



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, June 26, 2025, at 7:00 PM
615 Waterfront Drive, Suite 201, Allentown, PA 18102

AGENDA

Roll Call

Courtesy of Floor

Chairman's Report

1. National Association of Regional Councils – 2025 Achievement Award
2. Staff Introduction:
 - a. Giovanna "Gio" Rizkalla, Data and Analytics Planning Intern

Minutes

1. *ACTION ITEM*: Minutes and Review of Roll Call Actions of the May 22, 2025, Commission Meeting (JD)

Comprehensive Planning Committee:

1. *ACTION ITEM*: Palmer Township – Zoning Ordinance Amendment – Data Centers (JD)
2. *ACTION ITEM*: Palmer Township – Zoning Ordinance Amendment – Fuel Cell Generation and On-Site Energy Generation (JD)
3. *INFORMATION ITEM*: Housing Supply and Attainability Strategy Event Recap (JD)
4. *ACTION ITEM*: Summary Sheet (SM)

Environment Committee:

1. *ACTION ITEM*: Act 537 Review – Kline's Island Regional Act 537 Plan (CR)
2. *ACTION ITEM*: Lehigh Valley Hazard Mitigation Plan Resolution (SM)

Transportation Committee:

1. *INFORMATION ITEM*: Electric Vehicle Infrastructure Program (EG)

New Business:

1. *INFORMATION ITEM*: 2025 Work Plan, Quarterly Update (Staff)

Monthly Reports:

1. *PACKET ITEMS*:
 - a. Monthly Subdivision, Land Development, Stormwater and Municipal Ordinances/Plans Report

Executive Director's Report:

1. *INFORMATION ITEM*: LVPC Organizational Strategic Plan (BB)

Communications and Engagement

1. *PACKET ITEM*: Morning Call Business Cycle Column (MA)
 - a. Published May 25: "How AI will make our roads safer"
 - b. lvpc.org; mcall.com
 - c. Next column: July 6
2. *PACKET ITEM*: Monthly, Plan Lehigh Valley Talk Show on WDIY, Lehigh Valley Public Radio, 88.1 (MA)
 - a. Air Date: June 2 - "Electric Vehicle Charging with LVPC Transportation Planner Evan Gardi"
 - b. lvpc.org; wdiy.org/show/plan-lehigh-valley
 - c. Next show – 6:30 pm, July 7
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

Next Lehigh Valley Planning Commission Meeting:

Thursday, July 24, 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.



Lehigh Valley Planning Commission

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LEHIGH VALLEY PLANNING COMMISSION Minutes from the Thursday, May 22, 2025, Meeting

The LVPC held a public meeting on Thursday, May 22, 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

Michael Drabenstott, Sunny Ghai, Philip Ginder, Jennifer Gomez, Kent Herman, John Inglis, Richard Molchany, Christina Morgan, Santo Napoli, Stephen Repasch and Kevin Schmidt.

Northampton County

Christopher Amato, Andrew Elliott, Charles Elliott, John Gallagher, Judith Haldeman, Carl Manges, John McGorry, Steve Melnick, Armando Moritz-Chapelliquen, Tina Smith and Jean Versteeg.

Members Absent:

Lehigh County

Phillips Armstrong, Ron Beitler, Percy Dougherty, Bob Elbich, Steve Glickman, Diane Kelly, Dennis Klusaritz, Owen O'Neil and Matthew Tuerk.

Northampton County

Jessica Cope, Ken Kraft, Rachel Leon, Lamont McClure, Scott Minnich, Edward Nelson, Salvatore Panto, Jr., J. William Reynolds, and Basel Yandem.

Staff Present: Joey Dotta, Becky A. Bradley, Jillian Seitz, Matt Assad, Susan Myerov, Evan Gardi, Samantha Pearson.

Public Present:

COURTESY OF THE FLOOR

CHAIR'S REPORT

Chair Amato recapped the recent LVPC General Assembly which featured more than 50 people from 28 municipalities and eight school districts. Participants discussed project updates from LVPC staff and shared questions.

MINUTES

Chair Amato stated that the minutes of the Thursday, April 24, 2025, LVPC meeting are attached. Chair Amato asked for a motion to approve the minutes. Commissioner McGorry made a motion to approve the minutes and Commissioner Ghai seconded the motion.

Chair Amato asked for any comments or questions. There were none. The motion passed. Commissioner Molchany, Commissioner Versteeg and Chair Amato abstained.

COMPREHENSIVE PLANNING COMMITTEE

ACTION ITEM: City of Allentown – Land Use of Regional Significance – 249 N. Front Street Mixed Use

Ms. Seitz presented a proposal to redevelop a site by constructing a mixed-use development including 267 apartment units, 21,000 square feet of office space and 24,000 square feet of retail/commercial space.

The proposal is near the Lehigh River and several other projects including the Waterfront and Neuweiler Brewery redevelopments. The site's reuse aligns with *FutureLV: The Regional Plan* by encouraging reuse and redevelopment within urban areas (of Policy 1.1), supporting infill and brownfield redevelopment (of Policy 4.6) and increasing density of residential and mixed-use development in centers (of Policy 1.2).

Chair Amato asked for a motion to accept the staff review. Commissioner Manges made a motion to approve the minutes and Commissioner Repasch seconded the motion.

Chair Amato asked for any comments or questions. There was a clarifying question about the proposed 16-story height. The motion passed. Commissioner Gomez abstained.

ACTION ITEM: Comprehensive Planning Committee Summary Sheet

Comprehensive Planning Committee Chair Melnick briefed the Commission on the Comprehensive Committee Summary Sheet that featured a zoning ordinance amendment in both Upper Mt. Bethel Township and Upper Nazareth Township and a zoning map amendment in the City of Allentown.

Chair Amato called for a motion to accept the summary sheet. Commissioner Melnick 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.

INFORMATION ITEM: Housing Supply and Attainability Event

Ms. Seitz briefed the Commission on the upcoming third public event on the Lehigh Valley Housing Supply and Attainability Strategy. Attendees will see the draft strategies, shaped by extensive data analysis and all the work participants have put into this effort through public engagement.

