRP Project Selection Process

The Lehigh Valley Transportation Study (LVTS) developed a transparent, data-driven project selection process for allocating funds from the federal Carbon Reduction Program (CRP). This process was guided by federal, state, and regional priorities, including *FutureLV: The Regional Plan*, the Lehigh Valley PCAP, the Pennsylvania Carbon Reduction Strategy, and relevant federal regulations (23 U.S.C. 134 and 175).

A publicly advertised and accessible LVTS Technical Committee workshop was held on June 25, 2025, to:

- Discuss federal program requirements and guidance, including example projects eligible for funding provided by PennDOT
- Utilize known federal project selection criteria, discuss additional regional criteria and weight the same to create a comprehensive methodology for project selection
- Develop and review the list of eligible projects from *FutureLV: The Regional Plan*, including project sponsor information related to project readiness collected in May 2025
- Select project based on the developed selection methodology
- Vote to recommend selected projects to the LVTS Coordinating Committee.

Projects were limited to those already identified in *FutureLV* through previous planning processes, including the 2019 Call for Projects and the 2023 Transportation Needs Assessment.

Introduction

Carbon Reduction Program (CRP)

The IIJA was passed by the U.S. Congress in 2021. It includes \$6.4 billion for the CRP to fund projects that directly reduce CO₂ emissions from the nation's transportation system. The CRP provides formula funds to states, "to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions". The IIJA ultimately resulted in the allocation of \$265 million in CRP funds to the Commonwealth of Pennsylvania. 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]. The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)].

Lehigh Valley Transportation Study Apportionment

In the case, of the Lehigh Valley, the population exceeds 200,000 and PennDOT distributes CRP funds to the LVTS based on a formula derived from federal regulations.

The MPO is responsible for programming the CRP funds allocated to its region and may use them for any eligible CRP projects within its jurisdiction. Additionally, eligible entities in a region may apply for statewide CRP funds, depending on project eligibility and available funding.

LVTs is committed to reducing emissions from the transportation sector. The LVTs has incorporated the goals of reducing emissions in the *FutureLV: The Regional Plan* and PCAP. Currently, through coordination with PennDOT, District 5 -0 and Central office, **\$2,166,000** has been identified for funding Lehigh Valley CRP projects for the Federal Fiscal Year (FFY) 2025 allocation, **\$2,219,000** in FFY 2026, **\$2,219,000** in FFY 2027, and **\$2,219,000** in FFY 2028. It is of note that CRP funds are divided into two categories: Urban (CRPU) and general (CRP) categories. CRPU funds are required by the federal government to be utilized in urbanized areas in accordance with approved maps based on the US Census. General CRP funds may be utilized anywhere in the metropolitan planning area boundary, specifically, Lehigh and Northampton counties. Both CRPU and CRP funds may be awarded to qualified projects after going through a selection process managed by the Metropolitan Planning Organization. The figure below illustrates the funding allocation for the FFY 2025-2028 as provided by PennDOT.

CRP Funding Allocated	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total for FFY 2025-2026	Total for FFY 2025-2028
CRP (General)	\$572,000	\$593,000	\$593,000	\$593,000	\$1,165,000	\$2,351,000
CRPU (Urban)	\$1,594,000	\$1,626,000	\$1,626,000	\$1,626,000	\$3,220,000	\$6,472,000
Total	\$2,166,000	\$2,219,000	\$2,219,000	\$2,219,000	\$4,385,000	\$8,823,000

Eligible Sponsors – Carbon Reduction Program (CRP)

Projects funded through the Carbon Reduction Program are locally administered, federal-aid transportation projects. Eligible sponsors are responsible for all aspects of project delivery—including development, quality assurance, contract administration, daily management, construction oversight, and record retention—even if these tasks are outsourced.

Per federal and PennDOT guidelines, the following entities are eligible:

1. Local Governments – Cities, boroughs, townships, and counties.
2. Regional Transportation Authorities – Including Metropolitan Planning Organizations (MPOs; e.g. LVPC).
3. Transit Agencies – Public transportation providers eligible under FTA guidelines (e.g., LANTA).
4. Tribal Governments – Federally recognized tribes.
5. Other Governmental Entities – Local or regional entities with transportation or trail oversight, such as park commissions or trail authorities.

All project sponsors were vetted by the LVPC MPO staff for adherence to these federal requirements.

LVPC Priority Climate Action (PCAP) Plan Goals

LVPC/LVTS Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization (PCAP) focuses on strategies to reduce improve air quality from one of the region's primary sources – the transportation sector.

