



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING Wednesday, August 21, 2024, at 9:00 am Virtual Meeting Agenda

Roll Call

Courtesy of the Floor

1. **INFORMATION ITEM:** New LVTS Members
 - a. LVTS Technical Committee
 - i. Nick Raio replacing David Alas – PennDOT Central Office
 - ii. Nyomi Evans Alternate for Nick Raio – PennDOT Central Office
 - b. LVTS Coordinating Committee
 - i. Nick Raio Alternate for Jim Mosca - PennDOT Central Office

Minutes

1. **ACTION ITEM:** Technical Committee approval of the Technical Committee Meeting Minutes of July 17, 2024 (BD, BC)
2. **ACTION ITEM:** Coordinating Committee approval of the Coordinating Committee Meeting Minutes of June 12, 2024 (BD, BC)
3. **ACTION ITEM:** Coordinating Committee approval of the LVTS Special Meeting Minutes of June 27, 2024 (BD, BC)

Old Business

1. **COORDINATING COMMITTEE ACTION ITEM:** Reading Area Transportation Study (RATS) Urbanized Area (UA) Memorandum of Understanding (MOU) (BB)
2. 2023-2026 Transportation Improvement Program (TIP) Modifications:
 - a. **INFORMATION ITEM:** Administrative Modifications (JR)
 - b. **JOINT ACTION ITEM:** Amendment for 309 & Tilghman Interchange Reconstruction, Contingent on PMC Approval (BD, JR)
3. **PRESENTATION ITEM:** PennDOT District 5-0: Hill-to-Hill Bridge Transportation Improvement Program Project
4. **INFORMATION AND DISCUSSION ITEMS:**
 - a. Lehigh Valley Passenger Rail Feasibility Analysis Phase II Recommendation from the LVTS Technical Committee (BC)
 - b. Discussion of Potential Scope of Work (RM, DH)

New Business

1. **TRAINING ITEM:** Transportation Planning Capacity Building (TPCB)
 - a. Differences between the LVTS Technical Committee and Coordinating Committee
2. **INFORMATION ITEM:** Upcoming Requests for Proposals
 - a. Open-End Planning, Engineering and Landscape Architecture Services
 - b. Project Selection and Prioritization System
 - c. Route 22 Improvements Plan

Status Reports

1. Eastern PA Freight Alliance, Freight Infrastructure Plan
 - a. Coordinated Regional MPO meetings
2. Coordinated Public Transit – Human Services Transportation Plan (BD)
3. PennDOT District 5-0 Multimodal Transportation Fund (MTF) and Transportation Alternatives Set-Aside (TASA) Project Status Report (SV)
4. Monthly Traffic Report (BH)

Public Engagement, Grants, and Education Reports

1. *INFORMATION ITEM*: Public Engagement (MA)
 - a. WDIY, 88.1 FM, National Public Radio – Plan Lehigh Valley Radio Show
 - i. Aired August 5: “Changing the Lehigh Valley landscape with Jill Seitz”
 - ii. September 1: Next show airs 6:30 PM
 - wdiy.org/show/plan-lehigh-valley; lvpc.org/news/v
 - b. Morning Call Business Cycle Column (MA)
 - i. July 28: “Managing Lehigh Valley growth demands community participation”
 - ii. September 1: Next column is published
 - www.mcall.com; www.lvpc.org/news/v
2. *INFORMATION ITEM*: Lehigh Valley Government Academy (BH)
 - a. Local Technical Assistance Program (LTAP) Virtual Classes
 - i. August 22: Drones for Municipal Uses, 8 am to noon
 - ii. August 27: Geographic Information Systems (GIS) Basics, 8 am to noon
 - iii. September 4: Curves on Local Roads, 8 am to noon
 - iv. September 10: Traffic Signals Basics, 8 am to noon
 - v. September 11: ADA Transition Plans and Evaluations, 8 am to noonRegister at www.gis.penndot.gov/LTAP/ or by contacting Brian Hite at bhite@lvpc.org
3. *INFORMATION ITEM*: Grants (BD)
 - a. Safe Streets and Roads for All (SS4A)
 - i. transportation.gov/grants/SS4A
 - b. Bridge Investment Program (FY 2025)
 - i. fhwa.dot.gov/bridge/bip/
 - c. Reconnecting Communities Pilot Program
 - i. www.transportation.gov/reconnecting

Adjournment

Next LVTS Meetings

LVTS Technical Committee Meeting
September 18, 2024, at 9:00 am

LVTS Joint Technical and Coordinating Committee Meeting
October 16, 2024, at 9:00 am

Meetings will be held virtually or as approved by the committees.

Meeting participation information can be found here:

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

The LVPC/LVTS website, www.lvpc.org, may be translated into multiple languages. Publications and other public documents can be made available in non-English languages and alternative formats, if requested.



Lehigh Valley Transportation Study

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Secretary,
Coordinating Committee +
Technical Committee

Lehigh Valley Transportation Study Minutes from the Wednesday, July 17, 2024 Technical Committee Meeting

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

Mr. Brendan Cotter chaired the meeting and welcomed the members and the public participants and called the meeting to order.

Roll Call

Mr. Dinkel took Roll Call.

Attendees

Technical Committee

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

Members Absent:

Technical Committee

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

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

Public Present: Adam Rust, Brett Webber (All Aboard Lehigh Valley), Brian Harman (Pidcock), Brian Miller, Chris Kufro (PennDOT District 5-0), Craig Beavers (APA PA), Daniel Kim (PennDOT District 5-0), Elizabeth Hynes (WSP), Evan Jones, Gene Porochniak (FHWA – PA Division), Jay Bradley, Jeff Rai (PennDOT District 5-0), Justin Backover, Kerri Cutright (PennDOT District 5-0), Kim Shaffer, Kurt Bresswein, Lee Rackus, Mariska van Aalst (Sen. Casey), Matthew LeBlanc, Michael Emili, Nicki Jacobs (GPI), Nyomi Evans (PennDOT Central Office), Ralph Eberhardt (Michael Baker Int'l), Rich Ames (WSP), Richard Molchany, Scott Harney (Pennoni), Scott Vottero (PennDOT District 5-0), Steven Glickman, Tony Klapatch.

Courtesy of the Floor

Becky introduced a new LVPC staff member, Scott Greenly – Director of Planning. Scott shared some information about himself.

Minutes

Mr. Cotter stated that the last Technical Committee was held on June 12th, 2024. Mr. Dinkel noted the actions voted on:

- Minutes from the May 15, 2024, Meeting
- Minutes from the May 15, 2024, LVTS Special Passenger Rail Meeting
- 2023-2026 TIP Amendment – State Route 22 Safety Corridor
- 2023-2026 TIP Amendment – ABE Airport INFRA Award
- Adjournment

Mr. Alas made the motion to approve the minutes. Mr. Meyer seconded them. There were no questions or comments. The motion passed with one abstention.

Mr. Cotter stated the next set of minutes up for approval are from the Special Joint LVTS meeting held on June 27th, 2024. Mr. Dinkel noted the actions voted on:

- 2025-2028 TIP Air Quality Conformity Report
- 2025-2028 TIP Air Quality Conformity Resolution
- 2025-2028 TIP Self Certification Resolution
- 2025-2028 TIP MPO TIP Revisions
- 2025-2028 LVTS TIP Adoption
- 2023-2026 TIP Amendment – 309 Center Valley – Preliminary Engineering Increase
- Adjournment

Mr. Hopkins made the motion to approve the minutes. Mr. Alas seconded them. There were no questions or comments. The motion passed with one abstention.

Old Business

INFORMATION ITEM: Lehigh Valley Passenger Rail Study Next Steps

Chair Cotter initiated the conversation, saying the Lehigh Valley Passenger Rail Study is an information, discussion, and potential recommendation item. He added we will be covering the process for passenger rail, required Step 2 study, estimated costs, funding and a potential recommendation to the Coordinating Committee. He turned it over to Elizabeth Hynes, Vice President, Senior Transportation Project Manager for WSP.

Ms. Hynes started her presentation with the timeline and project lifecycle from the Lehigh Valley Passenger Rail Feasibility Analysis released in March. The study and previous presentation are available at lvpc.org. This timeline presents the general path a the project would follow. It's not tied to any specific federal program like corridor ID. It covers the steps and decision points along the way.

Step 3 is when you look in more detail the potential approaches and specific alignments that market pair corridor would use. In the study, by WSP, they looked specifically at existing and former rail rights of way. But we could also look at greenfield alignments or other modes to fill the transportation purpose and need. We come out of Step 3 with a well-defined project and a preferred alternative, this will give direction on potential application to the ID program.

Steps 4 through 8 loosely align with what happens during the corridor ID program. Steps 4 through 6 focus on service development planning, coordination with the partner railroads, and determine how the service would run.

Steps 7 and 8 are the National Environmental Policy Act (NEPA) environmental clearance processes and 30% design.

Steps 9 through 11 are the preconstruction steps, lining up environmental approval, satisfying NEPA commitment, procuring equipment, including lead time in ordering equipment, and final design.

Steps 12 through 14 are construction and operation.

Ms. Hynes added that Step 2 can be broken down into two parts. To be eligible for USDOT money, we must prove that the project meets an existing transportation need. We need to determine which market pair corridor, if any, fulfills that need. Step 2 looks at which market pair makes the most sense and demonstrates meeting an existing need, which is done through a travel demand analysis. A travel demand analysis looks at where people are coming and going, and if it would be improved by introducing passenger rail and transferring some trips to that mode.

In addition to the geographic market, we also need to determine the travel market we want to serve, such as commuter rail on weekday peak periods, or intercity service that focuses on leisure or non-work trips. It could be both.

This step is also where you'll define decision-making criteria. Example criteria would be *any feasible alternative must be consistent with FutureLV*, or *any feasible alternative must not reclaim rail right of way that has been converted to a rail trail*. These are example criteria that have come up at previous meetings. LVTS needs these criteria to define and assess alternatives moving forward.

Part 2 of Step 2 is to do a full technical and financial feasibility study of the selected market pair. This is the step where we get more detailed and specific feasibility of the project.

We estimate the cost of the next step as \$450,000, including the cost of hiring a consultant. We estimate it'll be about \$100,000 for the first part of Step 2, and about \$150,000 for part 2, plus staff time for LVPC and LANTA.

We also need to formalize the project sponsor, because they will be the organization to apply for the corridor ID program and beyond.

Ms. Bradley added the travel demand modeling will need to be calibrated with passenger rail data, and if this project moves forward, an additional LVPC Planner position will need to be created. She added additional money will be needed for the steps beyond Step 2, as we won't be able to apply for corridor ID until later, per WSP's outline. We need to know what the corridor will be and what the project is before we pursue the corridor ID program.

Ms. Bradley added we cannot take money from the TIP, because the TIP is not for the planning process. The money for planning must come from somewhere else.

Mr. Molchany asked about funding the consultant management costs and funding LVPC and LANTA staff members. Could this funding help towards the update of *FutureLV*?

Ms. Bradley answered we were following the process Ms. Hynes outlined, and the edits for *FutureLV* would be in the next step. A piece of the econometrics would be done first with the

technical and financial feasibility studies, and then we go into *FutureLV* with its regular 4-year update cycle.

Mr. Molchany added that Lehigh County leadership has committed to paying for half of the costs to move the project forward.

Ms. Bradley asked Mr. Molchany if he spoke with Northampton County. He has not because he wanted more definite information from this meeting. He hopes to have the funding lined up with Northampton County by the LVTS Coordinating Committee Meeting in August.

Mr. Hopkins said passenger rail has been studied before by others and a number of impediments between the Lehigh Valley and New York City were identified. None of the previous efforts moved forward. He asked if anyone is doing a “true” assessment with this effort. He expressed that public dollars to be utilized wisely, and this effort not be like previous efforts.

Ms. Bradley answered Step 2 should tell us that. She explained this process is like a funnel, and the beginning was us standing on the rim looking in. With each step, we have to go through a “filter” to see if we’re eligible for the next step. She added the Step 2 study will determine what we can or cannot do, and then we decide on what happens after that.

Ms. Bradley added that the LVPC has prioritized the Express Bus Service as the centerpiece in *FutureLV: The Regional Plan*, which is the precursor to light rail in the Lehigh Valley. How can we build passion and excitement for the EBS like we have for passenger rail service and move it forward towards a light rail system in the Lehigh Valley. We need to ensure adequate resources are available so we are not choosing one over the other.

Ms. Hynes said the reason Step 2 was broken into 2 parts was because just the travel demand analysis may determine that none of the routes are feasible and then we won’t need to do the market pair analysis

Mr. Kufro added that the funding for the next step cannot come from the MPO budget or the TIP. He asked about partner railroads, if they have been involved and if they have a financial stake? Ms. Hynes said the railroads know the study exists, but were not involved with the initial study. She said in the second part of Step 2 is when we start working with the railroad companies. Mr. Kufro added he thinks federal money will need to come into the region to move this forward.

Mr. Brett Webber, All Aboard Lehigh Valley, suggested Amtrak as a partner, because they promoted the Allentown to New York Corridor. They have the experience and the authority to work with freight railroads and may be able to help bring in outside funding. He encouraged Rick to reach out to Northampton County. He said passenger rail service is an economic multiplier and will work to control development. He added an article from 1981 is still relevant today about how intercity passenger rail and city bus services work together, and how train stations can also be hubs for buses.

Mr. Molchany said he shares Mr. Hopkin’s concerns, but data beats nonsense and we need the data to move forward. He added that when I-78 was built, there was an economic boom in the valley, and long-time residents weren’t happy with the changes to the community. The LVPC and LVTS had to work to keep up with the increased development and population.

He added that Amtrak, New Jersey Transit and SEPTA will all benefit from a rail expansion. He emphasized the need for data before moving onto the next step. Amtrak had spoken with the

LVPC and LANTA and their plan for the Lehigh Valley was to use buses to Lansdale and to New Jersey. They were not talking about rail in the Lehigh Valley. The data will help us determine who our Sponsor will be, what the economic benefit would be, and the possibility to partner with SEPTA, New Jersey Transit, or possibly others.