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

ENVIRONMENT COMMITTEE

ACTION ITEM: Environment Committee Summary Sheet

Environment Committee Chair Repasch briefed the Commission on Environment Committee's business that included a holding tank ordinance review in Upper Mount Bethel Township.

Chair Amato called for a motion to accept the summary sheet. Commissioner Drabenstott 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 Workshop

Mr. Gardi presented an overview of the public engagement process for the Electric Vehicle (EV) Infrastructure program. The initiative was originally introduced to help make EV charging more accessible to all Americans for local and long-distance trips. The public engagement process will determine where the infrastructure needs to be expanded by developing a list of community use cases to help guide the state's implementation in the right areas. These cases are general examples of locations where EV infrastructure should be implemented or may be utilized the most. Lastly, Mr. Gardi talked about the

recent EV community conversations at the LVPC office and encouraged the Commission to participate in an online survey.

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

NEW BUSINESS:

INFORMATION ITEM: Safe Streets and Roads for All (SS4A) Planning Grant Letter of Support Request

Ms. Pearson notified the Commission that the LVPC is applying for a U.S. Department of Transportation Safe Streets and Roads for All (SS4A) Planning Grant to develop a comprehensive safety action plan to prevent roadway fatalities and serious injuries across Lehigh and Northampton counties. As part of the grant application process, Ms. Pearson said she will be reaching out to each municipality shortly requesting a letter of support.

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

OLD BUSINESS:

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.

EXECUTIVE DIRECTOR'S REPORT:

Ms. Bradley thanked the Commissioners for their input and guidance throughout the Strategic Plan process. The retreat with the LVPC Executive Committee was recently completed and strategies coming out of the process will be shared by EverStrive Solutions on July 24th.

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

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, June 26 at 7 pm. Chair Amato then asked if there was a motion to adjourn the meeting and Commissioner Molchany 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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ARMANDO MORITZ-CHAPELLIQUEN
Treasurer

BECKY A. BRADLEY, AICP
Executive Director

June xx, 2025

Craig Beavers, Director of Planning
Palmer Township
3 Weller Place
Palmer, PA 18045

**Re: Data Centers – Zoning Ordinance Amendment
Palmer Township
Northampton County**

Dear Mr. Beavers:

The Lehigh Valley Planning Commission (LVPC) will consider the proposed ordinance amendment at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on items largely happens during the Committee meeting, and community participation is welcome and encouraged. The LVPC will send a follow-up letter if the Commissioners have any additional comments. The meetings are held on:

- LVPC Comprehensive Planning Committee Meeting
 - June 24, 2025, at 12:00 PM
 - <https://lvpc.org/lvpc-meetings>
- LVPC Full Commission Meeting
 - June 26, 2025, at 7:00 PM
 - <https://lvpc.org/lvpc-meetings>

The proposal amends the Township Zoning Ordinance by adding definitions and regulations for Data Center land uses. The LVPC's review of the proposed ordinance evaluates alignment with goals and policies of *FutureLV: The Regional Plan* as well as alignment with best practices outlined in the Urban Land Institute *Local Guidelines for Data Center Development* whitepaper. Data Centers have been expanding across Pennsylvania and are an emerging land use in the Lehigh Valley, and when sited appropriately, support the region's technological evolution, economic base and overall sustainability (of *FutureLV* Policy 4.1).

The amendment adds definitions to Chapter 190, Article 2, Section 202 for *Data Center*, *Data Center Accessory Uses/Structures*, *Data Center Campus*, *Data Center Equipment* and *Data Center Campus Master Plan*. 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).

There are several best practices that this proposal demonstrates that align with the goals of *FutureLV*:

- **Definitions:** Providing clear definitions encourages an efficient land development process and minimizes impacts of regionally significant land uses (of Policy 1.4).
- **Noise:** The ordinance adopts decibel-based thresholds with quantifiable and enforceable noise limits and acknowledges daytime/nighttime sensitivity, which protects the public health and safety (of Policy 5.3).
- **Phased/Campus Development:** Data centers often cluster in large campus developments, and the included provisions for phased development provide flexibility for large campuses with long-term horizons and supports quality sustainable design and construction (of Policy 1.2).
- **Utilities:** Encouraging underground utility lines is a visual and safety best practice and maximizes existing infrastructure use (of Policies 1.1 and 4.6). A utility review assessment is an effective way to mitigate system constraints and enhances the long-term viability of assets (of Policy 1.3).
- **Height:** The proposed height restriction of 70 feet is consistent with national best practices in Urban Land Institute's *Local Guidelines for Data Center Development* whitepaper.
- **Emergency Services:** The added provision regarding sufficient emergency access aligns with *FutureLV* by enhancing planning and emergency response capabilities (of Policy 5.1).
- **Energy Generation:** Fuel cell power stations are an emerging and efficient method of producing power to data centers and demonstrate a commitment to optimizing the Township's utility infrastructure (Policy 1.1)

As the Township moves forward to consider design standards and criteria that further mitigate data center land use impacts, the LVPC encourages the Township to consider the following ways to ensure proposals align with local and regional goals:

- **Buffering:** It is recommended landscape buffering of native species be included between a data center and adjacent properties. Screening or fencing can also be utilized to reduce noise levels or screen the data center development from potential nearby residential properties. Referring to §190-805 Landscaping of Palmer Township's Zoning Ordinance is recommended.
- **Sustainability:** The LVPC encourages the Township to add optional or incentive-based provisions for on-site solar readiness, geothermal energy systems and energy storage or microgrid integration to promote renewable energy sources and sustainability (of Policy 3.4).
- **Parking:** The LVPC recommends adding a parking requirement to a contextual standard, such as one space per on-site employee. Adding a specific parking regulation to a low requirement can potentially reduce impervious cover (of Policy 3.3).

Overall, the LVPC is supportive of the Township in proactively and comprehensively regulating data center land uses in ways that support the public health, safety and welfare (of Policy 3.2).

Municipalities, when considering Zoning Ordinance Amendments, 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)].