The Lehigh Valley PCAP incorporates input from planning partners, as well as decades of experience managing the Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Set Aside (TASA) funding programs to recommend a menu of transportation strategies that can effectively reduce transportation emissions, support economic development and improve public health. The PCAP identifies near and long-term approaches for achieving these goals through improvements to the region's transportation network. The PCAP supports the goals of the federal CRP.

Additionally, the *Walk/RollLV: Active Transportation Plan* reinforces the need for a safe, comfortable, and connected active transportation network. It highlights infrastructure improvements such as high-visibility crosswalks, pedestrian refuge islands, accessible curb ramps, and traffic calming measures as essential to creating safe conditions for people walking, biking, and rolling.

Together, with the overarching goals of *FutureLV: The Regional Plan* these strategies inform the LVPC's carbon reduction approach, which is rooted in enhancing safety, connectivity, and accessibility for all users, across all modes of transportation throughout the region.

Project Selection Process:

Overall Objectives

The federal Carbon Reduction Program (CRP) outlines a broad range of eligible projects aimed at reducing transportation-related emissions. At a minimum, projects must meet the eligibility criteria outlined in Federal Highway Administration guidance. Additional criteria, including alignment with *FutureLV: The Regional Plan*, *Lehigh Valley Priority Climate Action Plan for Transportation Decarbonization*, and *Walk/RollLV: Active Transportation Plan*, as well as project readiness were determined by the LVTS Technical Committee as priority factors for selection.

State Climate Resilient Strategies (CRS)

The Pennsylvania CRS encourages LVPC to develop a transparent framework for identifying projects that utilize CRP funds. This framework could mirror the approach used to allocate funding for programs such as the Congestion Mitigation and Air Quality (CMAQ) program or other federal transportation initiatives where LVPC has local programming authority. The purpose of this framework is to ensure transparency in how CRP funds are prioritized and to demonstrate how selected projects align with broader federal goals to reduce emissions, promote fairness, and improve safety.

LVTS Project Selection Strategies

The list of projects was identified as eligible for Carbon Reduction Program (CRP) funding through a project selection process created by LVTS Technical Committee. To organize the projects for presentation, each project was vetted for consistency with several criteria indicated based on state and federal criteria. A more specific step-by-step outline of how the individual

projects were ranked and evaluated can be found in the Eligibility Criteria & Weight section of this document. An LVTS Technical Committee workshop on June 25, 2025, set the groundwork for CRP funding allocation, by reviewing the criteria and setting up the scoring to each criterion to determine a priority list of projects. This included consultation by LVPC staff with the sponsors of projects in *FutureLV*, and evaluation of regional criteria such as project delivery, readiness, and project cost. As an outreach strategy, LVPC staff emailed a survey on May 27, 2025, to project sponsors, with a follow up reminder on June 3rd, to assess project readiness.

The LVTS Technical Committee held a publicly advertised and accessible workshop on June 25, 2025. LVTS Technical Committee members included: Brendan Cotter, Becky Bradley, David Petrik, Basel Yandem, Jennifer Ruth and Nick Raio.

Eligibility Criteria & Weight

The initial list of CRP-eligible projects was limited to those within *FutureLV: The Regional Plan*, which serves as the Metropolitan Transportation Plan (MTP), developed and adopted per federal statute. Projects included in the MTP were identified through a vigorous plan review process that began with an open Call for Projects in 2019. It was followed by a project list update through a Transportation Needs Assessment in 2023. These public open calls for projects allowed for transportation systems need to be sourced across the region and matched with data and quantitative analysis to assess eligibility for federal and state funds by program. Any project determined eligible for state or federal transportation funds, thorough the open call was considered for CRP funding. The current list of CRP-eligible projects is limited to those in the adopted MTP, *FutureLV: The Regional Plan*. Projects were then identified for specific conditions and selected as consistent with 23 U.S.C. 134 of the Federal Code of Regulations. Projects were further scrutinized for consistency with the Pennsylvania Department of Transportation (PennDOT) Pennsylvania Carbon Reduction Strategy, November 2023 and Carbon Reduction Program (CRP) Eligibility Examples: 2025 guidance. Projects that met this criterion were considered eligible for further evaluation.

LVTS, in coordination with LVPC, has established formal project eligibility and evaluation criteria for Carbon Reduction Program (CRP) funding. These criteria are grounded in federal, state, and regional policy and are designed to ensure transparent, objective, and results-driven project selection.

Eligibility Criteria Framework

A total of sixteen (16) criteria has been identified, from the federal and state guidance, and regional priorities. These align with federal and state programmatic goals and address regional priorities specific to LVTS, particularly around implementation and fiscal responsibility and shovel readiness.