Ms. Bradley added it was disappointing to hear Amtrak recommend bussing in the Lehigh Valley over passenger rail service. The LVPC asked Amtrak to pay for the Step 0 study, that PennDOT ultimately paid for. And twice Amtrak declined to partner and did not offer any resources.

Mr. Meyer mentioned re-converting rails-to-trails back to rails. The project shouldn't hurt other critical projects, like trails, because we don't have much funding for them already and they provide great benefit to the region.

Ms. Bradley made a motion for the LVPC to create a summary memo of today's discussion for the Coordinating Committee in August, and to recommend Step 2 to the Coordinating Committee, subject to full funding availability.

Mr. Hopkins asked if Step 2 would determine the exact routes that are feasible? Mr. Hynes said not the routes, but the corridors. The WSP study looked at multiple corridors for each market pair. Step 2 would determine the corridor, but not the exact route.

Mr. Hopkins asked if Step 2 study determines which market pair are feasible or infeasible? Ms. Hynes answered the travel demand analysis in Step 2 part 1 will tell us if any, all, or none of the routes are feasible. Mr. Hopkins added I would like it to be a priority to determine which markets are feasible in Step 2, because that'll help decision making.

Mr. Meyer seconded the motion.

Ms. Heller added this step should lay out definitive action, where we should go from here, the data should show clearly that if we move forward, we have viable solutions here and it's economically feasible and that we have a path.

Mr. Petrik said the recommendation to the Coordinating Committee would be that we have an estimated budget developed, as well as identifying the need for a staffing plan, to even be able to start to pursue soliciting consulting for the Step 2 study. The next step is contingent on funding and associated staffing happening first.

Mr. Cotter called for a vote and the motion passed unanimously.

Chair Cotter left the meeting and Vice Chair Meyer began chairing the meeting.

DISCUSSION AND RECOMMENDATION ITEM: Metropolitan Planning Organization (MPO) Boundaries and Coordination of Transportation Planning and Programming, Memorandum of Understanding (MOU) between Reading Area Transportation Study (RATS) and LVTS

Ms. Bradley explained the MOU details and the adoption process with the LVPC Executive Committee, and LVTS Coordinating Committee.

Ms. Bradley made the motion and Mr. Alas seconded the motion. Ms. Bradley called for votes and the motion passed unanimously. There were no questions or comments from committee members or the public.

INFORMATION AND DISCUSSION ITEM: Coordinated Public Transit – Human Services Transportation Plan

Mr. Dinkel presented the federal requirements of the Coordinated Plan, and the LVPC timeline to complete the plan.

There were no questions or comments from committee members or the public.

New Business

INFORMATION ITEM: Enactment of PA House Bill 797 – Native Vegetation Along Roadways

Mr. Dinkel shared information about the new Pennsylvania law.

There were no questions or comments from committee members or the public.

INFORMATION ITEM: 2023-2026 Transportation Improvement Program Administrative Actions

Ms. Ruth presented 3 Administrative Actions. Transportation Alternatives Set-Aside (TASA) Consultant project management increase, Shimersville Hill Safety Improvements, and Walnut Street Bridge in Slatington.

There were no questions or comments from committee members or the public.

Status Reports

PennDOT District 5-0 Highway Project Status Report

Mr. Vottero presented on key highway projects advancing.

There were no questions or comments from committee members or the public.

Monthly Traffic Report

Mr. Hite reported on traffic count volumes in June. Route 309 North of Coopersburg had the highest number of vehicles recorded since the monthly traffic count reporting began.

There were no questions or comments from committee members or the public.

Eastern PA Freight Alliance – Freight Infrastructure Plan

Ms. Bradley shared a draft from the consultant should be ready soon.

There were no questions or comments from committee members or the public.

Public Engagement, Grants, and Education

Mr. Hite presented on the Plan Lehigh Valley Radio Show. The next radio show airs August 5th.

Mr. Hite presented on the LVPC Morning Call Column. The next column is scheduled for July 28th.

Mr. Hite presented on LTAP classes coming to the Lehigh Valley.

Mr. Dinkel presented three grants available to municipalities.

1. Safe Streets and Roads for All
2. Bridge Investment Program
3. Reconnecting Communities Pilot Program

There were no questions or comments on any of these items from committee members or the public.

Adjournment

Mr. Meyer stated the next regularly scheduled Joint LVTS meeting is August 21st.

The next Technical Committee Meeting is on September 18th.

Mr. Alas motioned to adjourn the meeting, and the meeting was adjourned.



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Technical Committee

Lehigh Valley Transportation Study Minutes from the Wednesday, June 12, 2024 Joint Technical and Coordinating Committee Meeting

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

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

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

Roll Call

Mr. Dinkel took Roll Call.

Attendees:

Technical Committee

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

LVTS Coordinating Committee

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

Members Absent:

Technical Committee

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

LVTS Coordinating Committee

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

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

Public Present: Stephen Reider, Brian E. Harman (Pidcock), Evan Jones, Jay Bradley, Christopher Kufro (PennDOT District 5), Michael Emili, Craig Beavers, Scott Vottero (PennDOT District 5) Sherri Penchishen (City of Bethlehem), Nancy, Steve Turoscy, Brian Hare, Nyomi Evans (PennDOT Central Office), Gene Porochniak (FHWA Pennsylvania Division), Nicki Jacobs, Sheila E. Alvarado, Lee Rackus (Whitehall Twp), David Petrick, Scott Harney (Pennoni), Brett Webber (All Aboard LV), Brian Miller (Upper Milford Twp), Lawrence Peterson, Kerri Cutright (PennDOT District 5)

Courtesy of the Floor

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

Minutes

Mr. Cotter stated that the last Technical Committee was held on May 15, 2024. Mr. Dinkel noted the actions voted on.

- Minutes from the April 17, 2024, meeting
- Adjournment

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

Mr. Molchany moved on to the approval of the minutes from the Coordinating Committee meeting on April 17, 2024. Mr. Dinkel noted the actions voted on.

- Minutes from the February 21, 2024, meeting
- Minutes from the March 27, 2024, Special Passenger Rail Meeting
- 2025-2028 Draft Transportation Improvement Program Amendment – Allentown Bethlehem Easton Airport Northside Logistics and Cargo Complex
- 2025-2028 Draft Transportation Improvement Program Amendment – Allentown Center Square
- Coordinating Committee adoption of the Priority Climate Action Plan for Transportation Decarbonization
- Adjournment

Mr. Molchany asked for a motion to approve the minutes from the Coordinating Committee Meeting on May 15, 2024. Mr. Mosca made the motion, seconded by Mr. Stoudt. Mr. Molchany asked for any questions or comments from the members and the public. Hearing none, Mr. Molchany asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Cotter noted that the Special LVTS Meeting on the Lehigh Valley Passenger Raily Feasibility Study was held on May 15, 2024, and the minutes from that meeting were included in the meeting packet. Mr. Cotter asked for a motion to approve the minutes from that meeting. Mr. Petrik made a motion to approve the minutes from the Special LVTS Meeting on May 15, 2024, and it was seconded by Mr. Hopkins. Mr. Cotter asked if there were any comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion was approved.

Mr. Molchany noted that the Special LVTS Meeting on the Lehigh Valley Passenger Raily Feasibility Study was held on May 15, 2024, and the minutes from that meeting were included in the meeting packet. Mr. Molchany asked for a motion to approve the minutes from that meeting. Mr. O'Neil made a motion to approve the minutes from the Special LVTS Meeting on May 15, 2024, and it was seconded by Mr. Petrik.

Mr. Molchany asked if there were any comments from members, and Executive McClure asked why the passenger rail next steps were not on the agenda. Chair Molchany explained it will be on the agenda in July so we could focus on the TIP for this meeting. There were no questions from the public. Ms. Bradley called for the vote, and the motion was approved.

Old Business

INFORMATION ITEM: 2023 – 2026 TIP Administrative Modifications

Ms. Ruth explained there have been 11 Administrative Actions and 3 statewide Actions since the last joint meeting, all of which not requiring a vote.

Chair Molchany asked Ms. Ruth to briefly explain the 14 administrative actions for committee members to be more aware of where the money is moving to and from.

Chair Molchany asked if there were any questions from the committee or public before moving onto the action items. There were no questions or comments.

ACTION ITEM: ITEM: 2023 – 2026 TIP Amendment #1 State Route 22 Safety Corridor (MPMS 121641)

Ms. Ruth explained it's a new project to the TIP in the amount of 250,000. This project involves the installation of "Safety Corridor – Fines Doubled" Signs along SR 22 from the split with I-78 to SR 33. The funding source is the NHPP de-obligation from the SR 611 Resurface project (MPMS 101572)

Ms. Ruth asked Chair Cotter to hold a technical committee vote.

Chair Cotter asked if there were any questions or comments from the committee or public, and there were none. Ms. Bradley made the motion and Mr. Meyer seconded the motion.

Ms. Bradley called for a vote and the motion passed.

Chair Cotter sent the meeting back to Chair Molchany for Coordinating Committee Approval.

Chair Molchany asked for a motion to approve the amendment. Mr. Stoudt made the motion, and Mr. Petrick seconded it.

Chair Molchany asked if there were any questions or comments from the committee or public, and there were none

Ms. Bradley called for a vote and the motion passed unanimously.

ACITON ITEM: 2023 – 2026 TIP Amendment #2 Allentown Bethlehem Eason Airport Northside Logistics and Cargo Complex (MPMS 121443)

Ms. Ruth explained Amendment #2 is for a project that will construct a cargo facility, including a dedicated access road and intersection improvements, cargo building, direct truck-to-aircraft operations, and stormwater infrastructure enhancements. The funding source is the Nationally Significant Multimodal Freight and Highway Projects Program (INFRA) grant of \$40,798,046, local match from LNAA of \$29,761,794, and FAA funds of \$4,715,887 for a total project cost of \$75,275,727. It is all new money to

the TIP. Ms. Ruth added the “remarks” column was updated since the initial packet distribution, but no funding or dollar amount was changed

Chair Cotter asked if there were any questions for Jen from the committee or public. Ms. Bradley commented that the “remarks” column was changed since the initial packet distribution, and that Mr. Dinkel sent an updated packet the day before the meeting.

Chair Cotter asked for a motion. Ms. Bradley made the motion, and it was seconded by Mr. Petrick.

Ms. Bradley held a call for votes and the motion passed unanimously.

Chair Cotter sent the meeting back to Chair Molchany for Coordinating Committee Approval.

Chair Molchany asked for a motion. Ms. Bradley made the motion, and it was seconded by Mr. O’Neil.

Chair Molchany asked Mr. Stoudt if he had any comments about the project. Mr. Stoudt said he was excited about the added capacity this project will bring to the airport. The airport has seen an 800% growth in air cargo over the last 10 years.

Ms. Bradley commended the amount of work it took to get the project through the regulatory process and the TIP. She commended the partnerships and noted more grants will coming to LVTS in the future.

There were no other questions or comments from committee members or the public.

Ms. Bradley held a call for votes and the motion passed unanimously.

INFORMATION ITEM: Draft 2025 – 2028 Transportation Improvement Program (TIP) Public Meeting

Mr. Hite, Mr. Gardi, Mr. Dinkel & Ms. Milagio made the presentation portion of the Draft 25-28 TIP public meeting.

Chair Molchany added the amount of work that went into creating FutureLV, which lead to the development of the draft TIP.

Brian Hare, of the public, commented: “Certainly a great approach to combine Land Use and Transportation Planning! How can LVTS/LVPC share this best practice with the rest of the Commonwealth?”

New Business

INFORMATION AND DISCUSSION ITEM: Metropolitan Planning Organization (MPO) Boundaries and Coordination of Transportation Planning and Programming, Memorandum of Understanding (MOU) between Reading Area Transportation Study (RATS) and LVTS

Mr. Dinkel made a presentation on the MOU, and Ms. Bradley added the staff are still working on the MOU and comparing it to the old one from 2013.

Chair Molchany asked the committee and public for any questions or comments and there were none.

INFORMATION AND DISCUSSION ITEM: Local Technical Assistance Program – Technical Assistance On-Site Visit.

Mr. Hite made a presentation on LTAP tech assists, which fall into safety assistance or maintenance assistance. LTAP is available at no cost to the municipality.

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

INFORMATION ITEM: Coordinated Public Transit Human-Services Transportation Plan

Mr. Dinkel explained the purpose of the plan and how it's instrumental for the transportation of seniors and people with disabilities.

Mr. Molchany added the importance of the plan for securing money for LANta and the region.

Mr. O'Neil added this plan a requirement by FTA to meet the needs of seniors and people with disabilities. And in order to be eligible for section 5310 funding, the projects must be identified in this plan.

Chair Cotter emphasized the importance of the plan.

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

Status Reports

PennDOT District 5-0 Bridge Project Status Report

Mr. Vottero made a presentation on bridge project status.

Mr. Molchany added the importance of these reports to understand the progress being made on these projects.

Mr. Vottero explained some processes, like acquiring rights of way, is a very timely legal process. And Permitting is a very timely process as well.

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

Monthly Traffic Report

Mr. Hite gave an update on the continuous traffic counters, explaining new counters and those out of commission.

Mr. Molchany added how important these data are.

Brett Webber from All Aboard Lehigh Valley asked if rail freight traffic is monitored.

Ms. Bradley answered that the data is collected and monitored.

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

Vision Zero Application

Mr. Gardi explained the application was started and a vision zero action plan is required to complete the recognition.

Mr. Molchany added the importance of sidewalks for our transportation network

Mr. O'Neil added sidewalks, crosswalks, and bus stop pads are their number one request.

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

Public Engagement, Education & Grants

Mr. Assad presented that Becky will be presenting on New York Metropolitan Transportation Council on the evolving megaregion: Revisioning Freight Development and Mobility in Eastern PA

Mr. Assad presented on the next show on Plan Lehigh Valley about the green transportation infrastructure project.

Mr. Assad presented the next business cycle Morning Call column is also on the green transportation infrastructure project.

Mr. Molchany emphasized the importance of communicating with the public.

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

Mr. Hite presented PennDOT Connects educational opportunity entitled Maximizing Municipal Funding Through Grant Best Management Practices.