Please feel free to reach out if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Dotta". The signature is fluid and cursive, with a stylized "J" and "D".

Joseph Dotta
Regional Planner



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Executive Director

June xx, 2025

Craig Beavers, Director of Planning
Palmer Township
3 Weller Place
Palmer, PA 18045

**Re: Fuel Cell/On-Site Energy Generation – Zoning Ordinance Amendment
Palmer Township
Northampton County**

Dear Mr. Beavers:

The Lehigh Valley Planning Commission (LVPC) will consider the proposed ordinance amendment at its Comprehensive Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Municipalities Planning Code (MPC). Discussion on items largely happens during the Committee meeting, and community participation is welcome and encouraged. The LVPC will send a follow-up letter if the Commissioners have any additional comments. The meetings are held on:

- LVPC Comprehensive Planning Committee Meeting
 - June 24, 2025, at 12:00 PM
 - <https://lvpc.org/lvpc-meetings>
- LVPC Full Commission Meeting
 - June 26, 2025, at 7:00 PM
 - <https://lvpc.org/lvpc-meetings>

The proposal amends the Township Zoning Ordinance by adding definitions and regulations for Fuel Cell Power Systems.

Fuel Cell Power Systems are one form of on-site energy generation alongside geothermal, solar photovoltaics and wind power energy types. According to the Fuel Cell and Hydrogen Energy Association (FCHEA), fuel cells generate electricity through an electrochemical reaction (often using hydrogen gas, not combustion), providing an efficient source of energy for primary and backup uses. Power is generated on-site and does not require traditional grid transmission. The U.S. Department of Energy notes that fuel cells have energy efficiency and emissions benefits over conventional combustion-based technologies used in power plants and vehicles, whereas their drawbacks include costs to install and maintain systems and longer-term durability (<https://www.energy.gov/eere/fuelcells/fuel-cells>).

Fuel Cell Power Systems are a viable option for evolving technology land uses such as data centers, which are highly energy-consumptive. The LVPC commends the Township for proactively regulating fuel cell energy systems alongside its proposed regulations for data center land uses. Aspects of the Township's proposed ordinance align with *FutureLV: The*

Regional Plan, and the LVPC offers additional recommendations to improve upon the proposal to support public health, safety and welfare.

The amendment adds two new sections to Chapter 190, Article 1. Section 987 is entitled *Fuel Cell Power System, Stationary* and Section 988 is entitled *Electrical Energy Storage System, Stationary*. 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 (Chapter 81, Article 2, Section 37).

The definitions and requirements included in the proposed ordinance are comprehensive and align with best practices in regulating land uses and development impacts (of Policy 1.4). The Township's proposed fuel cell power system regulations serve to 'integrate efficiency measures and emerging technologies' and 'improve the utility and mobility infrastructure of the region' (of Policy 1.1), 'minimize and mitigate the impacts of utility expansion associated with technological advancements, population and business growth' (of Policy 3.2) and 'promote energy conservation and efficiency' (of Policy 3.4). Substantial Fire Prevention Provisions are included (Article II), including a Safety Plans Requirement for approval by the Township Fire Commissioner, which supports safe and secure community design and emergency management (of Policy 5.1).

To further enhance the proposed ordinance, the LVPC encourages the Township to ensure landscaping and buffering requirements are included that visually shield mechanical equipment, and proposals should follow the requirements of the principal use to which the fuel cell is an accessory (such as setbacks, dimension, and noise restrictions). Regulations can also be included (or referenced) for the storage of hydrogen/compressed gas fuel kept on-site. These additional considerations are offered based on the Technical Report issued by a national laboratory of the U.S. Department of Energy: <https://docs.nrel.gov/docs/fy10osti/49165.pdf>.

Municipalities, when considering Zoning Ordinance Amendments, 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)].

Please feel free to reach out if you have any questions.

Sincerely,



Mary Grace Collins
LVPC Community Fellow

Project Review Summary Sheet

Comprehensive Planning Committee

Date: June 2025

| Project | Municipality | Brief Statement of Purpose | LVPC Comment |
|---|-------------------|--|--|
| Subdivision and Land Development Ordinance | City of Bethlehem | <i>Comprehensive Update</i> – The application proposes a comprehensive update to the City of Bethlehem Subdivision and Land Development Ordinance (SALDO). The purpose of the proposed SALDO, as specified in Article 1341.03, is to ‘create conditions favorable to the health, safety, and general welfare of the citizens’. | Overall, the City’s updated Subdivision and Land Development Ordinance is clear, concise, and supports current-day best practices for regulating subdivision and land development design and submission processes. |
| Zoning Ordinance Amendment | Palmer Township | <i>Administrative Various</i> – The proposal amends Chapter 190 of the Palmer Township Zoning Ordinance in various places to update regulations and modernize Township processes. | Overall, the proposed amendments demonstrate ‘evolution and adaptability of government’ (<i>FutureLV: The Regional Plan</i> , Policy 1.1) and add clarification to the Township’s Ordinance. |



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BECKY A. BRADLEY, AICP
Executive Director

June 13, 2025

Mr. Michael Schober, PE, BCEE
ARRO Consulting, Inc.
108 W. Airport Road
Lititz, PA 17543

Re: Kline's Island Sewer System Regional Act 537 Plan

Dear Mr. Schober:

The Lehigh Valley Planning Commission (LVPC) will consider the review of the above-referenced Regional Act 537 Plan at the Environmental Planning Committee and Full Commission meetings, pursuant to the requirements of the Pennsylvania Sewage Facilities Act (Act 537). Discussion on agenda items primarily takes place during the Committee meeting. The meeting dates are:

- LVPC Environmental Planning Committee Meeting (Virtual)
 - June 24, 2025, at 10:30 AM
 - <https://lvpc.org/meetings.html>
- LVPC Full Commission Meeting (In-Person)
 - June 26, 2025, at 7:00 PM
 - 615 Waterfront Drive, Suite 201, Allentown, PA 18102

The Pennsylvania Sewages Facilities Act (Act 537), enacted by the Pennsylvania Legislature in 1966, requires that every municipality in the state develop and maintain an up-to-date sewage facilities plan. The main purpose of a Sewage Facilities Plan is to protect the health, safety, and welfare of the citizens living in the municipality, to prevent future sewage disposal problems from occurring and to provide protection for both the groundwater and surface waters of the Commonwealth.

