



# 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, April 17, 2024, at 9:00 am Virtual Meeting Agenda

### Roll Call

### Courtesy of the Floor

1. *INFORMATION ITEM:* Brian Hare retirement and recognition of service, Jim Mosca re-introduction
2. *INFORMATION ITEM:* Gene Porochniak, Federal Highway Administration Community Planner, New LVTS Liaison

### Minutes

1. *ACTION ITEM:* Technical Committee approval of the Technical Committee Meeting Minutes of the LVTS Technical Committee Meeting of March 20, 2024 (BC)
2. *ACTION ITEM:* Coordinating Committee approval of the Coordinating Committee Meeting Minutes of the Joint LVTS Technical & Coordinating Committee Meeting of February 21, 2024 (Rick M)
3. *ACTION ITEM:* Technical Committee approval of the Passenger Rail Feasibility Study Meeting Minutes of the Joint LVTS Technical & Coordinating Committee Meeting of March 27, 2024 (BC)
4. *ACTION ITEM:* Coordinating Committee approval of the Passenger Rail Feasibility Study Meeting Minutes of the Joint LVTS Technical & Coordinating Committee Meeting of March 27, 2024 (Rick M)

### Old Business

1. *INFORMATION/ACTION ITEMS:* Technical and Coordinating Committees Transportation Improvement Programs Amendments/Concurrence
  - a. Allentown-Bethlehem-Easton (ABE) Airport Northside Logistics and Cargo Complex (MPMS #121443) Nationally Significant Multimodal Freight & Highway Projects Program (INFRA) Award (JR, Ryan M)
    - i. *ACTION:* Adding project to the Draft 2025-2028 Transportation Improvement Program
  - b. Allentown Center Square (MPMS #119989)
    - i. *ACTION:* Adding project to the Draft 2025-2028 Transportation Improvement Program
2. *ACTION ITEM:* Coordinating Committee adoption of the Priority Climate Action Plan for Transportation Decarbonization (Rick M)
  - a. <https://lvpc.org/lv-green-transportation>
3. *INFORMATION ITEM:* Climate Pollution Reduction Implementation Grant for the Lehigh Valley Green Transportation Infrastructure Project (MA)
4. *INFORMATION ITEM:* 2023-2026 Transportation Improvement Program Administrative Actions (JR)
5. *PRESENTATION ITEM:* 2023-2026 Transportation Improvement Program Project Update concerning Route 309 and Tilghman Street Interchange Reconstruction (Project Designer)
6. *INFORMATION ITEM:* Lehigh Valley Passenger Rail Study (HM)

- a. May 15, 2024 at 10 AM, Virtual – [www.tinyurl.com/LVTSPR0524](http://www.tinyurl.com/LVTSPR0524); 610-477-5793, Conference ID: 636 219 000#
- 7. *INFORMATION ITEM: FutureLV: The Regional Plan Implementation, Vision Zero Application (EG)*
- 8. *DISCUSSION ITEM: Status of Joint Meetings between LVTS Coordinating Committee and Technical Committee (BC, Rick M)*

**New Business**

- 1. *INFORMATION ITEM: We Are Moving (MA)*
  - a. New Address: 615 Waterfront Drive, Suite 201, Allentown, PA, 18102
  - b. Effective April 22, 2024

**Status Reports**

- 1. PennDOT District 5-0 Highway Project Status Report
- 2. Monthly Traffic Report
- 3. Eastern Pennsylvania Freight Alliance, Freight Infrastructure Plan