Mr. Molchany emphasized the importance of communicating these educational opportunities with municipalities.

Mr. Dinkel presented five open grant opportunities.

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

Adjournment

Mr. Molchany stated that the next LVTS meeting would be a Special joint meeting held on 6/27. The Technical Committee meeting to be held on July 17, 2024 at 9 AM. The next Joint Technical and Coordinating Committee meeting would be held virtually on August 21, 2024, at 9 AM. Mr. Mosca made a motion to adjourn, Ms. Bradley seconded the motion, and the meeting was adjourned.



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

Lehigh Valley Transportation Study Minutes from the Thursday, June 27, 2024 Joint Technical and Coordinating Committee Special Meeting

Prior to the call to order, Mr. Dinkel stated the agenda and materials for the meeting were posted on the LVPC website. He provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on May 16, 2024.

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

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

Roll Call

Mr. Dinkel took Roll Call.

Attendees:

Technical Committee

Brendan Cotter	LANTA
Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik	City of Allentown
Jennifer Ruth	PennDOT District 5

LVTS Coordinating Committee

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

Members Absent:

Technical Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Darlene Heller (Alt)	City of Bethlehem
Salvatore J. Panto Jr.	City of Easton
David Hopkins (Alt)	City of Easton
David Alas	PennDOT Central Office

LVTS Coordinating Committee

David Hopkins (Alt)	City of Easton
Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Chris Kufro	PennDOT District 5-0
Owen O'Neill	LANTA

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

Public Present: Lee Rackus (Whitehall Twp), Scott Slingerland (Coalition for Active Transportation), Gene Porochniak (Federal Highway Administration Pennsylvania Division), Ralph Eberhardt (Michael Baker International), Nyomi Evans (PennDOT Central Office), Brian Miller (Upper Milford Twp)

Courtesy of the Floor

Ms. Bradley announced LVTS chair Richard Molchany is celebrating his birthday day, and LVPC Staff Hannah Milagio had her baby, Javier, last Monday.

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

Old Business

ACTION ITEM: LVTS Adoption of the 2025-2028 Transportation Improvement Program (TIP)

Mr. Dinkel explained the specifics of the TIP, and Mr. Assad presented on the public participation aspect of the development process.

Mr. Gene Porochniak, (Federal Highway Administration - Pennsylvania Division) wanted to provide a point of clarification before the adoption process began. He specified the Air Quality Conformity Report must be adopted before the Air Quality Conformity Resolution because the resolution recognizes the report has been completed and conformity has been run to meet the clean air act and other air quality conformity requirements.

Ms. Bradley added that the LVTS will follow the process outlined by Mr. Porochniak.

Air Quality Conformity Analysis and Resolution (Report)

Ms. Bradley reiterated what Mr. Porochniak clarified and added that the Air Quality Conformity Report essentially states that the project list does not make the region's Air Quality worse, and many of the projects will make the air quality better.

Ms. Bradley moved to accept the air quality conformity analysis and report. Mr. Meyer seconded the motion.

There were no questions or comments from the Technical Committee or the public.

Ms. Bradley called for a vote and the motion passed unanimously.

Chair Cotter sent the meeting back to Chair Molchany for Coordinating Committee Approval.

Chair Molchany asked for a motion to approve the amendment. Ms. Bradley made the motion, and Mr. Mosca seconded it.

Chair Molchany asked if there were any questions or comments from the committee or public, and there were none

Ms. Bradley called for a vote and the motion passed unanimously.

Air Quality Conformity Analysis and Resolution (Resolution)

Chair Cotter called for a motion to approve the Air Quality Conformity Analysis and Resolution. Jen Ruth made the motion and Ryan Meyer seconded the motion.

Chair Cotter asked if there were any questions or comments from the committee or public and there were none.

Ms. Bradley held a call for votes and the motion passed unanimously.

Chair Cotter sent the meeting back to Chair Molchany for Coordinating Committee Approval.

Chair Molchany asked for a motion. Mr. Stoudt made the motion, and it was seconded by Mr. Mosca.

Chair Molchany asked if there were any questions or comments from the committee or public, and there were none

Ms. Bradley held a call for votes and the motion passed unanimously.

Self-Certification Resolution

Mr. Dinkel presented the Self-Certification Resolution.

Chair Cotter called for a motion to approve the Self-Certification Resolution. Mr. Petrick made the motion and Mr. Meyer seconded the motion.

Chair Cotter asked if there were any questions or comments from the committee or public and there were none.

Ms. Bradley held a call for votes and the motion passed unanimously.

Chair Cotter sent the meeting back to Chair Molchany for Coordinating Committee Approval.

Chair Molchany asked for a motion. Mr. Stoudt made the motion, and it was seconded by Mr. Mosca.

Chair Molchany asked if there were any questions or comments from the committee or public, and there were none

Ms. Bradley held a call for votes and the motion passed unanimously.

Metropolitan Planning Organization Procedures for 2025-2028 TIP Revisions

Mr. Dinkel presented the MPO procedures for TIP Revisions.

Chair Cotter called for a motion to approve the Self-Certification Resolution. Mr. Meyer made the motion and Ms. Bradley seconded the motion.

Executive McClure asked why Nyomi Evans, of PennDOT Central Office, was not able to second the motion on behalf of David Alas, the PennDOT Central Office voting member on the LVTS Technical Committee. Ms. Bradley explained that LVTS bylaws have not allowed proxy votes in the past, and only the voting members or alternates are permitted to vote.

Ms. Bradley held a call for votes and the motion passed unanimously.

Chair Cotter sent the meeting back to Chair Molchany for Coordinating Committee Approval.

Chair Molchany asked for a motion. Mr. Petrick made the motion, and it was seconded by Mr. Stoudt

Chair Molchany asked the committee and public for any questions or comments and there were none.

Ms. Bradley held a call for votes and the motion passed unanimously.

ACTION ITEM: LVTS Adoption of the 2025-2028 Transportation Improvement Program (TIP)

Chair Molchany said the TIP Made Easy is available in your meeting packet.

Chair Cotter called for a motion to approve the 2025-2028 Transportation Improvement Program. Mr. Meyer made the motion and Ms. Ruth seconded the motion.

Chair Cotter asked if there were any questions or comments from the committee or public and there were none.

Ms. Bradley held a call for votes and the motion passed unanimously.

Chair Cotter sent the meeting back to Chair Molchany for Coordinating Committee Approval.

Chair Molchany asked for a motion. Mr. Alkhal made the motion, and it was seconded by Mr. Stoudt.

Chair Molchany asked if there were any questions or comments from the committee or public, and there were none

Ms. Bradley held a call for votes and the motion passed with one vote in the negative for Northampton County.

ACTION ITEM: LVTS 2023-2026 Transportation Improvement Program (TIP) Amendment

Ms. Ruth explained the amendment today is for the 309 Center Valley Interchange Preliminary Engineering phase, in the amount of \$2,625,000. The increase is due to the presence of a new historic district and 100-year floodplain. Additional preliminary engineering work on roadway plans, cross-sections, pavement design, lighting design, preliminary right of way plans, additional structure foundation work, structure plans, signing and pavement markings, maintenance and protection of traffic design and additional permitting work is needed.

Funding Source: 309 Center Valley Interchange Federal Fiscal Year (FFY) 2024 decrease of \$1,700,000 Congestion Mitigation and Air Quality funds, and a decrease of \$425,000 in 581-state highway funds in the Final Design phase. 309 Center Valley Interchange FFY2024 decrease of \$400,000 Congestion Mitigation and Air Quality funds, and a decrease of \$100,000 in 581-state highway funds in the Right of Way phase. Corridor Signal Improvements Line Item FFY 2025 decrease of \$400,000 Congestion Mitigation and Air Quality funds. Lehigh Valley Transportation Study Highway and Bridge Reserve Line Item FFY 2025 decrease of \$100,000 in 581-state highway funds.

Chair Cotter asked if there were any questions or comments from the committee, and Ms. Bradley clarified some of the funds being moved for this project are coming from line items in FFY 2025, as outlined in the Fiscal Constraint Chart.

Chair Cotter called for a motion. Ms. Bradley made the motion and Mr. Meyer seconded the motion.

Ms. Bradley held a call for votes and the motion passed unanimously.

Chair Cotter sent the meeting back to Chair Molchany for Coordinating Committee Approval.

Chair Molchany asked for a motion. Mr. Stoudt made the motion, and it was seconded by Mr. Mosca.

Chair Molchany commented about the increased costs of projects and how amendments are necessary, but they impact future spending. He asked Jen Ruth in future meetings, to provide updates on possible pipeline projects so the committee knows what amendments may come up in the future.

Executive McClue asked why that information would be helpful, and Chair Molchany added that perspective will help us understand the impacts of moving money from one project to another, and how it affects projects down the line. He added with the Center Valley Interchange Amendment, the LVTS moved money from Final Design to Preliminary Engineering, which means a future amendment may be necessary to add money to the Final Design phase.

There were no additional comments or questions.

Ms. Bradley held a call for votes and the motion passed with one vote in the negative for Northampton County.

New Business

Statewide Transportation Improvement Program Public Comment Period

Mr. Dinkel presented the Statewide Transportation Improvement Program (STIP) Public Comment Period.

Adjournment

Chair Molchany stated that the next LVTS meeting would be a Technical Committee meeting on July 17, 2024 at 9 AM. The next Joint Technical and Coordinating Committee meeting would be held virtually on August 21, 2024, at 9 AM. Mr. Stoudt made a motion to adjourn, Ms. Bradley seconded the motion, and the meeting was adjourned.



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

DATE: August 1, 2024
TO: LVTS Coordinating Committee
FROM: LVTS Technical Committee
CC: Becky A. Bradley AICP
REGARDING: Reading Area Transportation Study (RATS) Urbanized Area Boundary
Memorandum of Understanding (MOU)

At the Lehigh Valley Transportation Study (LVTS) Metropolitan Planning Organization (MPO) Technical Committee meeting on July 17th, 2024, the Technical Committee voted to recommend the Reading Area Transportation Study (RATS) Urbanized Area (UA) Boundary Memorandum of Understanding (MOU) to the LVTS Coordinating Committee pending Lehigh Valley Planning Commission (LVPC) Executive Committee approval.

On July 18th, 2024, the LVPC Executive Committee voted to approve the MOU contingent on LVTS Coordinating Committee approval on August 21st, 2024.

As a reminder, this MOU is required to comply with Federal rules and regulations.

MEMORANDUM OF UNDERSTANDING (MOU)

Metropolitan Planning Organization (MPO) Boundaries and Coordination of Transportation
Planning and Programming Between
the
Lehigh Valley Transportation Study (LVTS)
and the
Reading Area Transportation Study (RATS)

Background and Purpose

- A. The Year 2020 Census defined Urban Area (UA) for Lehigh County (Allentown-Bethlehem, PA-NJ UA) extends into Berks County in portions of Greenwich and Maxatawny townships as shown on the attached map. By federal statute, Metropolitan Planning Organizations (MPOs), or coverage by adjacent MPOs, are required where there is an UA.
- B. The Reading Area Transportation Study MPO serves Berks County and the Lehigh Valley Transportation Study MPO serves Lehigh County and Northampton County. All Counties are in Pennsylvania.
- C. By virtue of the UA populations, the Lehigh Valley and Berks County are separate and distinct Transportation Management Areas (TMA), each region having a population of more than 250,000 persons. With TMA status comes additional planning requirements and Surface Transportation Urban (STU) funding which is based on the UA population.
- D. The Berks and Lehigh Valley MPO boundaries have been coincident with the common boundary between Berks and Lehigh counties.
- E. The purpose of this MOU is to establish the MPO boundaries and transportation planning and programming responsibilities as they relate to that portion of the Allentown-Bethlehem, PA-NJ UA that extends into Berks County.

General

- A. We agree to carry out the transportation planning and programming processes in a cooperative and coordinated fashion, and in compliance with federal planning regulations.
- B. Staff from both MPOs will communicate regularly, share information, and meet as needed to achieve the needed level of cooperation and coordination.
- C. This agreement will be reviewed when either one of the entities identify the need for a review, but no later than December 31, 2033, or when the 2030 Decennial Census UAs are defined.

Specific

- A. The MPO boundary between RATS and LVTS will remain at the common county boundary between Berks and Lehigh counties.
- B. The RATS MPO will assume primary planning and programming responsibility for the portion of the Allentown-Bethlehem, PA-NJ UA in its county, including:
 - UPWP development and accomplishment
 - Update of the Long-Range Transportation Plan
 - Biennial update of the Transportation Improvement Program
 - Traffic and Highway Performance Monitoring System data collection

- Travel demand modeling (RATS has a model; LVTS MPO uses their own model and/or the services of the Program Center at PennDOT)
 - Air quality conformity modeling
 - Special studies and corridor studies
 - Asset management
 - Congestion Management Processes (CMP) planning and implementation
 - Highway functional classification updates
- C. Long-Range Transportation Plans and Transportation Improvement Programs will continue to be developed by the Berks County Planning Commission for the Reading Area Transportation Study including and limited to Berks County, Pennsylvania; and, the Lehigh Valley Planning Commission for the Lehigh Valley Transportation Study, including and limited to Lehigh County, Pennsylvania and Northampton County, Pennsylvania.
- D. There will be no sharing of STU funds by the two MPOs at this time.
- E. This MOU supersedes and replaces any prior agreement for MPO boundaries and coordination of transportation planning and programming between RATS and the LVTS.

SIGNATURE PAGE

Agreed to this 18th day of July, 2024 by the Lehigh Valley Planning Commission by action of its Executive Committee, upon recommendation by the Lehigh Valley Transportation Study.

Dr. Chris Amato, Chair
Lehigh Valley Planning Commission

Christina Morgan, Vice Chair
Lehigh Valley Planning Commission

Armando Mortiz-Chapelliquen, Treasurer
Lehigh Valley Planning Commission

ATTEST:

Becky A. Bradley, Executive Director
Lehigh Valley Planning Commission and
Secretary, Lehigh Valley Transportation Study

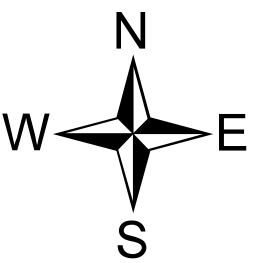
Agreed to this _____ day of _____, 2024 by the Reading Area Transportation Study by action of its Coordinating Committee.