The Kline's Island sewer system (KISS) service area consists of all or portions of 15 Lehigh County municipalities. All sanitary sewage in the Kline's Island sewer system service area that discharges to public sewers is treated at the City of Allentown's Kline's Island Wastewater Treatment Plant (KIWWTP) before being discharged to the Lehigh River. The KIWWTP is owned by the City of Allentown and operated and maintained by Lehigh County Authority (LCA). This Regional Act 537 Plan was developed as a Corrective Action Plan, mandated by the Pennsylvania Department of Environmental Protection to address and mitigate Infiltration and Inflow (I&I) issues as well as plan for the long-term regional sewage conveyance and treatment capacity needs in the Kline's Island Sewer System (KISS) service area.

The proposed sewer service area for this Regional Act 537 Plan is limited to the areas currently served by sewers. This Act 537 Plan does not amend the planned sewer service area to the KIWWTP. Additional connections within the sewer service area are anticipated. The KISS is not a combined sewer system; it is designed to convey and treat sanitary sewage only.

Due to record rainfall beginning in August 2018 through July 2019, the Kline's Island plant experienced flows in excess of its permitted design capacity. While the annual average flow for 2019 was below the plant's prior permitted 40 million gallons per day (MGD), the average flow over three consecutive months (42.71 MGD) exceeded the plant's design capacity. According to the PA Department of Environmental Protection's (PADEP) Municipal Wasteload Management (Chapter 94) regulations, the plant was deemed hydraulically overloaded, despite continuously meeting all discharge water quality requirements. The Interim Plan, that was approved by PA DEP in 2021, recommended a rerate of the hydraulic design capacity to 44.6 MGD, which was granted for the KIIWWTP in December 2021.

The major problem investigated in the 2021 Interim Act 537 Plan and addressed in this Regional Act 537 Plan is a response to the above-referenced Chapter 94 violations. Through its approval of the Interim Act 537 Plan, PADEP has previously granted the KISS municipalities 4.6 MGD of allocation for new connections, managed under a Connection Management Plan that includes quarterly reporting to PADEP and full sewage planning module implementation.

Since entering the Connection Management Plan in 2020, the KISS municipalities have completed a significant number of I&I rehabilitation projects within their systems. Beyond the allocation available in the current CMP, which will be carried over into the new planning period, an additional 3.80 MGD is being requested for new connections expected through 2035. This would be justified in part by the confirmed I&I reduction achieved through the source reduction plans. The allocation will be administered, disbursed and tracked by Lehigh County Authority, with quarterly reports provided to PADEP. New sewer connections during the 2026-2035 planning period will be contingent upon PADEP's approval of this Regional Act 537 Plan and progress made as reported in the quarterly PADEP reports. According to the plan, sewer service connections during the 2026-2035 planning period will be limited to areas within existing municipal Act 537 Plan sewer service area boundaries.

The Kline's Island Sewer System Regional Act 537 Plan proposes several selected alternatives to 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 KIIWWTP. The hydraulic analysis, modeling and alternative evaluations identified infrastructure projects that will be needed to address projected flows through 2050. There are descriptions of the infrastructure projects as well as a financial plan to implement them within this Plan. However, due to these projects not anticipated to begin within the next five years, they are not included in the Implementation Schedule for this Plan. Selected alternatives and commitments proposed in this Plan include:

- Completion of a Flow Characterization Study approximately five years from the approval date of this Act 537 Plan which will be utilized to prepare and submit Act 537 Special Studies in support of future projects described in the Plan as "master plan" projects. Some of these "master plan" projects include the KISS Relief Interceptor project and the Western Lehigh Relief Interceptor Project. Flow Characterization studies are used to understand the composition and behavior of wastewater within a sewer system.

- Negotiation and execution of new intermunicipal agreements that will allow for better coordination and collaboration to address cost sharing for current and future projects as well as operation and maintenance costs, with an emphasis on flow-based billing methodologies to incentivize I&I removal efforts. These new agreements would also allow for more robust, regional collaboration on I&I projects and address consideration of a regional surcharge program, which would assess additional fees on commercial and industrial users for high-strength wastewater discharges, thus offsetting some of the treatment costs. This program would also have the impact of directing more treatment costs to municipalities with more high-strength waste dischargers, which would then lower the flow-based cost allocation to municipalities with fewer high-strength waste dischargers.
- Continuation of the Connection Management Plan under PADEP's direction, which recognizes the value of capacity provided via I&I source reduction to support new connections to the system. This Connection Management Plan will be discontinued once the commitments in this Plan have been achieved.
- Continuation of source reduction plan efforts based on the 2021 Flow Characterization Study prepared by Arcadis for LCA, and any future sanitary sewer evaluation studies work described in each of the participating municipality's I&I Source Reduction Plans. In turn, this will be useful to further prioritize projects during the Plan period.
- Sewage billing meter program implementation that will include continuous data validation and data capture in a read-only combined portal for municipal access to real-time flow data. This purpose of the implementation of this effort is to ensure accurate flow monitoring at the municipality level.
- Regular reporting of the results of the municipal I&I programs, which will include a report of projects completed and leakage that has been removed, updated evaluations of the US EPA benchmark standards for excessive I&I which are 120 gallons per capita per day for average flow and 275 gallons per capita per day for peak flows, as well as an assessment of the cost effectiveness of the programs. It is expected that the program goals will be considered as having been met when the reporting indicates absence of excessive I&I at the Kline's Island WWTP consistent with the US EPA benchmark standards.

The following review comments are based on the goals, policies and actions of *FutureLV: The Regional Plan*.

The LVPC recognizes that the success of the Regional Act 537 Plan relies on the implementation of LCA's commitments as well as 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.