The Technical Committee was responsible for determining the weighting. After extensive discussion regarding the weighting of the criteria, the Technical Committee determined that LVTS criteria should be worth 40% of the scoring, whereas the other 12 criteria should split the remaining 60%. Ultimately, the committee decided to give both “shovel ready” and “project delivery” 15% each, and “project value” and “leveraging other funds” were given 5% each, for the total of 40% for LVTS. It was suggested that the remaining 12 criteria could be primarily based on carbon reductions. A discussion was held regarding the goals of the 2024 PCAP and the carbon emission reduction estimate to continue ranking and distributing percentages.

An estimate of carbon reduction from goals of the 2024 PCAP was used to create the rankings. The distributions were created to ensure they add up to 60, as follows:

Rank 1 (3 criteria) = 7 points each (21 total)

- “A project described to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems”
- “Efforts to reduce the environmental and community impacts of freight movement”
- “Projects to Support Alternative Fuel Vehicles, including the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle infrastructure, and the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities”

Rank 2 (5 criteria) = 6 points each (30 total)

- “A project for advanced transportation and a congestion management technology”
- “A project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications technology deployed as part of an existing pilot program to cellular vehicle-to-everything technology”
- “A project to replace street lighting and traffic control devices with energy-efficient alternatives”
- “A project or strategy designed to support congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs”
- “Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity”

Rank 3 (1 criterium) = 4 points each (4 total)

- “Other (Carbon sequestration, using local material, using renewable energy generation facilities, utilizing micromobility & electric alternative vehicle projects)”

Rank 4 (2 criteria) = 2 points each (4 total)

- “A public transportation project (construction of lanes, shelters, or lot facilities, or within .25 mile of a LANTA fixed route)”
- “Public Transportation Project within/along an EBS corridor”

Rank 5 (1 criterium) = 1 point (1 total)

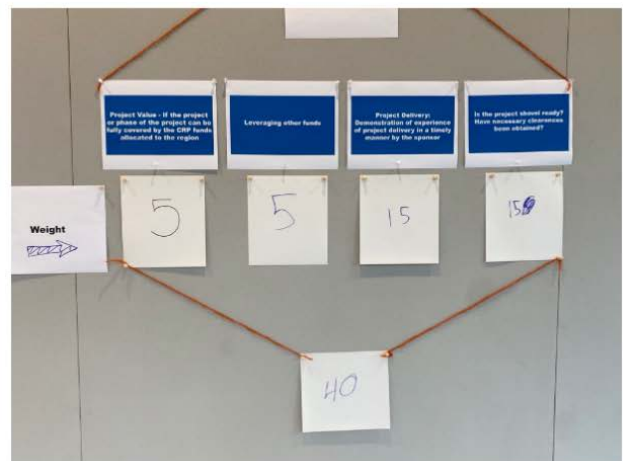
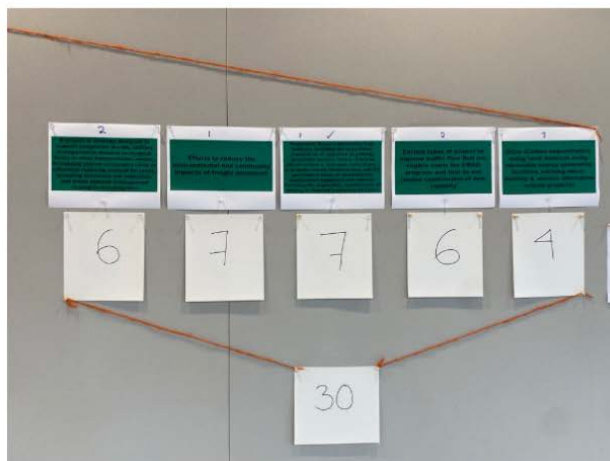
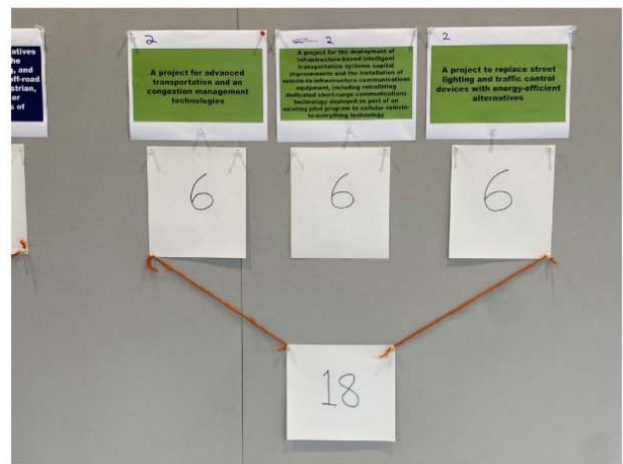
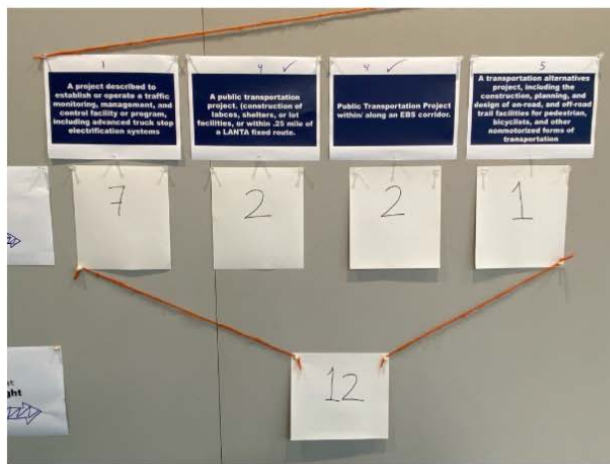
- “A transportation alternatives project, including the construction, planning, and design of on-road, and off-road trail facilities for pedestrian, bicyclists, and other motorized forms of transportation”