Chris Kufro, P.E., Chair
RATS Coordinating Committee

ATTEST:

David Hunter, Planning Director,
Berks County Planning Commission

Urban Area Smoothing with 1-Mile Buffer June 2023



Legend

- Berks1MileBuffer
- Urban Roadways
- Rural Roadways
- Municipal Boundaries
- 2020 Small Urban Areas
- 2020 Urbanized Area- Reading
- 2020 Urbanized Area- Allentown/Bethlehem
- 2020 Urbanized Area- Philadelphia
- 2020 Urbanized Area- Lancaster
- 2020 Urbanized Area- Lebanon
- 2020 Smoothing Blocks
- Allentown-Bethlehem, PA-NJ Smoothing Blocks
- Philadelphia, PA--NJ--DE--MD Smoothing Blocks
- 2020 Census Blocks

0 5 10
Miles



LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway Element

PMC Request/Administrative Action Request

MPO Coord Meeting: August 21, 2024

MPO Tech Meeting: August 21, 2024

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Hollenbachs Bridge 4009 - 02B Lehigh County	11390	FD	Before	BOF	185	412,000	103,000														515,000.00	Increase to cover current estimate.	
			Adjust	BOF	185		188,600	47,150															235,750.00
			After	BOF	185		600,600	150,150															
Powder Valley Rd over Indian Creek 2025 - 01B Lehigh County	109237	FD	Before	BOF	185	280,000	70,000					0	0								350,000.00	Align with anticipated need.	
			Adjust	BOF	185		(108,600)	(27,150)					108,600	27,150									0.00
			After	BOF	185		171,400	42,850					108,600	27,150									
Powder Valley Rd over Indian Creek 2025 - 01B Lehigh County	109237	ROW	Before	BOF	185	80,000	20,000					0									100,000.00	Align with anticipated need.	
			Adjust	BOF	185		(80,000)	(20,000)					100,000										0.00
			After	BOF	Toll		0	0					100,000										
LVTS Highway & Bridge LI Lehigh County	102201	CON	Before	BOF	185				874,039	2,227		418,554	41,121		1,164,417	12,186		38,856,960	28,849,379		70,218,883.00	Partial source.	
			Before	BRIP					129,104			1,198,960			5,097,524			62,784,000			69,209,588.00		
			Before	NHPP					587,277			105,130			17,842			36,323,745			37,033,994.00		
			Before	STP	581				121,160	273,383		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,347,724.00		
			Adjust	BOF	185							(208,600)	(27,150)										(235,750.00)
			After	BOF	185				874,039	2,227		209,954	13,971		1,164,417	12,186		38,856,960	28,849,379		69,983,133.00		
			After	BRIP					129,104			1,198,960			5,097,524			62,784,000			69,209,588.00		
			After	NHPP					587,277			105,130			17,842			36,323,745			37,033,994.00		
			After	STP	581				121,160	273,383		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,347,724.00		
Before FFY Totals						772,000	193,000	0	1,711,580	275,610	0	1,884,517	233,554	0	6,335,359	184,702	0	164,647,583	66,537,284	0	242,775,189.00	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
After FFY Totals						772,000	193,000	0	1,711,580	275,610	0	1,884,517	233,554	0	6,335,359	184,702	0	164,647,583	66,537,284	0	242,775,189.00		

NOTES:

LVTS Metropolitan Planning Organization
FISCAL CONSTRAINT TABLE
FFY 2023-2026 TIP Highway Element
PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024MPO Coord Meeting: August 21, 2024

Administrative Action			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks				
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)					
Meadows Road Bridge	12286	CON	Before	BOF		172,572		43,143	1,250,000		312,500	1,465,904		366,476							3,610,595.25	Align funds with anticipated need.			
7210 - MRB			Adjust	BOF				304,810		76,202	(304,810)		(76,202)							0.00					
Northampton County			After	BOF		172,572		43,143	1,554,810		388,702	1,161,094		290,274							3,610,595.25				
Mosserville Road over Ontelaunee Creek	85692	CON	Before	BOF					1,791,800												1,791,800.00	Release excess funds due to low bid savings.			
4024 - 01B			Adjust	BOF				(304,810)												(304,810.00)					
Lehigh County			After	BOF					1,486,990												1,486,990.00				
LVTS Hwy & Bridge Reserve	102201	CON	Before	BOF	185				874,039	2,227		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,914,073.00	Balancing source to maintain fiscal constraint.			
			Before	BRIP				129,104			1,198,960			5,097,524			62,784,000			69,209,588.00					
			Before	NHPP				587,277			105,130			17,842			36,323,745			37,033,994.00					
Before			STP	581				121,160	273,383		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,347,724.00					
Adjust			BOF	185							304,810									304,810.00					
After			BOF	185				874,039	2,227		418,554	41,121		1,164,417	12,186		38,856,960	28,849,379		70,218,883.00					
After			BRIP				129,104			1,198,960			5,097,524			62,784,000			69,209,588.00						
After			NHPP				587,277			105,130			17,842			36,323,745			37,033,994.00						
After			STP	581				121,160	273,383		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,347,724.00					
Before FFY Totals						172,572	0	43,143	4,753,380	275,610	312,500	3,045,611	233,554	366,476	6,335,359	184,702	0	164,647,583	66,537,284	0	246,907,774.25		Actions do not affect the project delivery schedules or air quality conformity.		
FFY Adjustment Totals						0	0	0	0	0	76,202	0	0	(76,202)	0	0	0	0	0	0	0.00				
After FFY Totals						172,572	0	43,143	4,753,380	275,610	388,702	3,045,611	233,554	290,274	6,335,359	184,702	0	164,647,583	66,537,284	0	246,907,774.25				

NOTES: Non-zero adjustment total due to local match.

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024

MPO Coord Meeting: August 21, 2024

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Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
Williams Twp Canal Wall Replacement 611 - WCW Northampton County	79468	CON	Before	NHPP		2,000,000	500,000		472,000	118,000											3,090,000.00	Increase to cover PS&E estimate.		
			Adjust	NHPP					1,998,900	499,725													2,498,625.00	
			After	NHPP		2,000,000	500,000		2,470,900	617,725													5,588,625.00	
LVTS Hwy & Bridge Reserve Line Item Lehigh County	102201	CON	Before	BOF	185				874,039	2,227		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,914,073.00	Source.		
			Before	BRIP					129,104			1,198,960			5,097,524			62,784,000			69,209,588.00			
			Before	NHPP					2,586,177			105,130			17,842			36,323,745			39,032,894.00			
			Before	STP	581				121,160	773,108		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,847,449.00			
			Adjust	NHPP					(1,998,900)														(1,998,900.00)	
			Adjust	STP	581					(499,725)														(499,725.00)
			After	BOF	185				874,039	2,227		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,914,073.00			
			After	BRIP					129,104			1,198,960			5,097,524			62,784,000			69,209,588.00			
			After	NHPP					587,277			105,130			17,842			36,323,745			37,033,994.00			
			After	STP	581				121,160	273,383		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,347,724.00			
Before FFY Totals						2,000,000	500,000	0	4,182,480	893,335	0	1,579,707	233,554	0	6,335,359	184,702	0	164,647,583	66,537,284	0	247,094,004.00	Actions do not affect the project delivery schedules or air quality conformity.		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00			
After FFY Totals						2,000,000	500,000	0	4,182,480	893,335	0	1,579,707	233,554	0	6,335,359	184,702	0	164,647,583	66,537,284	0	247,094,004.00			

NOTES:

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024

MPO Coord Meeting: August 21, 2024

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
PA 309 Resurface 309 - 14M Lehigh County	102312	FD	Before	NHPP	581	469,520	117,381		0	0											586,901.00	Increase for SUE activities, final structure plans, updates traffic signal data collection, E&S updates, and assemble final documents.	
			Adjust	NHPP	581				134,400	33,600													168,000.00
			After	NHPP	581	469,520	117,381		134,400	33,600													754,901.00
LVTS Hwy & Bridge Reserve			Before	BOF	185				874,039	2,227		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,914,073.00	Source.	
			Before	BRIP					129,104			1,198,960			5,097,524			62,784,000			69,209,588.00		
			Before	NHPP					2,720,577			105,130			17,842			36,323,745			39,167,294.00		
Line Item	102201	CON	Before	STP	581				121,160	806,708		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,881,049.00		
			Adjust	NHPP					(134,400)												(134,400.00)		
			Adjust	STP	581					(33,600)													(33,600.00)
Lehigh County			After	BOF	185				874,039	2,227		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,914,073.00		
			After	BRIP					129,104			1,198,960			5,097,524			62,784,000			69,209,588.00		
			After	NHPP					2,586,177			105,130			17,842			36,323,745			39,032,894.00		
			After	STP	581				121,160	773,108		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,847,449.00		
Before FFY Totals						469,520	117,381	0	3,844,880	808,935	0	1,579,707	233,554	0	6,335,359	184,702	0	164,647,583	66,537,284	0	244,758,905.00	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00			
After FFY Totals						469,520	117,381	0	3,844,880	808,935	0	1,579,707	233,554	0	6,335,359	184,702	0	164,647,583	66,537,284	0	244,758,905.00		

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LVTS Metropolitan Planning Organization
FISCAL CONSTRAINT TABLE
FFY 2023-2026 TIP Highway Element
PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024										MPO Coord Meeting: August 21, 2024												
Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Freeway Service Patrol 78 - FSP Lehigh County	68190	CON	Before	NHPP	Toll	360,606			447,756			377,250			293,462			2,526,673			4,005,747.00	Increase to cover AC'd amount.
			Before	sSTP	Toll	77,490			77,490												154,980.00	
			Adjust	NHPP	Toll				377,250												377,250.00	
			After	NHPP	Toll	360,606			825,006			377,250			293,462			2,526,673			4,382,997.00	
			After	sSTP	Toll	77,490			77,490												154,980.00	
SR 22 Resurface - 15th St to MacArthur Rd 22 - 10M Lehigh County	114349	CON	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	NHPP					(377,250)												(377,250.00)	
			After																		0.00	
Before FFY Totals						438,096	0	0	525,246	0	0	377,250	0	0	293,462	0	0	2,526,673	0	0	4,160,727.00	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
After FFY Totals						438,096	0	0	902,496	0	0	377,250	0	0	293,462	0	0	2,526,673	0	0	4,537,977.00	

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LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024

MPO Coord Meeting: August 21, 2024

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Farmersville Road Bridge over US 22	71707	CON	Before	STP	185	0	148,448		463,728	251,693		2,000,000	500,000		622,480	155,620					4,141,969.00	Advance to align with anticipated need.	
			Before	STU			593,792			543,044													1,136,836.00
2029 - 01B			Adjust	STP	185	290,000	72,500		204,400	51,100		(494,400)	(123,600)										0.00
			After	STP	185	290,000	220,948		668,128	302,793		1,505,600	376,400		622,480	155,620							4,141,969.00
Northampton County			After	STU			593,792			543,044													
Beth-Bath Pike over Monocacy Creek	85946	FD	Before	STP	185	250,000	62,500		162,000	40,500		0	0								515,000.00	Cash flow to align with anticipated need. CE will not be received prior to TIP expiration.	
512 - 04B			Adjust	STP	185	(250,000)	(62,500)		(162,000)	(40,500)		412,000	103,000								0.00		
Northampton County			After	STP	185	0	0		0	0		412,000	103,000										515,000.00
Beth-Bath Pike over Monocacy Creek	85946	ROW	Before	STP	185	40,000	10,000		42,400	10,600		0	0								103,000.00	Cash flow to align with anticipated need. CE will not be received prior to TIP expiration.	
512 - 04B			Adjust	STP	185	(40,000)	(10,000)		(42,400)	(10,600)		82,400	20,600								0.00		
Northampton County			After	STP	185	0	0		0	0		82,400	20,600										103,000.00
Before FFY Totals						883,792	220,948	0	1,211,172	302,793	0	2,000,000	500,000	0	622,480	155,620	0	0	0	0	5,896,805.00	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
After FFY Totals						883,792	220,948	0	1,211,172	302,793	0	2,000,000	500,000	0	622,480	155,620	0	0	0	0	5,896,805.00		

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LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024

MPO Coord Meeting: August 21, 2024

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
Mauch Chunk Rd Signal Upgrade 1017 - 02S Lehigh County	110174	ROW	Before	CAQ		51,500			0												51,500.00	Increase to cover 971 Claim Damage Estimate.
			Adjust	CAQ					483,488												483,488.00	
			After	CAQ		51,500			483,488												534,988.00	
Mauch Chunk Rd Signal Upgrade 1017 - 02S Lehigh County	110174	UTL	Before	CAQ					51,500			0									51,500.00	Align with anticipated need. Carried on draft 2025 TIP.
			Adjust	CAQ					(51,500)			51,500									0.00	
			After	CAQ					0			51,500									51,500.00	
Easton Two Way St Conversions - TWC Northampton County	102223	CON	Before																		0.00	Deobligation returned to region for reassignment.
			Adjust	CAQ					(64,322)												(64,322.00)	
			After																		0.00	
Corridor Signal Impr LI Lehigh County	82804	CON	Before	CAQ					367,666			2,139,320			21,900			27,529,880			30,058,766.00	Source.
			Adjust	CAQ					(367,666)			(51,500)									(419,166.00)	
			After	CAQ					0			2,087,820			21,900			27,529,880			29,639,600.00	
Before FFY Totals						51,500	0	0	419,166	0	0	2,139,320	0	0	21,900	0	0	27,529,880	0	0	30,161,766.00	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
After FFY Totals						51,500	0	0	483,488	0	0	2,139,320	0	0	21,900	0	0	27,529,880	0	0	30,226,088.00	

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LVTS Metropolitan Planning Organization
FISCAL CONSTRAINT TABLE
FFY 2023-2026 TIP Highway Element
PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024