Mr. Michael Schober
Kline's Island Regional Act 537 Plan
June 13, 2025
Page 2

The KISS Regional Act 537 Plan includes detailed descriptions of current and proposed source reduction plan activities conducted by the individual municipalities as well as LCA. This represents a long-term effort to address a variety of wastewater conveyance capacity and treatment concerns through efforts including but not limited to the Connection Management Plan, the source reduction plans conducted by each municipality and the intermunicipal agreements. However, the LVPC recommends including documentation that summarizes the system wide flow effectiveness of the Infiltration and Inflow reduction programs to date to provide insight to the future success towards meeting long-term I&I reduction goals generally and within the priority basins.

The Plan's emphasis on reducing I&I aligns with the *FutureLV* action to 'protect the quality and quantity of surface water and groundwater' (of Policy 3.2). Excessive I&I can result in sanitary sewer overflows when flows bypass the wastewater treatment process, causing untreated wastewater to be discharged into our local waterways. Furthermore, the proposed improvements and upgrades to existing wastewater infrastructure aligns with the *FutureLV* action 'to improve the utility and mobility infrastructure of the region' (of Policy 1.1).

The LVPC supports the idea of the proposed regional I&I program, which encourages municipal collaboration and cooperation. This effort aligns with the *FutureLV* action to 'expand collaboration on planning and development between neighboring communities' (of Policy 4.6).

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 to provide protection for both the groundwater and surface waters of the region.

Please call me if you have any questions regarding these comments.

Sincerely,



Corinne Ruggiero, SEO
Environmental Planner



Susan Myerov, AICP
Director of Environmental Planning

cc: Amy Bellanca, PE, PA Department of Environmental Protection
Liesel Gross, Lehigh County Authority
Phil DePoe, Lehigh County Authority

Resolution No. 06-26-25
OF THE LEHIGH VALLEY PLANNING COMMISSION
LEHIGH VALLEY 2024 HAZARD MITIGATION PLAN ADOPTION

- WHEREAS,** The Lehigh Valley Planning Commission (LVPC) is organized by the Counties of Lehigh and Northampton to promote the health, safety, and general welfare of the two-county region in accordance with the provisions of the Pennsylvania Municipalities Planning Code, Pennsylvania Stormwater Management Act of 1978, among other statutes both state and federal; and
- WHEREAS,** Hazard mitigation planning reduces the long-term risk to life and property by minimizing the impact of disasters through identification of the risks and vulnerabilities for an area and then developing actions for protecting life and property from similar events; and
- WHEREAS,** The municipalities, counties and region of the Lehigh Valley, Pennsylvania are most vulnerable to natural and non-natural hazards which may result in loss of life and property, economic hardship, and threats to public health and safety; and
- WHEREAS,** The Lehigh Valley 2024 Hazard Mitigation Plan has been developed by Lehigh County Emergency Services and the Northampton County Emergency Management Services in cooperation with other county departments, and officials and citizens of the Lehigh Valley's municipalities, including the Lehigh Valley Planning Commission, and in accordance with Section 322 of the Disaster Mitigation Act of 2000 (DMA 2000); and
- WHEREAS,** LVPC has participated in the plan's preparation including attending meetings, completing various worksheets and providing actions to mitigate hazards; and
- WHEREAS,** The *2024 Lehigh Valley Hazard Mitigation Plan* recommends mitigation activities that will reduce losses to life and property affected by natural and manmade hazards that face the Lehigh Valley, Lehigh County, Northampton County and its municipal governments; and
- WHEREAS,** The LVPC at a public Environment Committee meeting on March 26, 2024 reviewed the draft *2024 Lehigh Valley Hazard Mitigation Plan* and determined alignment with *FutureLV: The Regional Plan* and recommended the LVPC forward a formal review to the Lehigh County and Northampton County Emergency Management Services; and
- WHEREAS,** The LVPC, on March 28, 2024, at a public board meeting acted to forward assessment of alignment of the draft *2024 Lehigh Valley Hazard Mitigation Plan*, with *FutureLV: The Regional Plan*, to the Lehigh County and Northampton County Emergency Management Services departments; and
- WHEREAS,** The Federal Emergency Management Agency (FEMA) approved the *2024 Lehigh Valley Hazard Mitigation Plan* in September 2024, granting it the status of "Approved Pending Adoption"; and
- WHEREAS,** LVPC acknowledges the requirements of Section 322 of DMA 2000 to have an approved hazard mitigation plan as a prerequisite to receiving post-disaster Hazard Mitigation Grant Program funds; and

- WHEREAS,** LVPC identified *the FutureLV: The Regional Plan* goals, policies and actions related to each of the eight hazard mitigation plan goals, illustrating how closely aligned the plans are, integrating hazard mitigation planning with comprehensive planning, including transportation, environment, economy, housing, community facilities, and the interconnection between related areas; and
- WHEREAS,** Because of the comprehensive nature of the LVPC's work through *the FutureLV: The Regional Plan* goals, policies and actions and other specific plans, integration and coordination of objectives outlined in the Lehigh Valley Hazard Mitigation Plan remains a priority for bi-county and metropolitan planning; and
- WHEREAS,** LVPC's Environment Committee discussed and voted to recommend full commission adoption of the *2024 Lehigh Valley Hazard Mitigation Plan* at its public meeting on June 24, 2025.

NOW, THEREFORE, BE IT RESOLVED, that the Lehigh Valley Planning Commission, in a public meeting, hereby adopts the *2024 Lehigh Valley Hazard Mitigation Plan* and supports the implementation of the same.

Adopted by the Lehigh Valley Planning Commission on the 26th day of June 2025.