Federal Criteria Total = 60 points

LVTS ‘Project Readiness Criteria = 40 points

Total Points = 100

Here, rankings reflect the anticipated carbon emission reduction potential, where rank 1 is the most effective while rank 5 is the least effective. An image of the criteria wall (before/after) on how those criteria have been scored, and points are allocated are shown below.



List of Selected Eligible Projects

LVTB Carbon Reduction Funding Project Selection Process

LVPC staff created a list of the eligible projects based on the federal, state and regional criteria and a ranking was created once the LVTS Technical Committee decided on weighting. The committee reviewed each project from the highest scores down to allocate funding for FFY 25-28.

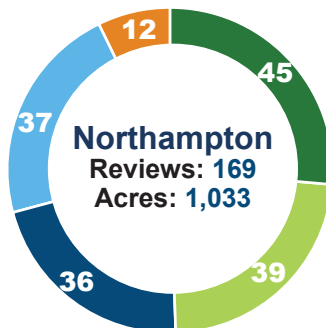
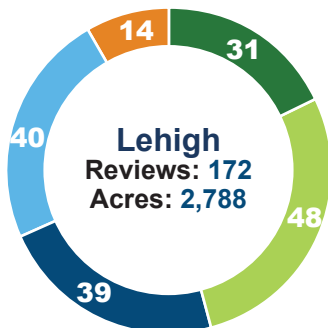
Projects that made it through this rigorous and competitive workshop and outreach process were presented to the LVTS Coordinating Committee for final selection on July 16, 2025. The selected project list for the CRP funding allocation is:

Sources:

- 1 - USDOT Federal Highway Administration (FHWA), “Carbon Reduction Program (CRP) Implementation Guidance” (Memorandum), April 21, 2022, [INFORMATION: Carbon Reduction Program \(CRP\) Implementation Guidance](#) (accessed July 3, 2025)
- 2 – Lehigh Valley Priority Climate Action Plan, February 2024, [content.lvpc.org/Publications/2024 Priority Climate Action.pdf](https://content.lvpc.org/Publications/2024%20Priority%20Climate%20Action.pdf) (accessed July 3, 2025)