MPO Coord Meeting: August 21, 2024

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
LVTS High Friction Surface - 2023 33 - HFS Northampton County	116659	CON	Before	HSIP					0			400,000									400,000.00	Increase to cover actual costs (overruns).
			Before	sHSIP		381,689															381,689.00	
			Adjust	HSIP					71,000												71,000.00	
			After	HSIP					71,000			400,000									471,000.00	
			After	sHSIP		381,689															381,689.00	
LVTS Low Cost Signal Upgrades 100 - SBP Lehigh County	116663	CON	Before	HSIP		100,000			71,000												171,000.00	Reduce due to low bid savings.
			Before	sHSIP		79,675															79,675.00	
			Adjust	HSIP					(71,000)												(71,000.00)	
			After	HSIP		100,000															100,000.00	
			After	sHSIP		79,675															79,675.00	
Before FFY Totals						561,364	0	0	71,000	0	0	400,000	0	0	0	0	0	0	0	1,032,364.00	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
After FFY Totals						561,364	0	0	71,000	0	0	400,000	0	0	0	0	0	0	0	1,032,364.00		

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LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024

MPO Coord Meeting: August 21, 2024

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Fifth Street Bridge 1029 - 01B Lehigh County	94873	ROW	Before	BRIP	581				374,000	238,880												612,880.00	Release 581 funds for other needs and flip to Toll Credit.
			Before	STU					581,520													581,520.00	
			Adjust	BRIP	581				238,880	(238,880)												0.00	
			After	BRIP	Toll				612,880	0												612,880.00	
Fifth Street Bridge 1029 - 01B Lehigh County	94873	CON	After	STU	Toll				581,520													581,520.00	Align funds with anticipated need.
			Before	BRIP	581				880,024			2,592,320	460,580		2,432,476							6,365,400.00	
			Adjust	BRIP	581				(238,880)			238,880										0.00	
			After	BRIP	581				641,144			2,831,200	460,580		2,432,476							6,365,400.00	
LVTS Hwy & Bridge Reserve Line Item Lehigh County	102201	CON	Before	BOF	185				874,039	2,227		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,914,073.00	Source and balancing source to maintain fiscal constraint.	
			Before	BRIP					129,104			1,437,840			5,097,524			62,784,000			69,448,468.00		
			Before	NHPP					2,720,577			105,130			17,842			36,323,745			39,167,294.00		
			Before	STP	581				121,160	567,828		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,642,169.00		
			Adjust	BRIP								(238,880)											(238,880.00)
			After	BOF	185				874,039	2,227		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,914,073.00		
			After	BRIP					129,104			1,198,960			5,097,524			62,784,000			69,209,588.00		
			After	NHPP					2,720,577			105,130			17,842			36,323,745			39,167,294.00		
			After	STP	581				121,160	806,708		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,881,049.00		
Before FFY Totals						0	0	0	5,680,424	808,935	0	4,410,907	694,134	0	8,767,835	184,702	0	164,647,583	66,537,284	0	251,731,804.00	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
After FFY Totals						0	0	0	5,680,424	808,935	0	4,410,907	694,134	0	8,767,835	184,702	0	164,647,583	66,537,284	0	251,731,804.00		

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FISCAL CONSTRAINT TABLE
FFY 2023-2026 TIP Highway Element
PMC Request/Administrative Action Request

MPO Coord Meeting: August 21, 2024

Created: xx/xx/xx
Last Update: xx/xx/xx

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID:) District 5-0 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581				1,227,394	700,558		23,410,501	1,409,817		37,865,504	1,843,151		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Before	BRIP	185					354,090			500,000					
			Adjust	NHPP	581				(312,060)									
			Adjust	BRIP	185													
			After	NHPP	581				915,334	700,558		23,410,501	1,409,817		37,865,504	1,843,151		
After	BRIP	185								354,090			500,000					
I-78 Berks County Line to SR 100 Patching 78/25M Interstate/Lehigh	120648	CON	Before	NHPP					14,500,000									Low bid cost increase
			Before	BRIP														
			Adjust	NHPP					312,060									
			Adjust	BRIP														
			After	NHPP							14,812,060							
After	BRIP																	
Before Totals						\$0	\$0	\$0	#####	\$1,054,648	\$0	#####	\$1,909,817	\$0	#####	\$1,843,151	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$0	\$0	#####	\$1,054,648	\$0	#####	\$1,909,817	\$0	#####	\$1,843,151	\$0	

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LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024

MPO Coord Meeting: August 21, 2024

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Raubsville Road over Frey's Run 2006 - 01B Northampton County	109914	UTL	Before	BOF	185	8,000	2,000		0	0											10,000.00	Increase to cover PPL reimbursement agreement.	
			Adjust	BOF	185				12,180	3,045													15,225.00
			After	BOF	185	8,000	2,000		12,180	3,045													25,225.00
LVTS Hwy & Bridge Reserve Line Item Lehigh County	102201	CON	Before	BOF	185				886,219	5,272		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,929,298.00	Source	
			Before	BRIP					129,104			1,437,840			5,097,524			62,784,000			69,448,468.00		
			Before	NHPP					2,720,577			105,130			17,842			36,323,745			39,167,294.00		
			Before	STP	581				121,160	567,828		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,642,169.00		
			Adjust	BOF	185				(12,180)	(3,045)													(15,225.00)
			After	BOF	185				874,039	2,227		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,914,073.00		
			After	BRIP					129,104			1,437,840			5,097,524			62,784,000			69,448,468.00		
			After	NHPP					2,720,577			105,130			17,842			36,323,745			39,167,294.00		
			After	STP	581				121,160	567,828		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,642,169.00		
Before FFY Totals						8,000	2,000	0	3,857,060	573,100	0	1,818,587	233,554	0	6,335,359	184,702	0	164,647,583	66,537,284	0	244,197,229.00	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00			
After FFY Totals						8,000	2,000	0	3,857,060	573,100	0	1,818,587	233,554	0	6,335,359	184,702	0	164,647,583	66,537,284	0	244,197,229.00		

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LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024

MPO Coord Meeting: August 21, 2024

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
In House Geo Tech Assistance 4009 - GTA Lehigh County	117522	PE	Before		581		99,916			84			50,000			50,000			400,000		600,000.00	Increase for ongoing Geo Tech assistance.
			Adjust		581					70,000										70,000.00		
			After		581		99,916			70,084			50,000			50,000			400,000		670,000.00	
LVTS Hwy & Bridge Reserve Line Item Lehigh County	102201	CON	Before	BOF	185				886,219	5,272		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,929,298.00	Source.
			Before	BRIP					129,104			1,437,840			5,097,524			62,784,000			69,448,468.00	
			Before	NHPP					2,720,577			105,130			17,842			36,323,745			39,167,294.00	
			Before	STP	581				121,160	637,828		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,712,169.00	
			Adjust	STP	581					(70,000)											(70,000.00)	
			After	BOF	185				886,219	5,272		113,744	41,121		1,164,417	12,186		38,856,960	28,849,379		69,929,298.00	
			After	BRIP					129,104			1,437,840			5,097,524			62,784,000			69,448,468.00	
			After	NHPP					2,720,577			105,130			17,842			36,323,745			39,167,294.00	
			After	STP	581				121,160	567,828		161,873	192,433		55,576	172,516		26,682,878	37,687,905		65,642,169.00	
Before FFY Totals						0	99,916	0	3,857,060	643,184	0	1,818,587	283,554	0	6,335,359	234,702	0	164,647,583	66,937,284	0	244,857,229.00	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	
After FFY Totals						0	99,916	0	3,857,060	643,184	0	1,818,587	283,554	0	6,335,359	234,702	0	164,647,583	66,937,284	0	244,857,229.00	

NOTES:

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway Element

PMC Request/Administrative Action Request

MPO Tech Meeting: July 17, 2024

MPO Coord Meeting: August 21, 2024

Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
Transp Alternative Project Management -TEM Lehigh County	89055	PE	Before	STP		75,000			75,000			75,000			75,000			600,000			900,000.00	Increase for management of ongoing projects and newly selected statewide projects.	
			Before	STU		115,000			0												115,000.00		
			Adjust	STU					81,000												81,000.00		
			After	STP		75,000			75,000			75,000			75,000			600,000			900,000.00		
			After	STU		115,000			81,000												196,000.00		
611 Retaining Wall Rehab - Easton 611 - RWR Northampton County	110179	CON	Before	STU					800,000		200,000	473,080		118,270	0		0					1,591,350.00	Align with anticipated need.
			Adjust	STU					(81,000)		(20,250)				81,000		20,250				0.00		
			After	STU					719,000		179,750	473,080		118,270	81,000		20,250				1,591,350.00		
Urban/Carbon Reduction Program Reserve Line Item Lehigh County	82810	CON	Before	CRP								571,000			588,000							1,159,000.00	Partial source.
			Before	CRPU								1,747,207			1,782,151							3,529,358.00	
			Before	STU					42,958			443,531			2,330,290			75,423,615				78,240,394.00	
			Adjust	STU												(81,000)						(81,000.00)	
			After	CRP										571,000			588,000					1,159,000.00	
			After	CRPU										1,747,207			1,782,151					3,529,358.00	
			After	STU					42,958			443,531			2,249,290			75,423,615				78,159,394.00	
Before FFY Totals						190,000	0	0	917,958	0	200,000	3,309,818	0	118,270	4,775,441	0	0	76,023,615	0	0	85,535,102.00	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	(20,250)	0	0	0	0	0	20,250	0	0	0	0.00		
After FFY Totals						190,000	0	0	917,958	0	179,750	3,309,818	0	118,270	4,775,441	0	20,250	76,023,615	0	0	85,535,102.00		

NOTES:

LVTS Metropolitan Planning Organization
FISCAL CONSTRAINT TABLE
FFY 2023-2026 TIP Highway Element
PMC Request/Administrative Action Request

MPO Tech Meeting: July 17, 2024										MPO Coord Meeting: August 21, 2024													
Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)			
SR 29 - Shimersville Hill Safety Imprv 29 - 05S Lehigh County	110183	FD	Before	HSIP	581	89,271	9,919														99,190.00	Increase for ROW revisions/acquisition coordination, permitting, drainage, enbironmental, and utility coordination.	
			Before	NHPP	Toll				0														0.00
			Adjust	NHPP	Toll				234,665														234,665.00
			After	HSIP	581	89,271	9,919																99,190.00
			After	NHPP	Toll				234,665														234,665.00
SR 22 Resurface - 15th St to MacArthur Rd 22 - 10M Lehigh County	114349	CON	Before																		0.00	Deobligation returned to region for reassignment.	
			Adjust	NHPP					(234,665)												(234,665.00)		
			After																		0.00		
Before FFY Totals						89,271	9,919	0	0	0	0	0	0	0	0	0	0	0	0	0	99,190.00	Actions do not affect the project delivery schedules or air quality conformity.	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00			
After FFY Totals						89,271	9,919	0	234,665	0	0	0	0	0	0	0	0	0	0	0	333,855.00		

NOTES:

LVTS Metropolitan Planning Organization																																					
FISCAL CONSTRAINT TABLE																																					
FFY 2023-2026 TIP Highway Element																																					
PMC Request/Administrative Action Request																																					
MPO Tech Meeting: February 16, 2022																																					
MPO Coord Meeting: February 16, 2022																																					
Administrative Action				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031 and Beyond			FFYs 2027-2030 and Beyond			Total	Comments / Reasons
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)		
South Walnut Street Bridge	94680	UTL	Before	BOF	185	40,000	7,500	2,500	0	0	0																							50,000.00	Increase to cover new estimate for PPL utilities.		
7408 - WSB			Adjust	BOF	185				241,808	45,339	15,113																							302,260.00			
Lehigh County			After	BOF	185	40,000	7,500	2,500	241,808	45,339	15,113																									352,260.00	
ows Road Bridge Removal (Co	116171	CON	Before																																0.00	Deobligation returned to region for reassignment.	
7210 - MBR			Adjust	BOF					(62,859)																									(62,859.00)			
Northampton County			After																																		0.00
an Creek Road over Leibert Cr	12310	UTL	Before																																0.00	Deobligation returned to region for reassignment.	
3016 - 01B			Adjust	BOF					(18,488)																									(18,488.00)			
Northampton County			After																																		0.00
an Creek Road over Leibert Cr	12310	PE	Before																																0.00	Deobligation returned to region for reassignment.	
3016 - 01B			Adjust	BOF					(123,392)																									(123,392.00)			
Northampton County			After																																		0.00
Bridge Overlay Bundle #2	117154	CON	Before		185					45,888								204,112			1,000,000			1,200,000			448,250					2,852,362		2,898,250.00	Release funds due to being fully covered on the 2021 TIP.		
22 - BOB			Adjust		185													(45,339)														(45,339)		(45,339.00)			
Northampton County			After		185						45,888								158,773			1,000,000			1,200,000			448,250					2,807,023			2,852,911.00	
LVTS Bridge Preservation #7	112231	CON	Before		185					249,541			1,400,000			3,052,759			297,700													297,700		5,000,000.00	Align with anticipated need. Fully carried on draft 2025 TIP.		
611 - BRM			Adjust		185					(45,339)								45,339															45,339			0.00	
Northampton County			After		185						204,202			1,400,000			3,052,759			343,039													343,039			5,000,000.00	
LVTS Hwy & Bridge Reserve	102201	CON	Before	BOF	185				923,288	5,272			113,744	41,121		1,164,417	12,186		5,514,000	630,760		5,114,000	178,830		4,764,000	510,915		4,514,000	3,013,074		18,950,960	24,515,800		38,856,960	28,849,379	69,966,367.00	Partial source.
			Before	BRIP					129,104				1,437,840			5,097,524			7,848,000			7,848,000			7,848,000			7,848,000			31,392,000		62,784,000		69,448,468.00		
			Before	NHPP					2,720,577				105,130			17,842			32,386			223,781			136,804			32,186			35,898,588		36,323,745		39,167,294.00		
			Before	STP	581				121,160	637,828			161,873	292,433		55,576	172,516		1,277,872	67,036		1,468,400	13,337		1,572,000	201,250		891,296	726,531		21,473,310	36,679,751		26,682,878	37,687,905	65,812,169.00	
			Adjust	BOF	185				(37,069)																									(37,069.00)			
			After	BOF	185				886,219	5,272			113,744	41,121		1,164,417	12,186		5,514,000	630,760		5,114,000	178,830		4,764,000	510,915		4,514,000	3,013,074		18,950,960	24,515,800		38,856,960	28,849,379	69,929,298.00	
			After	BRIP					129,104				1,437,840			5,097,524			7,848,000			7,848,000			7,848,000			7,848,000			31,392,000		62,784,000		69,448,468.00		
			After	NHPP					2,720,577				105,130			17,842			32,386			223,781			136,804			32,186			35,898,588		36,323,745		39,167,294.00		
			After	STP	581				121,160	637,828			161,873	292,433		55,576	172,516		1,277,872	67,036		1,468,400	13,337		1,572,000	201,250		891,296	726,531		21,473,310	36,679,751		26,682,878	37,687,905	65,812,169.00	
Before FFY Totals						40,000	7,500	2,500	3,894,129	938,529	0	1,818,587	1,733,554	0	6,335,359	3,237,461	0	14,672,258	1,199,608	0	14,654,181	1,192,167	0	14,320,804	1,912,165	0	13,285,482	4,187,855	0	107,714,858	61,195,551	0	164,647,583	69,687,346	0	0.00	Actions do not affect the project delivery schedules or air quality conformity.
FFY Adjustment Totals						0	0	0	0	0	15,113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00			
After FFY Totals						40,000	7,500	2,500	4,098,868	938,529	15,113	1,818,587	1,733,554	0	6,335,359	3,237,461	0	14,672,258	1,199,608	0	14,654,181	1,192,167	0	14,320,804	1,912,165	0	13,285,482	4,187,855	0	107,714,858	61,195,551	0	164,647,583	69,687,346	0	0.00	



RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

A request to amend the 2023-2026 Transportation Improvement Program (TIP) has been forwarded for the consideration of the Lehigh Valley Transportation Study (LVTS) by the Pennsylvania Department of Transportation (PennDOT). The requestor has asked that this item be placed on the August 21, 2024, Joint LVTS Technical and Coordinating Committee Meeting agenda. The request is summarized below, and details can be found in the corresponding financial chart.

Amendment #1

309 & Tilghman Interchange Improvements – Total \$4,454,380

Project Sponsor: Pennsylvania Department of Transportation (PennDOT)

This increase for the low bid for the construction phase is attributed to clearing and grubbing, mobilization, construction surveying, maintenance and protection of traffic, bridge structure, and incorporated utility costs.

Funding Sources:

- The utility phase of the Hill to Hill Bridge Rehabilitation project (MPMS #93630) the funding being reduced due to reduced estimate/need.
- The construction phase of the Fifth Street Bridge project (MPMS #94873), which is Toll Credited on the draft 2025 TIP.
- The utility and construction phased of the 611 Retaining Wall Rehab – Easton project (MPMS #110179) due to the CE Clearance not being received prior to the 2023 TIP expiration.
- The preliminary engineering phase of the SR 22/SR 191 Interchange Improvements project (MPMS #117606) funding is being released to match obligation/need.
- Various deobligations returned to the region for reassignment.
- The Urban/Carbon Reduction Program Reserve Line Item (MPMS #82810)
- And the LVTS Highway & Bridge Reserve Line Item (MPMS #102201)

Questions should be directed to the requestor:

PennDOT: Jen Ruth, jeruth@pa.gov

LVTS Metropolitan Planning Organization
FISCAL CONSTRAINT TABLE
FFY 2023-2026 TIP Highway Element
PMC Request/Administrative Action Request

MPO Tech Meeting: August 21, 2024

MPO Coord Meeting: August 21, 2024

Amendment #1			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks	
Project Title	MPMS	Phase	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
309 & Tilghman I/C Recon			Before	CRP				554,000													554,000.00	Increase to meet low bid.	
			After	CRPU				1,712,948													1,712,948.00		
			Before	HSIP	Toll			3,189,287													3,189,287.00		
			Before	NHPP	581	1,037,433	978,706			9,700,000	6,191,250		4,550,000	4,043,750		3,062,960		2,251,198	3,409,077		35,224,374.00		
			Before	STP		1,750,000		6,017,712			2,875,000				2,350,000		5,353,314				18,346,026.00		
309 - 12M	96432	CON	Before	STU		1,127,388		9,047,288			8,750,000			7,634,892		6,031,797					32,591,365.00		
			Adjust	NHPP	581			1,100,347	183,047		1,319,858	669,129									3,272,380.90		
			Adjust	STP				215,144			193,500											408,644.00	
			Adjust	STU				773,355														773,355.00	
			After	CRP				554,000														554,000.00	
Lehigh County			After	CRPU				1,712,948													1,712,948.00		
			After	HSIP				3,189,287														3,189,287.00	
			After	NHPP	581	1,037,433	978,706	10,800,347	6,374,297		5,869,858	4,712,879		3,062,960		2,251,198	3,409,077				38,496,754.90		
			After	STP		1,750,000		6,232,856		193,500	2,875,000			2,350,000		5,353,314					18,754,670.00		
			After	STU		1,127,388		9,820,643			8,750,000			7,634,892		6,031,797					33,364,720.00		
Hill to Hill Bridge Rehabilitation 378 -03B Lehigh County	93630	UTL	Before	NHPP	581						2,000,000	500,000		2,000,000	500,000		1,244,960	311,240		6,556,200.00	Release funds due to reduced estimate.		
			Adjust	NHPP	581						(1,319,858)	(200,000)										(1,519,858.00)	
			After	NHPP	581						680,142	300,000		2,000,000	500,000		1,244,960	311,240		5,036,342.00			
			Before	BRIP	581			641,144			2,831,200	460,580		2,432,476								6,365,400.00	
			Adjust	BRIP	581						(460,580)			460,580								0.00	
Fifth Street Bridge 1029 - 01B Lehigh County	94873	CON	After	BRIP	Toll			641,144			2,831,200	0		2,893,056							6,365,400.00		
			Before	STU				84,872		21,218	0		0								106,090.00		
			Adjust	STU				(84,872)		(21,218)	84,872		21,218								0.00		
			After	STU				0		84,872		21,218									106,090.00		
			Before	STU				175,956		43,989	473,080		118,270	624,044		156,011					1,591,350.00		
611 Retaining Wall Rehab - Easton 611 - RWR Northampton County	110179	CON	Adjust	STU				(175,956)		(43,989)			175,956		43,989						0.00		
			After	STU				0		473,080			118,270	800,000		200,000					1,591,350.00		
			Before	NHPP	581		500,000	322,000	118,000												940,000.00		
			Before	STU		2,000,000		150,000													2,150,000.00		
			Adjust	NHPP	581			(322,000)	(118,000)												(440,000.00)		
SR 22/SR 191 Interchange Improvements 22 - 15M Northampton County	117806	PE	Adjust	STU				(150,000)													(150,000.00)		
			After	NHPP	581		500,000	0	0												500,000.00		
			After	STU		2,000,000		0													2,000,000.00		
			Before	NHPP	581																0.00		
			Adjust	NHPP	581			(18,153)														(18,153.00)	
atrust Street over Norfolk Southern RR Br 29 - 07B Lehigh County	11419	UTL	After	NHPP																	0.00		
			Before	NHPP																	0.00		
			Adjust	NHPP				(26,717)													(26,717.00)		
			After	NHPP																	0.00		
			Before	NHPP																	0.00		
R 22 Resurface - 15th St to MacArthur R 22 - 10M Lehigh County	114349	CON	Adjust	NHPP				(95,734)													(95,734.00)		
			After	NHPP																	0.00		
			Before	NHPP																	0.00		
			Adjust	NHPP				(50,466)													(50,466.00)		
			After	NHPP																	0.00		
US 22 Resurf 309 to I-78 Split 22 - 09M Lehigh County	110069	CON	Adjust	NHPP				(18,520)													(18,520.00)		
			After	NHPP																	0.00		
			Before	NHPP																	0.00		
			Adjust	NHPP				(75,464)													(75,464.00)		
			After	NHPP																	0.00		
611 Resurface - Bucks Co Line to Browns 611 - 09M Northampton County	101572	CON	Before	NHPP				(50,466)													(50,466.00)		
			After	NHPP																	0.00		
			Before	NHPP																	0.00		
			Adjust	NHPP				(18,520)													(18,520.00)		
			After	NHPP																	0.00		
Weaversville Curve Study 1009 - WCS Lehigh County	110071	STUDY	Before	STP				(18,520)													(18,520.00)		
			After	STP																	0.00		
			Before	STP																	0.00		
			Adjust	STP																	0.00		
			After	STP																	0.00		
Mill Road over Trib to Saucon Creek 2024 - 01B Lehigh County	81664	CON	Before	STP				(75,464)													(75,464.00)		
			After	STP																	0.00		
			Before	STP																	0.00		
			Adjust	STP																	0.00		
			After	STP																	0.00		
Lehigh Race Street Intersection 1004 - 03S Lehigh County	57433	ROW	Before	STU				(191,569)													(191,569.00)		
			After	STU																	0.00		
			Before	STU																	0.00		
			Adjust	STU				(128,000)													(128,000.00)		
			After	STU																	0.00		
Lehigh Race Street Intersection 1004 - 03S Lehigh County	57433	UTL	Before	STU				(128,000)													(128,000.00)		
			After	STU																	0.00		
			Before	STU																	0.00		
			Adjust	STU				(128,000)													(128,000.00)		
			After	STU																	0.00		
Urban/Carbon Reduction Program Reserve Line Item Lehigh County	82810	CON	Before	CRP							571,000			588,000							1,159,000.00		
			Before	CRPU							1,747,207			1,782,151								3,529,358.00	
			Before	STU				42,958			443,531			1,706,246		75,423,615					77,616,350.00		
			Adjust	STU				(42,958)			(84,872)			(175,956)								(303,786.00)	
			After	CRP							571,000			588,000								1,159,000.00	
LVTS Highway & Bridge LI Lehigh County	102201	CON	After	CRPU							1,747,207			1,782,151							3,529,358.00		
			After	STU				0			358,659			1,530,290		75,423,615					77,312,564.00		
			Before	BOF	185			874,039	2,227		209,954	13,971		1,164,417	12,186	38,856,960	28,849,379				69,983,133.00		
			Before	BRIP				129,104			1,198,960			5,097,524		62,784,000					69,209,588.00		
			Before	NHPP				587,277			105,130			17,842		36,323,745					37,033,994.00		
Lehigh County			Before	STP	581			121,160	273,383		161,873	192,433		55,576	172,516		26,682,878	37,687,905			65,347,724.00		
			Adjust	BRIP											(460,580)						(460,580.00)		
			Adjust	NHPP				(587,277)													(587,277.00)		
			Adjust	STP	581			(121,160)	(65,047)					(5,549)								(194,755.90)	
			After	BOF	185			874,039	2,227		209,954	13,971		1,164,417	12,186	38,856,960	28,849,379				69,983,133.00		
Lehigh County			After	BRIP				129,104			1,198,960			4,636,944		62,784,000					68,749,008.00		
			After	NHPP				0			105,130			17,842		36,323,745					36,446,717.00		
			After	STP	581			0	208,336		161,873	183,884		55,576	172,516		26,682,878	37,687,905			65,152,968.10		
			Before	FFY Totals			5,914,821	1,478,706	0	33,349,745	6,584,860	65,207	25,916,935	5,210,734	118,270	25,453,168	3,747,662	156,011	#####	70,257,601	0	#####	Actions do not affect the project
			After	FFY Totals			5,914,821	1,478,706	0	33,954,368	6,584,860	183,500	25,916,935	5,210,734	138,488	25,453,168	3,747,662	200,000	#####	70,257,601	0	#####	Very early schedules or air quality conformity.



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

DATE: August 14, 2024
TO: LVTS Coordinating Committee
FROM: LVTS Technical Committee
CC:
REGARDING: Recommendation to Pursue Phase 2 of the Lehigh Valley Passenger Rail Feasibility Analysis Pending Full Funding Availability

The LVTS Technical Committee held an open discussion on the possible pursuit of a Phase 2 to reestablish passenger rail to the Lehigh Valley. Elizabeth Hynes, Senior Transportation Project Manager for WSP, who was integral in the Lehigh Valley Passenger Rail Feasibility Analysis, which was released by the Pennsylvania Department of Transportation, in March, provided technical detail to the Committee. The Lehigh Valley Passenger Rail Feasibility Analysis is available at lvpc.org under transportation plans.

The LVTS Technical Committee after discussion, questions and answers voted unanimously to recommend to the Coordinating Committee to pursue Phase 2 of the Lehigh Valley Passenger Rail Feasibility Analysis, pending the development of a scope including elements outlined during the discussion *and* full funding availability, which includes additional staffing for the LVPC and LANTA's components of the work, as well as third party consulting services. The LVTS Technical Committee wishes for any further pursuit of passenger rail to be genuine, data-driven and fact-based due to the multi-million, likely billion-dollar, multi-decade commitment needed to reestablish service to the region. Further discussion among the Committee and public present at the Technical Committee Meeting is noted below, along with Ms. Hynes, description of the multiple components of a Phase 2 effort.