LEHIGH VALLEY PLANNING COMMISSION

Dr. Christopher Amato, Chair

Christina Morgan, Vice Chair

Armando Moritz-Chapelliquen, Treasurer

ATTEST:

Becky Bradley, AICP, Executive Director



Lehigh Valley Planning Commission

DR. CHRISTOPHER R. AMATO
Chair
CHRISTINA V. MORGAN
Vice Chair
ARMANDO MORITZ-CHAPELLIQUEN
Treasurer
BECKY A. BRADLEY, AICP
Executive Director

March 25, 2024

Mr. Thomas Guth
Hazard Mitigation /Disaster Recovery Manager
Northampton County Emergency Management Services
100 Gracedale Ave
Nazareth, PA 18064

Ms. Tanya Hook, Director
Lehigh County Office of Emergency Management
640 W Hamilton Street, 8th Floor
Allentown, PA 18101

Re: 2024 Lehigh Valley Hazard Mitigation Plan

Dear Mr. Guth and Ms. Hook:

The Lehigh Valley Planning Commission (LVPC) will consider the above-referenced plan at the following Environment Committee and Full Commission meetings. A revised letter will be provided based on any additional comments from the Committee and Commission.

LVPC Environment Committee Meeting:

March 26, 2024, at 10:30AM

<https://tinyurl.com/LVPC2024>

LVPC Full Commission Meeting:

March 28, 2024, at 7:00PM

www.tinyurl.com/LVPC2024

Hazard mitigation planning reduces the long-term risk to life and property by minimizing the impact of disasters through identification of the risks and vulnerabilities for an area then developing actions for protecting life and property from similar events. The Lehigh and Northampton County Emergency Management Agencies recently prepared a draft 2024 Hazard Mitigation Plan for the Lehigh Valley. Federal regulations require that local governments update the plan every five years, while monitoring and evaluating the data, events and actions that make up the plan. The 2024 Lehigh Valley Hazard Mitigation Plan is the fourth for the region, updating plans adopted in 2006, 2013 and 2018. For local communities to have access to federal hazard mitigation funding, they must both participate in and adopt the plan. Participation includes attending meetings, completing various worksheets and providing actions to mitigate hazards.

The LVPC identified the *FutureLV: The Regional Plan* goals, policies and actions related to each of the eight hazard mitigation plan goals, which show how closely aligned the plans are, integrating hazard mitigation planning with comprehensive planning. The Hazard Mitigation Plan goals are:

- 1. Minimize the risk to human life associated with natural and non-natural hazards.**

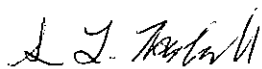
Aligns with *FutureLV*: Goal 5 (Safe, Healthy, Inclusive and Livable Communities) policy to "Promote safe and secure community design and emergency management" and actions to "educate the public on hazard impacts and mitigation techniques" and "enhance planning and emergency response efforts among emergency management personnel."

2. **Promote hazard avoidance, especially in floodplains.**
Aligns with *FutureLV*: Goal 3 (Protected and Vibrant Environment) policy to “Minimize environmental impacts of development to protect the health, safety and welfare of the public” and action to “discourage development in hazard-prone areas” and Goal 5 (Safe, Healthy, Inclusive and Livable Communities) policy to “Promote safe and secure community design and emergency management” and action to “incorporate resiliency and hazard mitigation into planning and design, including 100- and 500-year floodplains.”
3. **Reduce the damages and functional loss from natural and non-natural hazards to existing and future public and private assets.**
Aligns with *FutureLV*: Goal 1 (Efficient and Coordinated Development Pattern) policy to “Maintain regional character by preserving priority environmental, historic, cultural, scenic and agricultural assets” and actions to “protect assets from potential threats” and “enhance the long-term viability of assets.”
4. **Preserve and enhance the effectiveness of natural resources to provide resiliency benefits.**
Aligns with *FutureLV*: Goal 1 (Efficient and Coordinated Development Pattern) policy to “Preserve natural areas and farmland by managing growth and development to enhance and strengthen cities, boroughs, suburbs and rural communities” and Goal 3 (Protected and Vibrant Environment) policies to “Conserve and manage natural lands and water resources for environmental and recreational benefits” and “Minimize environmental impacts of development to protect the health, safety and welfare of the public.”
5. **Impacts of natural and non-natural hazards.**
Aligns with *FutureLV*: Goal 4 (Competitive, Creative and Sustainable Region) policy to “Promote the fiscal health and sustainability of municipalities” and Goal 5 (Safe, Healthy, Inclusive and Livable Communities) policy to “Promote safe and secure community design and emergency management” and action to “incorporate resiliency and hazard mitigation into planning and design, including 100- and 500-year floodplains.”
6. **Improve local regulations to reduce the impacts of natural and non-natural hazards.**
Aligns with *FutureLV*: Goal 5 (Safe, Healthy, Inclusive and Livable Communities) policy to “Promote safe and secure community design and emergency management” and action to “incorporate resiliency and hazard mitigation into planning and design, including 100- and 500-year floodplains.”
7. **Enhance planning and emergency response efforts among federal, state, county, and local emergency management personnel to protect public health and safety.**
Aligns with *FutureLV*: Goal 5 (Safe, Healthy, Inclusive and Livable Communities) policy to “Promote safe and secure community design and emergency management” and action to “enhance planning and emergency response efforts among emergency management personnel.”
8. **Promote public awareness on both the potential impacts of natural and non-natural hazards and actions to reduce those impacts.**
Aligns with *FutureLV*: Goal 3 (Protected and Vibrant Environment) policy to “Reduce climate change impacts through mitigation and adaptation” and action to “educate elected officials and the public on climate change impacts, adaptation and mitigation” and Goal 5 (Safe, Healthy, Inclusive and Livable Communities) policy to “Promote safe and secure community design and emergency management” and action to “educate the public on hazard impacts and mitigation techniques.”

Please notify us upon plan approval by the Federal Emergency Management Agency.

Please call if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "S. L. Rockwell".

Susan L. Rockwell
Senior Environmental Planner

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

June 11, 2025

About

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

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

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

Corridor Connections – Phase 2

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

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

Community Charging – Phase 3

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

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

Critical Investments – Phase 4

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

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

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

EV Workforce Development – Phase 5

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

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

Lehigh Valley Planning Commission's (LVPC) Role

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

Existing Initiatives

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

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

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

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

Increased investment in low carbon fuel and vehicle technologies is a critical component of transportation decarbonization. Transitioning to clean and sustainable fuel options/vehicles such as electric vehicles, fuel cell electric vehicles (powered by hydrogen generated from low carbon sources) and biomass fueled vehicles is expected to drive the majority of transportation emissions reductions in US (DOE, 2023). The region aims to support federal and state initiatives to ease the cost burden of AFVs and switch fleets, such as the Bethlehem Area School District, which received a grant to operate electric school buses.