Carbon Reduction Program (CRP) Funding						
Project Name	Project Description	CRP Funding Recommended by LVTS Technical Committee for Federal Fiscal Year (FFY) 2025	CRP Funding Recommended by LVTS Technical Committee for Federal Fiscal Year (FFY) 2026	CRP Funding Recommended by LVTS Technical Committee for Federal Fiscal Year (FFY) 2027	CRP Funding Recommended by LVTS Technical Committee for Federal Fiscal Year (FFY) 2028	Project Sponsor
Linden Street Conversion Project	This project involves the conversion of Linden Street to improve circulation and congestion by converting Linden Street from a one way southbound street to a two way street in the City of Bethlehem, Northampton County. Linden Street is currently a one way southbound street from Fairview Street to East Church Street. There is no parallel one way northbound street.	\$1,800,000				City of Bethlehem
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements	Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT	\$366,000				LVTS
Main Street (State Route 412) and Polk Valley Road (State Route 2002) Improvements	Construct new sidewalk to connect to Saucon Rail Trail and installation of a new traffic signal		\$600,000			Hellertown Borough
Martin Luther King, Jr. Drive Pedestrian Improvements	Improve multimodal transportation infrastructure along the corridor, including Americans with Disabilities Act ramps, traffic control devices and crosswalks		\$300,000			City of Allentown
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements	Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT		\$319,000			LVTS
Allentown LED Streetlight Conversion	Upgrade all pedestrian lighting infrastructure to high-efficiency LED technology across the city		\$500,000			City of Allentown
Traffic-Calming and Pedestrian Accommodation Improvements	Install traffic-calming and pedestrian improvement measures along Northampton Street from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street		\$500,000			City of Easton
Broad Street Multimodal Project	Construct improvements along Broad Street from Hanover Avenue to Stefko Boulevard as recommended in the Broad Street Active Transportation Plan of 2021			\$1,400,000		LVTS & City of Bethlehem
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements	Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT			\$300,000		LVTS
Allentown LED Streetlight Conversion	Upgrade all pedestrian lighting infrastructure to high-efficiency LED technology across the city			\$219,000		City of Allentown
Traffic-Calming and Pedestrian Accommodation Improvements	Install traffic-calming and pedestrian improvement measures along Northampton Street from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street			\$300,000		City of Easton
Riverside Drive RAISE Grant	The project will convert approximately 2 miles of an abandoned railroad bed along the west side of the Lehigh River in Whitehall Township and the City of Allentown, Lehigh County, from Lehigh Avenue to Furnace Street to a complete two-lane street with an adjacent multi-use path. The multi-use path will continue north to connect to the existing Delaware and Lehigh (D&L) Trail just north of Race Street. The project will also convert another 450 feet of an abandoned railroad bed between Hamilton Street and Union Street within the City of Allentown to complete the southern terminus of Riverside Drive. Proposed Riverside Drive will vary in width from 24 feet to 36 feet, providing one lane in each direction (north/south) and allowing for turn lanes where warranted. The proposed speed limit will be 25 MPH. The multi-use path will be 10 feet wide and located between Riverside Drive and the Lehigh River. The Right-of-Way will be variable in width, with most of the required Right-of-Way falling within the boundaries of the former RJ Corman Railroad parcels, which will be donated to the City of Allentown, Whitehall Township, and Lehigh County by a private entity. The new roadway will be owned by the City of Allentown and Whitehall Township within their respective municipal boundaries, while the multi-use path will be owned by Lehigh County within Whitehall Township and by the City of Allentown within its limits. The area type is urban. The project includes \$19.34 million matching funds provided as a real property donation.				\$1,800,000	LVTS
Bus Rapid Transit (BRT) Bus Rider Infrastructure Safety Improvements	Infrastructure improvements along BRT routes involving crosswalks and bus rider amenities, queue jumps for traffic signalization and other infrastructure to enhance the BRT				\$219,000	LVTS
Traffic-Calming and Pedestrian Accommodation Improvements	Install traffic-calming and pedestrian improvement measures along Northampton Street from 7th Street to 15th Street and along 13th Street from Butler Street to Jackson Street				\$200,000	City of Easton
Total Funding Recommended		\$2,166,000	\$2,219,000	\$2,219,000	\$2,219,000	