Lehigh Valley Passenger Rail Phase 2:

- **Step 1**
 - o **Identification of Project Sponsor / Operator**
 - Identify the organization responsible for developing a framework for planning, design, funding, constructing, and operations of new proposed passenger rail service originating in the Lehigh Valley
 - o **Determine the Market Pair**
 - Lehigh Valley to New York City, Lehigh Valley to Philadelphia, or Lehigh Valley to Reading
 - Conduct Travel Demand Analysis, looking at transportation patterns, travel market, and commuter/leisure services
 - o **Define Decision Making Criteria**
 - For Example, "Any feasible alternative must be consistent with *FutureLV: The Regional Plan*"

- **Step 2**
 - o **Determine Technical and Financial Feasibility**
 - Investigate the feasibility of the new proposed rail service between the Lehigh Valley and the selected Market Pair
 - Generate the data needed to drive investment decision
- **Step 3**
 - o **Alternatives Analysis – Partial Phase**
 - Establish goals and objectives, develop evaluation criteria, and conduct a comparative assessment of candidate approaches to achieve project goals.
 - Impact analysis on land use, community, economic and infrastructure impacts is known and resulting changes

Lehigh Valley Passenger Rail Phase 2 Cost:

- Cost Estimate - \$450,000, may vary based on result of Scope
 - o Consultant Hire
 - o Travel Demand Analysis
 - o Technical and Financial Feasibility Study
 - o Impact Analysis
 - o LVPC & LANTA Staff Time
- Transportation Improvement Program (TIP) money is not eligible for planning
- Funds will need to be raised
 - o Lehigh County will commit to paying for half of Phase 2 costs if Northampton County also agrees.
 - o Other entities may need to be approached, as a regional initiative lead by the LVTS

Scope Development Discussion:

- Consistency with Adopted Plans
 - o Passenger rail is not a project identified as a project priority or key initiative in *FutureLV: The Regional Plan*
 - o Any passenger rail related activity must be consistent with *FutureLV* as the adopted long-range transportation plan and not conflict with other specific plans, such as LANTA's *Bus Rapid Transit Plan* or the Commonwealth's *Freight Mobility Plan*.
 - o Any activity will need to be included in the Unified Planning Work Program for 2025-2027.
- Coordination is Paramount
 - o Involving Freight Railroads, as track and rights-of-way owners,
 - o Speaking in an organized manner with neighboring regions, transit service providers is critical
 - o Must achieve mutuality between interests to be successful
 - o Acknowledgement of existing interregional services in the short run and understanding additional opportunities that may exist there is critical

- Preservation of Current Assets
 - o Rail trail system should not be adversely affected
 - o Freight rail system should not be adversely affected
 - o Connections across modes (BRT, BRT-to-Light-Rail, existing bus services, sidewalks, road and trail networks) must be integrated into a systemwide approach
 - Working on existing plans and projects is achievable more quickly and these efforts should not be abandoned to focus on external efforts only. We must be mindful that the LVTS has an obligation to the transportation system inside of the Lehigh Valley by the nature of our role first. This requires the LVTS to balance the passenger rail issue with other internal needs due to limited resources.
- Public Communication
 - o Phase 2 must be easy to understand and publicly accessible, while including required technical detail
 - o Recognition that a project of this scale and complexity will take decades to complete
 - o Phase 2 will provide the region with critical information to see if passenger rail can or should move forward. Critical information is not available without Phase 2. However, Phase 2 is not a guarantee that passenger rail can move forward in the federal process.
 - o If passenger rail does move beyond Phase 2 the project will require millions and millions in funding, maybe more. It is unknown where this money will come from at this time. Under or over promising the public threatens the viability of the project as does underfunding and/or understaffing.
 - o All LVTS partners must be committed to a joint approach as a regional initiative.



RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: August 14, 2024
TO: Lehigh Valley Transportation Study Technical and Coordinating Committees
FROM: Lehigh Valley Transportation Study staff

REGARDING: Eastern Pennsylvania Freight Alliance, Freight Infrastructure Plan

Lehigh Valley Transportation Study (LVTS) Staff has been meeting regularly with the Eastern Pennsylvania Freight Alliance (EPFA) partners and consultants to enable coordination and feedback to the entire group. LVTS Staff is currently reviewing the draft EPFA Freight Infrastructure Plan provided by WSP, the consultant for the creation of the plan.

We will be reaching out shortly to the LVTS Committees as well as the EPFA Alliance partners to identify a future date where the alliance partners can meet at a future combined Metropolitan Planning Organization (MPO) meeting. This combined meeting will allow the partners to review and discuss the draft Freight Infrastructure Plan with the consultants. The meeting or meetings will allow the Freight Infrastructure Plan to be adopted by the end of 2024 as well as discuss the next steps for the continued collaboration and coordination of the EPFA partners.



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

DATE: August 14, 2024
TO: LVTS Joint Technical and Coordinating Committee
FROM: Ben Dinkel, Transportation Planner
CC:
REGARDING: Coordinated Public-Transit Human-Services Transportation Plan

A *Coordinated Public-Transit Human-Services Transportation Plan* is an important tool for the mobility of seniors and people with disabilities. Federal law requires a locally-developed Coordinated Plan to be updated every 5 years to be eligible for US DOT Section 5310 funding, which is specifically for the transportation needs of seniors and people with disabilities. The 2018 Lehigh Valley Coordinated Plan is available at www.lvpc.org under transportation plans.

A Coordinated Plan is required to have:

- An assessment of available transportation services
- An assessment of transportation needs for individuals with disabilities and seniors
- Strategies, activities, and/or projects to address the identified needs and gaps
- Priorities for implementation

To understand the needs and gaps for seniors and people with disabilities, the LVPC is hosting three public meetings called *WorkshopLV: Transit* at the LVPC conference center at the Allentown Waterfront, 615 Waterfront Drive, Allentown, PA 18102. The three workshops are all scheduled on Wednesdays at 10:30am, starting with September 11th, October 16th and November 13th. If you are interested in attending any public meeting, please contact Mr. Dinkel for registration at bdinkel@lvpc.org.

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 21, 2024

Transportation Alternatives Set-Aside Projects

Two Rivers Trail Gap 9A South Section, Northampton County (C-C. Barry)

MPMS 119824 – est. let January 30, 2025

- Project scope extension was approved to include south section
- Designer to begin plan development and activities to obtain required clearances

Bogert's Bridge Rehabilitation, City of Allentown (C-C. Barry)

MPMS 118404 – est. let October 24, 2024

- Activities to obtain required clearances and plan development ongoing
- Construction inspection agreement executed
- Utility clearance received June 6, 2024

100 Steps Restoration Project, Borough of Slatington (C-C. Barry)

MPMS 118439 – est. let November 7, 2024

- PS&E preparation in progress
- ROW clearance received June 4, 2024
- Construction inspection agreement executed

Ironton Rail Trail Trailhead Improvement Project, Whitehall Township (C-C. Barry)

MPMS 118436 – est. let November 7, 2024

- ROW clearance obtained on July 19, 2024
- Construction inspection agreement executed
- PS&E preparation in progress

Ironton Rail-Trail Crosswalk Improvements, North Whitehall Township (C-C. Barry)

MPMS 118437 – est. let July 11, 2024 (materials purchase)

- ROW clearance obtained on June 5, 2024
- Funding obligated on June 10, 2024
- Sponsor proceeding with materials purchase and project installation

Easton Pedestrian Safety Project Phase 3, City of Easton (C-C. Barry)

MPMS 118435 – est. let October 24, 2024

- Plan development ongoing
- Utility clearance obtained June 17, 2024
- ROW clearance obtained on July 19, 2024
- Construction inspection agreement executed

Community Bike Works, Community Bike Works (C-A. Wolfe)

MPMS 121551 – est. let October 24, 2024 (bike education project, no physical construction)

- Kick off meeting held May 15, 2024
- Environmental clearance obtained May 16, 2024
- Utility clearance obtained May 28, 2024
- ROW clearance obtained July 19, 2024
- Funding obligated July 30, 2024
- Reimbursement agreement with sponsor for signature

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 21, 2024

Coopersburg Streetscape Phase 9, Borough of Coopersburg (C-C. Barry)
MPMS 121552 – est. let TBD

- Kick off meeting held July 29, 2024

Allentown School Zone Traffic Safety Upgrades, City of Allentown (C-A. Wolfe)
MPMS 121550 – est. let TBD

- Kick off meeting held July 29, 2024

Lehigh Canal Abbott Street Bridge, City of Easton (C-A. Wolfe)
MPMS 121553 – est. let TBD

- Kick off meeting held August 2, 2024

Multimodal Transportation Fund Projects

Main Street/SR 873 & Walnut Street Improvements, Slatington Borough (C-L. Montgomery)
MPMS 113099 – est. let December 12, 2024

- Project combined with the District's Walnut Street Bridge project (MPMS 94680)
- Utility coordination underway
- ROW acquisition underway
- TCP and temporary signal plans under review
- JPA permit comments being addressed
- Final structure plans being developed

Iron Works Catasauqua Streetscape, Catasauqua Borough (C-C. Barry)
MPMS 115798 – est. let TBD (paper let)

- Sponsor has found development partner and hopes to begin advancing design efforts soon
- Time extension granted until June 17, 2026

Wilson Borough Improvements, Wilson Borough (C-C. Barry)
MPMS 115769 – est. let January 16, 2025 (paper let)

- Sponsor had determined project will be bid as Design/Build
- Sponsor continues working on ROW acquisition, condemnation will be needed
- Time extension granted until March 8, 2026

Allentown 15th Street Traffic Signal Improvements, City of Allentown (C-C. Barry)
MPMS 116846 – est. let TBD (paper let)

- Plan development ongoing along with activities to obtain required utility and ROW clearances

S. Church and Hickory Street Connections, Borough of Macungie (C-C. Barry)
MPMS 119779 – est. let TBD (paper let)

- Plan development ongoing along with activities to obtain required clearances

Bethlehem Township Emergency Traffic Signal (C-C. Barry)
MPMS TBD – est. let April 1, 2027 (paper let)

- Reimbursement agreement being drafted for processing in eGrants system
- Plan development ongoing along with activities to obtain required clearances

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting August 21, 2024

<u>ACRONYM REFERENCE</u>	
ADA	AMERICAN WITH DISABILITIES ACT
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
CRP	CULTURAL RESOURCES PROFESSIONAL
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
GP	GENERAL PERMIT
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
MPMS	MULTIMODAL PROJECT MANAGEMENT SYSTEM
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RRFB	RECTANGULAR RAPID FLASHING BEACON
SHPO	STATE HISTORIC PRESERVATION OFFICE
SOI	STATEMENT OF INTEREST
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TBD	TO BE DETERMINED
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE

MEMORANDUM

DATE: August 13, 2024
TO: Lehigh Valley Transportation Study
FROM: Brian Hite, Transportation Planner

REGARDING: Monthly Traffic Monitoring Report

This memo highlights some aspects of the attached Monthly Traffic Monitoring Report data charts. This report covers traffic volumes and types of commercial trucks on selected roadways through the end of July 2024.

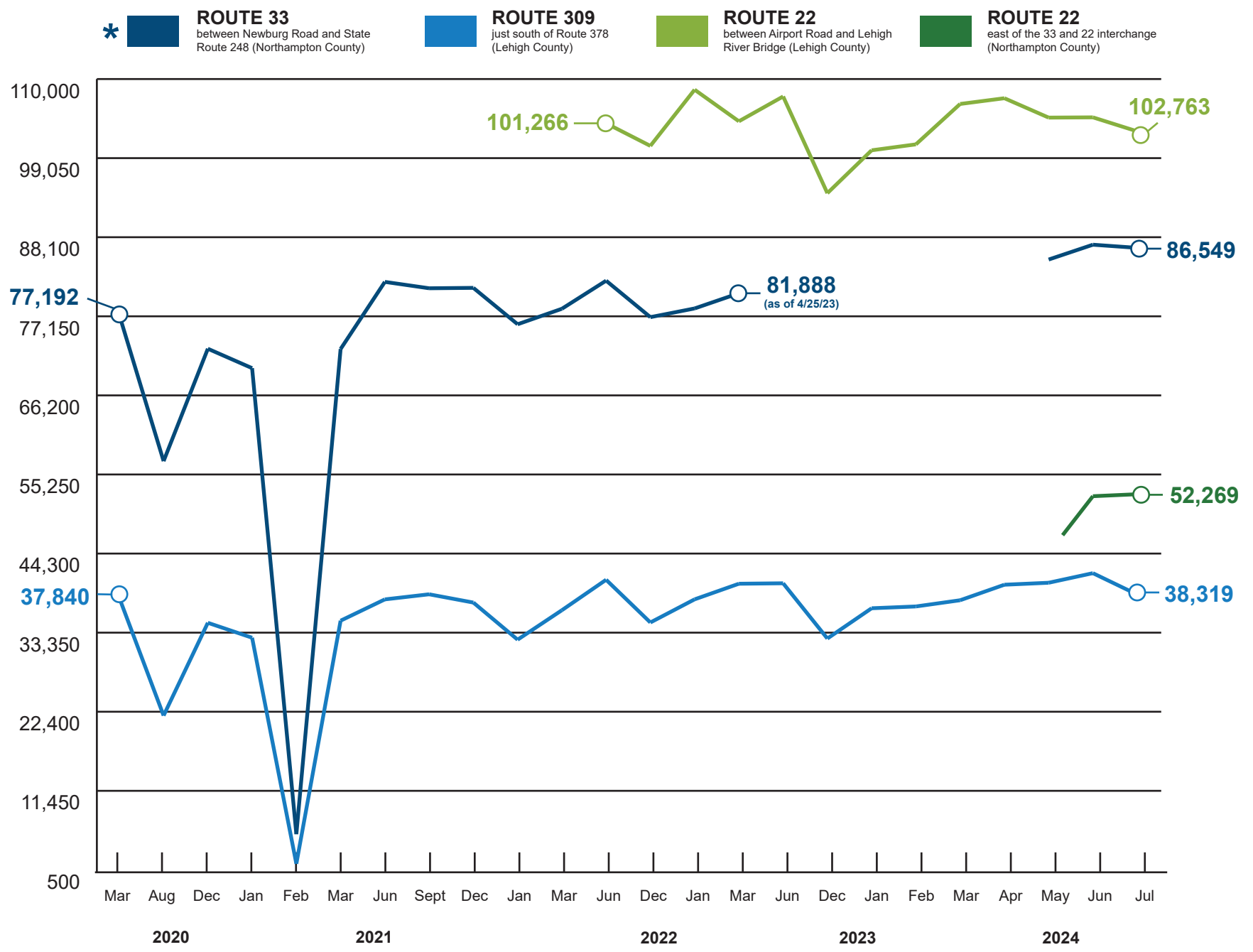
This data is a critical component of the Federal Highway Administration (FHWA) Highway Performance Monitoring System (HPMS) Activities conducted by the Lehigh Valley Transportation Study and the Lehigh Valley Planning Commission.