Goal 4 – Increase alternative fueling infrastructure and stations.

Innovations in fueling technologies need to be paired with supporting alternative fueling infrastructure that is readily available and accessible to all users. As more vehicles transition to these low carbon alternatives, supporting fueling/recharging infrastructure must similarly be scaled up to match new demand and be widely accessible and convenient to users. There are federal initiatives to expand fueling infrastructure, . However, additional public and private sector efforts will likely be needed to meet fueling demand.

Public Engagement Process

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

Survey

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

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

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

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

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

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

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

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

Public Community Use Case Workshops

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

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

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

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

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

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

Developing materials for the Community Charging Program

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

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

Community Use Cases & Priority Locations:

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

Community Benefits of EV Charging

Increased Charging Opportunities -

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

Enhanced Convenience and Cost Savings -

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

Improved Air Quality and Public Health -

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

Economic Development and Economic Impact -

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

Energy Diversification and Sustainability -

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

Economic Impact Highlights -

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

Expanded Access and Regionwide Consistent, Quality Access -

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

Scalability and Investment Potential -

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

Key Considerations and Challenges in the Transition to Electric Vehicle Transportation

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

Cost of Charging -

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

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

Understanding Classes of Chargers -

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

Charging Station Access and Parking Dynamics -

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

Land Uses & Energy Demand -

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

Electricity Generation and Distribution -

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

Network Reliability -

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

Infrastructure Lag and Charging Deserts -

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

Next Steps

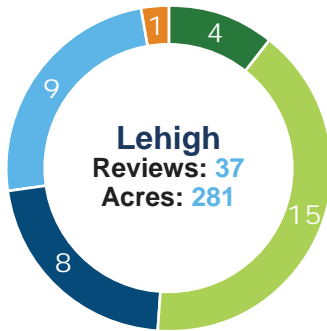
As the LVPC continues to do important work in the Lehigh Valley continuation of information gathering, sharing and advocacy for innovations and the implementation of EV technologies and infrastructure is essential. EV's are everywhere now and more are expected. Preparing for and supporting a diversified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

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

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PLAN ACTIVITY BY COUNTY



REGIONAL TOTALS*

17
Subdivision/Lot Line
Adjustments

33
Development

16
Stormwater
Management

3
Municipal Ordinances,
Maps and Plans

452
Acres

*Includes preliminary and final plans

RESIDENTIAL

NON-RESIDENTIAL

SUBDIVISIONS AND LOT LINE ADJUSTMENTS

STORMWATER MANAGEMENT

MUNICIPAL ORDINANCES, MAPS AND PLANS

RESIDENTIAL DEVELOPMENT

482 Total Units



7
SINGLE-FAMILY
DETACHED



0
TOWNHOUSES



466
APARTMENTS



6
TWINS



0
ASSISTED-
LIVING



0
MANUFACTURED
HOMES



3
CONDOS

NON-RESIDENTIAL DEVELOPMENT

936,592 Total Square Feet



164,083
COMMERCIAL



68,201
RETAIL



223,586
PUBLIC/
QUASI-PUBLIC



367,252
INDUSTRIAL



359,895
WAREHOUSE*



21,351
OFFICE



92,119
TRANSPORTATION



0
AGRICULTURE

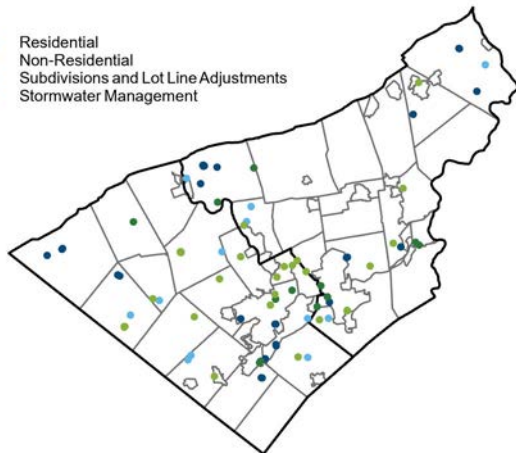


0
RECREATIONAL

*Warehouse is a subset of Industrial

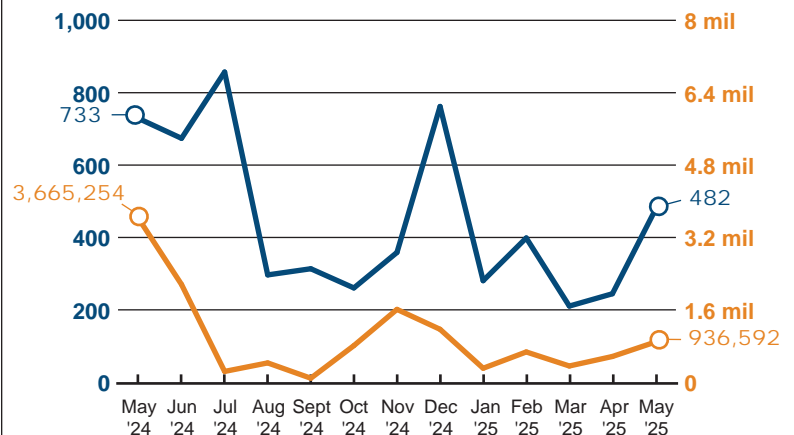
LOCATION OF DEVELOPMENT

- Residential
- Non-Residential
- Subdivisions and Lot Line Adjustments
- Stormwater Management



YEAR TO DATE (YEAR TO YEAR)

Residential Units Non-Residential Square Footage



THE MORNING CALL

Talking Business with Becky Bradley: How AI will make our roads safer

By Becky Bradley

For The Morning Call

May 25, 2025 at 8:30 AM



Artificial Intelligence is one of those provocative terms that often brings uncertainty, confusion and fear. For some, it brings visions of the “The Terminator” movie where machines became self-aware and begin annihilating humans. But that’s science fiction.