PLAN ACTIVITY BY COUNTY



REGIONAL TOTALS*

75
Subdivision/Lot Line
Adjustments

163
Development

77
Stormwater
Management

26
Municipal Ordinances,
Maps and Plans

3,821
Acres

*Includes preliminary and final plans

RESIDENTIAL

NON-RESIDENTIAL

SUBDIVISIONS AND LOT LINE ADJUSTMENTS

STORMWATER MANAGEMENT

MUNICIPAL ORDINANCES, MAPS AND PLANS

RESIDENTIAL DEVELOPMENT

1,978 Total Units



226

SINGLE-FAMILY
DETACHED



347

TOWNHOUSES



1,274

APARTMENTS



92

TWINS



0

ASSISTED-
LIVING



36

MANUFACTURED
HOMES



3

CONDOS

NON-RESIDENTIAL DEVELOPMENT

3,110,764 Total Square Feet



700,379
COMMERCIAL



129,271
RETAIL



478,957
PUBLIC/
QUASI-PUBLIC



1,406,482
INDUSTRIAL



980,040
WAREHOUSE*



126,725
OFFICE



259,304
TRANSPORTATION



0
AGRICULTURE



9,646
RECREATIONAL

*Warehouse is a subset of Industrial

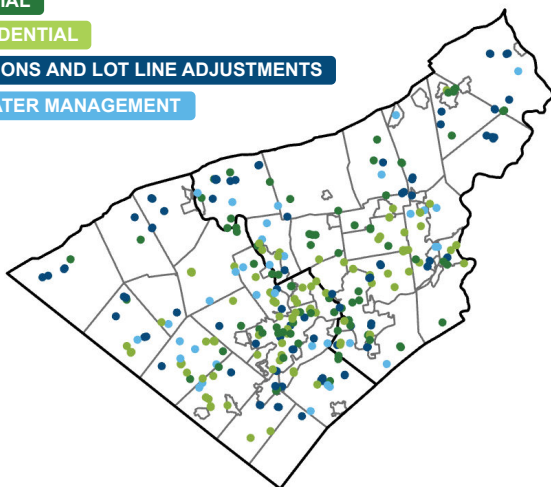
LOCATION OF DEVELOPMENT

RESIDENTIAL

NON-RESIDENTIAL

SUBDIVISIONS AND LOT LINE ADJUSTMENTS

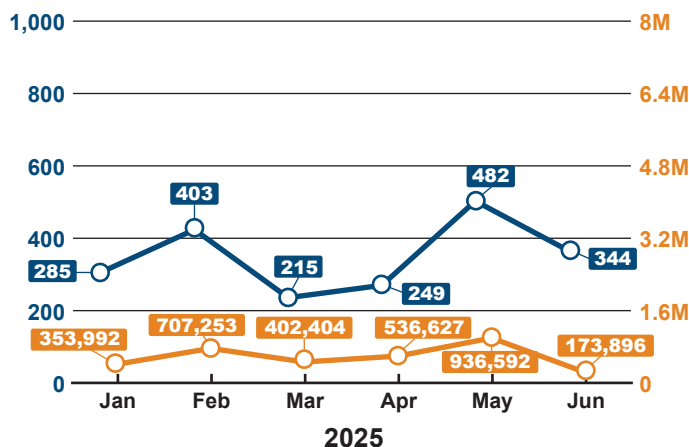
STORMWATER MANAGEMENT



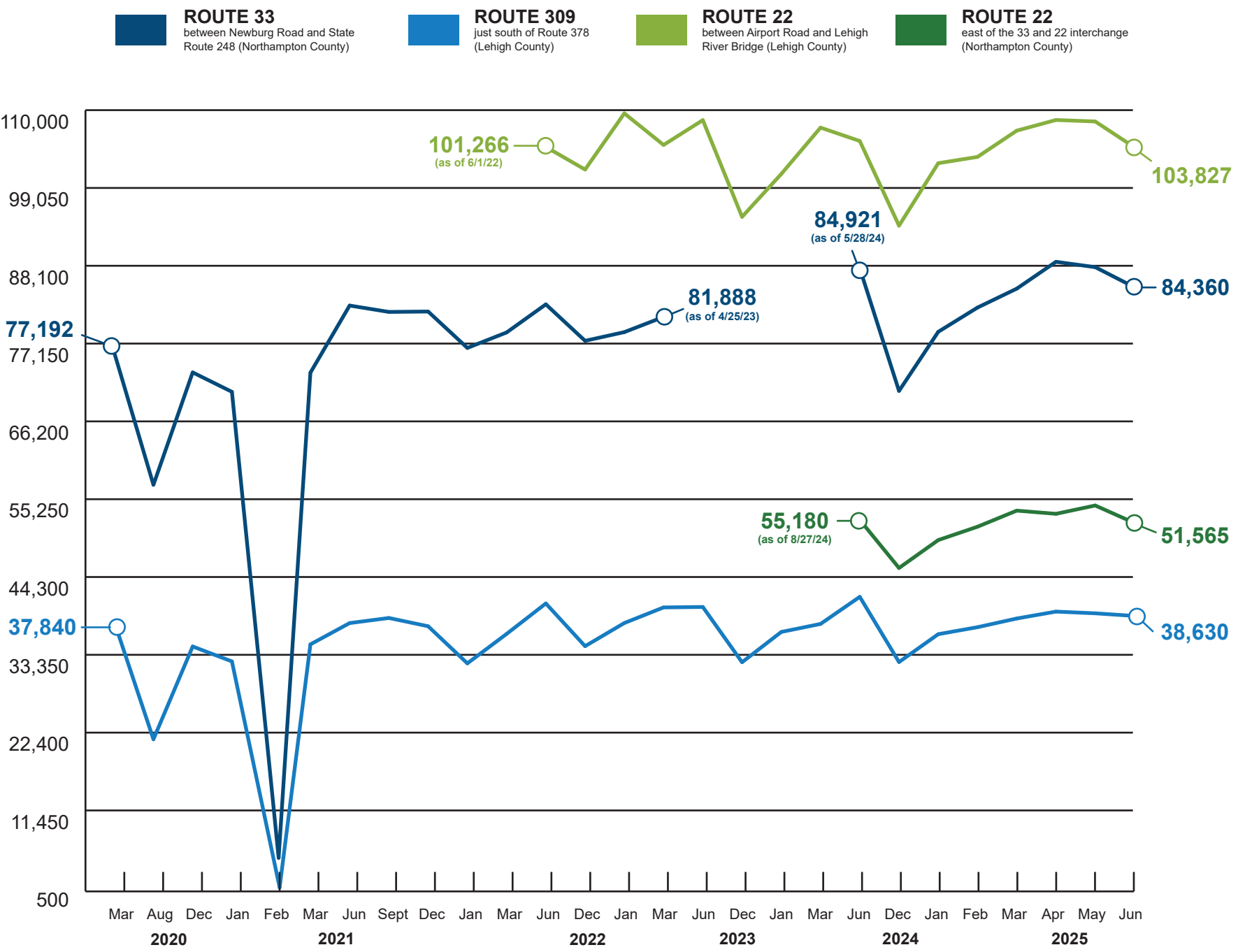
YEAR TO DATE (YEAR TO YEAR)