These are the continuous counters in operation and the associated data collected at the end of July 2024:

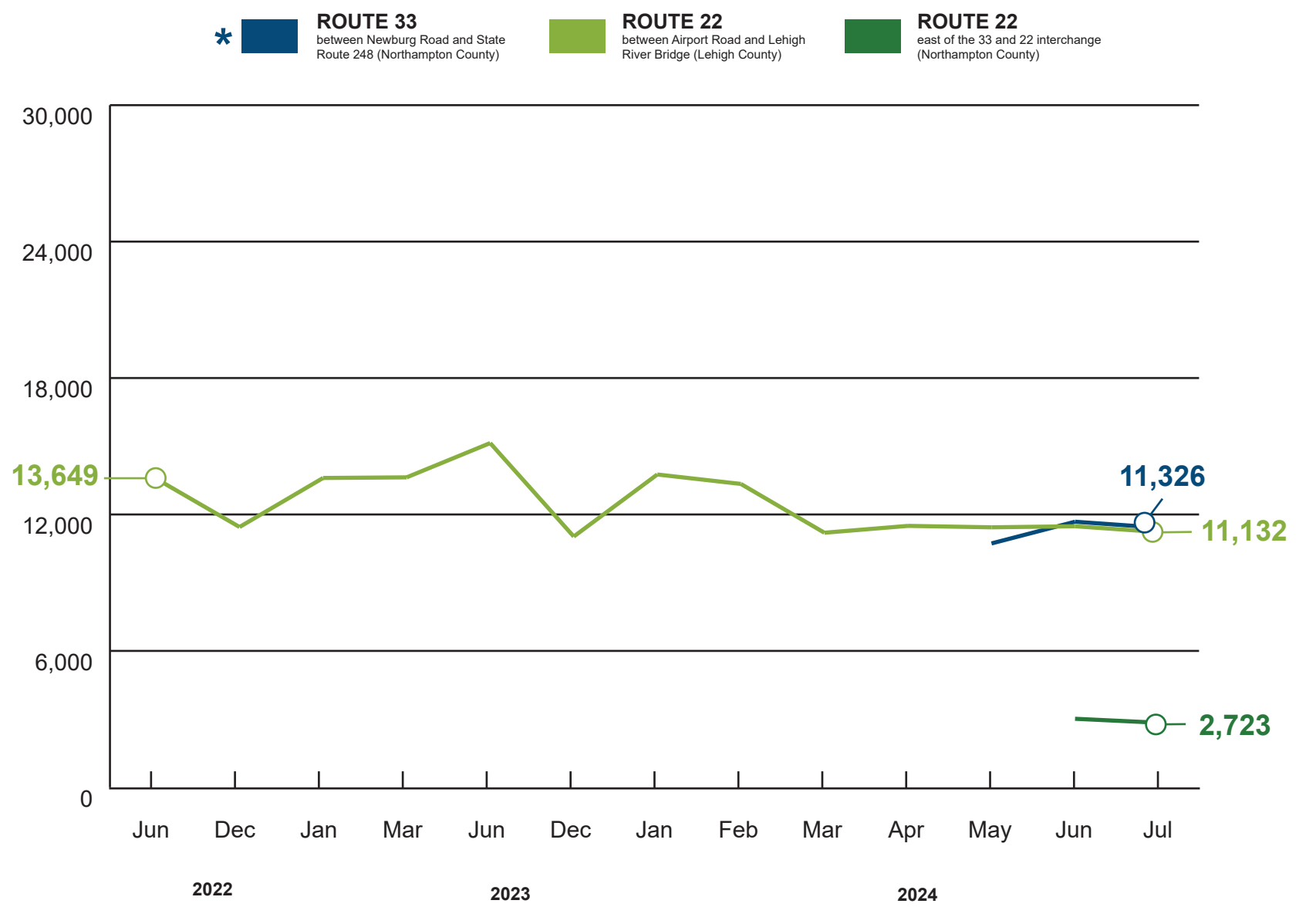
- **Route 22** between Airport Road and the Fullerton Avenue Exit: 102,763 total vehicles of which 11,132 were commercial trucks.
- **Route 33** between Newburg Road and Route 248 recorded 86,549 total vehicles of which 11,326 were commercial trucks.
- **Route 22** between Route 33 and the 25th Street Exit in Palmer Township recorded 52,269 of which 2,723 were commercial trucks
- **Route 309** north of Coopersburg recorded 38,319 total vehicles

The total vehicles have been generally consistent with slight variations due to summer traveling patterns effecting overall vehicles. This month's report shows that Route 33 had more trucks than Route 22 at our counters albeit by 194 commercial style trucks (e.g. anything over 1 ton registration). Additionally route 22 near the Lehigh River continues its dominance as the highest traveled segment of roadway in the Lehigh Valley, at 102,763 total vehicles per typical weekday.

TOTAL VEHICLE TRAFFIC



TOTAL TRUCK TRAFFIC



THE MORNING CALL

Talking Business with Becky Bradley: Managing Lehigh Valley's Growth Demands Community Participation

By Becky Bradley

Special to The Morning Call

July 28, 2024 at 9:00 AM

I've seen some incredible things. You likely have as well. Chances are we've all been part of some of it. Hopefully we continue to advance our community through the "culture of can" and putting a hard stop on the pervasive and insidious "culture of chaos." In the context of planning, much of this falls on how we manage change, particularly growth. This is a choice. All of us own it.

First, we need to eschew the idea that we are like the meme of the dog announcing "this is fine" while drinking coffee with the room around us in flames. The image, drawn by K.C. Green in 2013, conveys acceptance in the face of a hopeless situation. It's a representation of self-denial and responsibility for the consequences of individual or collective actions or inactions. It's an abdication of ownership.

Every one of us living or working in the Lehigh Valley is an owner. That means we are responsible for our community and our role in it. As a region, we are seeing incredible change. Some good, some questionable, some I'd call "to be determined". But all-in-all, we can agree that intense growth is occurring here.

We have a growing, highly dynamic region, at a time when fully two-thirds of Pennsylvania's counties, and much of the nation, are losing population and jobs. This is happening as the effects of elevated interest rates and inflation are driving up prices on everything from money to housing. This is certainly softening in specific sectors but it's clear costs have gone up and will remain higher than they were pre-pandemic. That's the result of growth in the economy and demand outpacing supply across many sectors. All of these affect housing, transportation, education, business and governmental operations. We all are experiencing it through increases to household expenses. We usually judge our economy on its growth, but many elements of the growth in a free-market economy lead to increases and the inherent pressures that follow.

We do have control of lots of things. At the Lehigh Valley Planning Commission, we specialize in recognizing, tracking, measuring and monitoring regional changes, reporting those to you and then helping Lehigh and Northampton Counties, the commonwealth and federal partners develop strategic and implementable goals, policies and programs to

manage change. We support local governments, nonprofits and you with the same. All of this allows the “collective we” to make decisions and guide our region into the future it needs. Our work supports your ownership.

Looking back over the first half of 2024 and forward into the next year, several key collaborations and partnerships have emerged, or soon will, to begin to support your ownership and implementation of some of the most pressing issues the region faces. First, support of our local governments, who have the authority to plan for and manage growth in their community. They are challenged by the volume and complexity of the developments they are receiving and are often under-resourced. That’s why continued professional technical, planning, legal and engineering support are so critical to them. As county planners, we daily respond to requests for support from our local governments. Last week, we received an inquiry about best practices for allowing accessory dwelling units or what we call ADUs. These are the granny flats, tiny homes and garage-to-residential type conversions that more and more people wish to add to existing residential and even commercial properties.

This request also happens to be related to the Regional Housing Supply and Attainability Strategy that is being funded by Lehigh County on behalf of the region. This business plan for housing production will look at where, what price points and how new housing can be built to close the nearly 9,000-unit shortage the region is experiencing today. The key here is that not all areas can support more housing and some can support a lot more. We need to identify those that can grow, and then match the type of housing to what is sustainable and what people in those areas can afford.

Another critical factor is the cost of money. It’s more expensive for homebuilders to build, and that cost is passed onto the consumer. These are just a few of the issues that must be addressed in any housing strategy. It’s a complex conversation in any case, and one that is critical to maintaining our community, let alone growing it. We need to allow that conversation to happen in a collegial, respectful and solutions-based way or the housing deficit worsens and that affects us all.

You’ll be hearing a lot more about this soon but know that the Regional Housing Supply and Attainability Strategy project kicked off on July 26 and is anticipated to be completed this time next year. Our local and national housing crisis tends to evoke great passion. Passion is good, but blind negativity gets us nowhere.

It’s a critical and necessary time to be proactive and demonstrate positive and community supportive leadership. It’s an “advancement killer” if we allow people to shout each other down in public meetings. Victim culture, where a false facade exists, can have the same effect. Allowing negativity to create chaos, dissension to thwart productive dialogue should not be acceptable. As we enter this critical time in addressing the housing challenges in our region, I invite everyone to join in the movement. Bring your passion, and please couple that with compassion and respect for your community and neighbors, including those who don’t agree with you.

Becky Bradley is executive director of the Lehigh Valley Planning Commission



Lehigh Valley Transportation Study

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Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

MEMORANDUM

DATE: August 13, 2024
TO: Lehigh Valley Transportation Study
FROM: Brian Hite, Transportation Planner

REGARDING: Local Technical Assistance Program (LTAP)

The LTAP program will be holding the following classes virtually during the next month:

- **August 22: Drones for Municipal Uses, 8 am to noon**
 - This course introduces attendees to the basics of unmanned aerial vehicles (UAVs) with a focus on municipal program uses. Also known as unmanned aerial systems and most often called drones. Participants will learn the variety of types and pertinent uses of the drones such as bridge/building inspections, roadway pavement visual condition assessments, and more. The course will introduce the governing regulations for use. Equipment data collection capabilities and costs will be reviewed. Note, this course is not intended to teach actual operation techniques of drones; its focus is basic drones understanding toward municipal utilization and program development planning.
- **August 27: Geographic Information Systems (GIS) Basics, 8 am to noon**
 - This course is for municipalities interested in learning about Geographic Information Systems (GIS) and how technology may be able to assist them in increasing efficiency and reducing costs for asset management and transportation planning. Common goals and objectives of municipalities often include improving communication and transparency between staff, elected officials, and the public, effectively transferring institutional knowledge as staff changes, recording maintenance history, and automating inspection processes. This LTAP training provides the attendees with the opportunity to see how to interact with different types of interactive GIS web map applications. Additionally, the class provides an introduction of how applications are created and how data is collected and maintained.
- **September 4: Curves on Local Roads, 8 am to noon**
 - Part of a series of courses this course will focus on studies for determining the application of curve warning signs and other safety features for curves. The course will also examine other features germane to curve safety, including pavement quality, superelevation, shoulder edge drop-offs, clear zones, and fixed object hazards. Students will be able to explore the application of curve warning signs through several real examples, including a field visit to nearby curved roadway segments.
- **September 10: Traffic Signals Basics, 8 am to noon**
 - The purpose of this course is to provide Pennsylvania municipalities with a basic understanding of the function, operation, and maintenance of traffic signals, as well as options for basic safety issues. At the end of this course, students will be able to: Understand the basic function and operational concepts of traffic signals. Interpret traffic signal plans to determine maintenance, operational, and safety needs. Assess common safety and maintenance issues and apply solutions using PennDOT and FHWA resources. Intended Audience: All municipal employees are involved in the maintenance and operation of traffic signals.
- **September 11: ADA Transition Plans and Evaluations, 8 am to noon**
 - The American with Disabilities Act (ADA) requires all public entities to have a transition plan or self-evaluation in place. The purpose of the plan is to identify existing barriers to access for programs, services, and facilities in the public right-of-way and how the municipality will mitigate those barriers. This course will provide municipalities with the background information and tools necessary to create an ADA-compliant transition plan or self-evaluation. The helpful to officials responsible for complying with the ADA, developing a plan, inspecting facilities, and creating ADA-compliant documents and procedures.

You may register for the free classes at www.gis.penndot.gov/LTAP/ or by contacting myself, Brian Hite, at bhite@lvpc.org 610-264-4544.

Additionally, you may contact me if you have any specific questions regarding how LTAP can assist your municipality or transportation partner with a specific need in safety or maintenance of infrastructure or enhancements to the transportation system.

LTAP can be a valuable resource for municipalities struggling with a persistent problem or a new concern in their community that may need another look from technical experts available from the Commonwealth of Pennsylvania in coordination with the Lehigh Valley Transportation Study and Lehigh Valley Planning Commission. At the end of the process the municipality will receive a report or memorandum explaining the aspects of the concern reviewed and best practices to address or solve the problem.

These resources are free and there is no obligation to follow any recommendations or improvements provided in technical assistance reports. These reports have been a valuable resource in pursuing funding from various grant programs as they are from PennDOT technical expert consultants.

Once again, please contact me if you have any questions or ideas for the Local Technical Assistance Program.



Lehigh Valley Transportation Study

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Secretary,
Coordinating Committee +
Technical Committee

MEMORANDUM

DATE: August 13, 2024
TO: Lehigh Valley Transportation Study
FROM: Ben Dinkel, Transportation Planner

REGARDING: Grant Opportunities

The following grant opportunities are currently open for applications

Safe Streets and Roads for All (SS4A)

The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways., commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives

More Information: <https://www.transportation.gov/grants/SS4A>

Application Deadline: August 29, 2024

Bridge Investment Program, Fiscal Year 2025

The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.

More Information: <https://www.fhwa.dot.gov/bridge/bip/>

Application Deadlines: Planning application is October 1, 2024

Project application deadline is November 1, 2024

Reconnecting Communities Pilot Program

Created to advance community-centered transportation connection projects, with a priority for projects that benefit disadvantaged communities, that improve access to daily needs such as jobs, education, healthcare, food, nature, recreation, and foster equitable development and restoration, and to provide technical assistance to further these goals. The Reconnecting Communities Pilot Program provides technical assistance and grant funding for planning and capital construction to address infrastructure barriers, restore community connectivity, and improve people's lives.

More Information: <https://www.transportation.gov/reconnecting>

Application Deadline: September 30, 2024