How many of us hop in our cars and check Google or Apple Maps to see how long it is going to take to get to work in the morning or home at the end of the day? AI is a key component of those mapping tools. I don’t know about you, but I rely on them to help me best manage my time. No cybernetic assassin involved.

At the Lehigh Valley Planning Commission, we are already using AI to model a safer and more efficient transportation network. As we wade into several transportation projects, AI is already proving to be a credible efficiency-building tool that enables us to do the kind of in-depth

analysis that would have taken years before. Transportation safety is an urgent issue and elevating our focus is critical. We simply cannot wait to better invest in roadway safety or congestion management while 7,000 more people move here this year, and in 2026 and 2027, and so on.

As a metropolitan planning organization, we plan for the investment of billions of dollars in the transportation system over the next 25 years. Working to decrease the alarming average of 45 people who die each year on Lehigh Valley roads is key. In a growing region where transportation needs always outpace federal and state funding, AI is going to help us direct money where it can do the most good, faster and more efficiently. Time and costs are reduced utilizing AI models that we have built and are training now. Most importantly, this will support better transportation system management that can save lives.

I understand why so many are apprehensive about AI. In some industries, it has the potential to replace human tasks, causing job loss. In others, there are concerns that AI's ability to learn will cause it to begin making decisions without human supervision. Skynet run amok. (You non-Terminator fans will have Google that one). And if you noodle with ChatGPT, Microsoft Copilot or any of the other globally known AI systems, you will see nonsensical gibberish we know isn't right. However, like anything else, it needs the right input, refinement and management to be and remain useful. A diesel engine isn't going to run well if you feed it gasoline. Same applies to any AI model.

The way we're using AI at the LVPC has no such worries because all of our models are tested against rigorous performance metrics that cut the margin of error. We're fortunate to have Subham Kharel as our first-ever senior data and analytics lanner. Kharel is an expert in applying machine learning and AI to labor market outcomes and transportation systems. He is supported by Mackenzie Geisner, geographic information systems planner, and Minsoo Park, economist. Together, they make up the Data and Information department of the LVPC. It's of note that Park also supports the Workforce Board Lehigh Valley. This interagency, regional coordination only helps to support and advance the effectiveness of our region. AI, as a tool, will level up our collective response to the region's needs.

This year, we'll begin a new Transportation Safety Plan and reclassify roads where traffic has increased — all while beginning to update the \$633 million Transportation Improvement Program and the \$4.4 billion Long-Range Transportation Plan.

AI analysis will help us choose projects for funding as well as determine what safety improvements should be made. The Transportation Safety Plan is a perfect example of how AI will be used. In that plan, we assess the safety at the region's most troublesome corridors and intersections and draft a plan for improvement. The recommendations have always been based heavily on traffic and crash data. Lots of spreadsheets and GIS maps. However, AI takes all of that to the next level.

The LVPC Data and Information Team is able to use AI to analyze tens of thousands of incident reports that include not only whether the crash involved injuries or death, but dozens of other factors that played a role in the crash — whether they be rain, alcohol, speeding, dusk conditions or congestion.

Based on literally millions of pieces of past performance data, we'll identify patterns and develop predictive models to forecast how hundreds of roads and intersections will perform in the future — including the crashes that will occur if no improvements are made. On a road where a lot of crashes seem to happen at dusk on curves in the rain, maybe this AI analysis leads to better signage, lighting and high-friction road surfaces. If driver behavior such as aggressive driving or treating a road shoulder as a lane is leading to problems, we can work with law enforcement to establish safety enforcement areas.

The potential applications for predictive modeling are endless and not isolated to transportation. We're already using AI for assessment of the region's housing shortage and will be using these methods to help make our population and employment forecasts later this year.

Advancements that bring massive societal change may seem scary because they are unknown. However, like we always do, we roll up our sleeves, understand the change, kick the tires, see if there is opportunity, and seize it in the interest of making our region better where we can.

Skilled workers worried about being replaced tried to head off the first industrial revolution in the 18th century. The internal combustion engine brought opposition in the 19th century, and the rise of the internet in the late 20th Century had plenty of detractors. But you'll notice none of those advances were preventable and all of them became integral parts of American life.

AI's impact on society has the capacity to dwarf all previous disruptors. Like any major technological advancement, you have to separate fact from fiction, figure out how that technology can benefit you, determine how to manage it, and then embrace it for all it's worth. This one can actually help us save lives.

This is a contributed opinion column. Becky Bradley is executive director of the Lehigh Valley Planning Commission. She can be reached at planning@lvpc.org. The views expressed in this piece are those of its individual author, and should not be interpreted as reflecting the views of this publication.



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BECKY A. BRADLEY, AICP
Executive Director

MEMORANDUM

DATE: June 26, 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, June 2 on WDIY radio 88.1 FM, took a deep dive into the future of electric vehicle infrastructure with guest LVPC Transportation Planner Evan Gardi. The show details the effort to determine where electric charging stations should be located across the Lehigh Valley. The show is available at www.wdiy.org/show/plan-lehigh-valley and www.lvpc.org/news/lehigh-valley. The next Plan Lehigh Valley Radio Show will air July 1, at 6:30 pm.

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

Educational Opportunities

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

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

Grant Opportunities

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

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

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

The Automated School Bus Enforcement Grant Program (ASBEGP) was established in 2024 as a PennDOT-administered competitive grant program. Funding for the program is generated from a portion of the fine revenue collected from enforcement of the School Bus Stopping Law. The program aims to promote and increase school bus safety, education, and training, as well as pay for education, training, and other associated costs related to an individual earning their commercial learner's permit, commercial driver's license, or school bus endorsement for the purpose of driving a school bus in Pennsylvania. Independent school bus contractors, school entities, and municipalities may apply. \$1.2 million in funds are available through the School Bus Safety Grant Program. Grant awards will not exceed \$100,000. The application deadline is July 3, 2025. More information is available at <https://www.pa.gov/grants/search/grant-details.penndot4.html>

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>