RESIDENTIAL UNITS

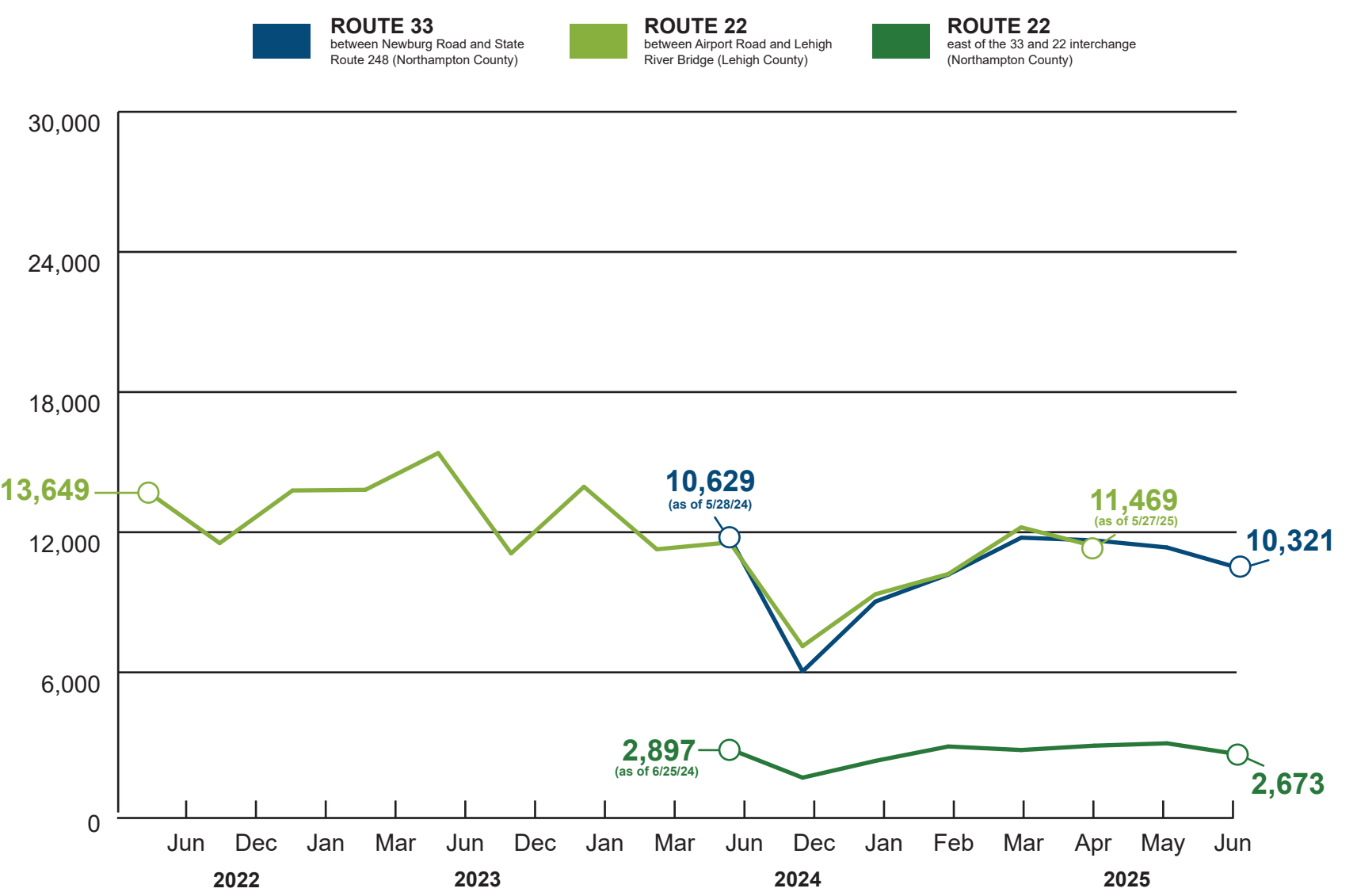
NON-RESIDENTIAL SQUARE FOOTAGE



TOTAL VEHICLE TRAFFIC



TOTAL TRUCK TRAFFIC





Lehigh Valley Planning Commission

DR. CHRISTOPHER R. AMATO
Chair

CHRISTINA V. MORGAN
Vice Chair

ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

MEMORANDUM

DATE: July 24 2025
TO: Lehigh Valley Planning Commission Commissioners
FROM: Lehigh Valley Planning Commission Staff

REGARDING: Public Engagement, Education and Grants

Public Engagement

The most recent **Plan Lehigh Valley National Public Radio** show, which aired at 6:30 pm, July 7 on WDIY radio 88.1 FM, showed how environmental issues and economy are connected. The show featured LVPC Director of Environmental Planning Susan Myerov and Ray Minarovic, who chairs the Greater Lehigh Valley Chamber of Commerce Energy and Environment Committee. Susan and Ray showed why initiatives such as the Greater Lehigh Valley Climate Actions Plan that Susan is directing is good business. The show is available at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/news/v. The next Plan Lehigh Valley Radio Show will air August 4, at 6:30 pm.

The current **Business Cycle Column** published on Sunday, July 6, giving a detailed look at some of the recommendations that came from the most recent Lehigh Valley Housing Supply and Attainability event to add housing at appropriate price points and in places that work for everyone. In the column, Becky spells out tools that can be used by municipalities, builders, planners, engineers and solicitors, banks and everyone in the community. The column can be found at www.lvpc.org/news/v and mcall.com. The next column in the Morning Call will be published Sunday, August 17.

Educational Opportunities

The following Lehigh Valley Government Academy (LVGA), Classes will be held In Person at the LVPC Conference Center, 615 Waterfront Drive, Suite 201, Allentown PA 18102.

Local Technical Assistance Program (LTAP):

Geosynthetics

Tuesday July 29 – 8 am to Noon

This course identifies various types of geosynthetic materials used in road maintenance operations. Attendees will gain the knowledge and understanding of the common types of geosynthetic materials 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.

Road Surface Management

Tuesday August 19th – 8 am to Noon

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. Repair strategies at the system and project level are also discussed. Participants will perform sample pavement ratings.

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

Pennsylvania Municipal Planning Education Institute Courses:

Zoning: September 9, 16, 23, 5:30-9 pm

This course is a three-session in-depth “nuts and bolts” course in the drafting, amending, administering, and monitoring of zoning ordinances. Course topics include the Municipal Planning Code authority for zoning, basic and advanced zoning techniques such as overlay and performance zoning, flexible regulatory techniques, planned residential and traditional neighborhood development regulations. Ordinance reviews, map problems, ethical issues are included in the course.

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

Grant Opportunities

Transportation Alternative Set Aside (TASA) State Grant Program

The federal Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects. The application opens July 14, 2025 and the application deadline is October 31, 2025. More information is available at <https://www.pa.gov/grants/search/grant-details.penndot2.html>

Alternative Fuels Incentive Grant (AFIG)

AFIG has approximately \$5 million in funding available to school districts, municipalities, nonprofit organizations, and businesses in Pennsylvania that want to transition to cleaner fuel transportation. Applicants will be eligible for a maximum grant award across all applications of \$500,000. Individual application awards are still capped at \$300,000. The program will collect and review all applications submitted by 11:59 PM on October 10, 2025. Supported alternative fuels include electricity, compressed natural gas, liquefied natural gas, propane, hydrogen, hythane, biodiesel, ethanol, methanol, and other advanced biofuels. Grant funding covers:

- Incremental costs related to retrofitting vehicles to operate on alternative fuels;
- Incremental costs to purchase alternative fuel vehicles;
- Cost to purchase and install the necessary fleet-refueling or home-refueling equipment for alternative fuel vehicles;

Cost to perform research, training, development, and demonstration of new applications or next-phase technology related to alternative fuel vehicles.
More information is available at: [Alternative Fuels Incentive Grant \(AFIG\) | Department of Environmental Protection | Commonwealth of Pennsylvania](#)