**Public Engagement, Grants, and Education Reports**

- 1. *INFORMATION ITEM: Public Engagement*
  - o WDIY, 88.1 FM, National Public Radio – Plan Lehigh Valley Radio Show
    - a. Aired April 1: All Aboard! Passenger Rail Service in the Lehigh Valley, featuring Angela Watson
    - b. May 6: Next show airs 6:30 PM
      - [wdiy.org/show/plan-lehigh-valley](http://wdiy.org/show/plan-lehigh-valley); [lvpc.org/news/v](http://lvpc.org/news/v)
  - o Morning Call Business Cycle Column
    - a. April 14: “The Data-Drive Effort for Safer Roads”
    - b. May 19: Next column is published.
      - [www.mcall.com](http://www.mcall.com); [lvpc.org/news/v](http://lvpc.org/news/v)
- 2. *INFORMATION ITEM: Lehigh Valley Government Academy*
  - Local Technical Assistance Program (LTAP) Virtual Classes
    - a. April 23: Public Works Safety, 8 am to noon
    - b. May 2: Nighttime Visibility for Safety, 11 am to noon
      - Register at [www.gis.penndot.gov/LTAP/](http://www.gis.penndot.gov/LTAP/) or by contacting Hannah Milagio at [hmilagio@lvpc.org](mailto:hmilagio@lvpc.org)
- 3. *INFORMATION ITEM: PennDOT Connects 2024 Municipal Outreach Meeting*
  - o May 16: PennDOT District 5 Offices 1002 Hamilton Street, Allentown / Virtual, 1 pm to 3 pm
    - <https://attendee.gotowebinar.com/register/378575750968192520>
- 4. *INFORMATION ITEM: Grants*
  - Active Transportation Infrastructure Investment Program (ATIIP)
    - <https://www.grants.gov/search-results-detail/353043>
  - Safe Streets and Roads for All (SS4A)
    - <https://www.transportation.gov/grants/SS4A>

**Adjournment**

### **Next LVTS Meetings**

LVTS Technical Committee Meeting May 15, 2024, at 9:00 am

LVTS Joint Technical and Coordinating Committee Meeting, June 12, 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](http://www.lvpc.org), may be translated into multiple languages. Publications and other public documents can be made available in non-English languages and alternative formats, if requested.



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Secretary,  
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Technical Committee

## Lehigh Valley Transportation Study Minutes from the Wednesday, March 20, 2024 Technical Committee Meeting

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

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

### Roll Call

Ms. Milagio took Roll Call.

### Attendees

#### Technical Committee

Brendan Cotter	LANTA
Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik (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, Hannah Milagio

**Public Present:** Toni Mitman, Evan Jones, Scott Slingerland (CAT), Scott Harney (Pennoni), Ralph Eberhardt (Michael Baker Int'l, GLVCC Transportation Committee Chair), Jeff Rai (PennDOT District 5-0), Brian Miller, Rich Ames (WSP),

### Courtesy of the Floor

Chair Cotter asked if there were any comments or questions from the public about items not on the agenda. Ms. Bradley noted that Mayor Tuerk appointed David Petrik as his alternate for the Technical Committee. Becky thanked Mark Hartney for his service on the Technical Committee. David Petrik has been the Mayor's alternate for the Coordinating Committee.

### Minutes

Mr. Cotter stated that the last Technical Committee was held on February 21, 2024. Ms. Milagio noted the actions voted on.

- Minutes from the January 17, 2024, meeting
- TIP Amendment #1 LANta Performance Measure Maintenance
- TIP Amendment #2 Route 309 & Tilghman Street Interchange Demolition
- TIP Amendment #3 Route 309 & Tilghman Street Interchange Reconstruction
- Public Participation Plan Adoption
- Limited English Proficiency Plan Adoption
- Title VI Program Document Adoption

- 2024-2025 Unified Planning Work Program Adoption
- Adjournment

Chair Cotter asked for a motion to approve the minutes from the Technical Committee Meeting on February 21, 2024. Mr. Hopkins made the motion and it was seconded by Mr. Alas. There were no questions or comments from members or the public. Chair Cotter asked Ms. Bradley to call for a vote and the motion was approved. Mr. Petrik abstained from voting.

## **Old Business**

### **INFORMATION ITEM: 2023-2026 Transportation Improvement Program Administrative Actions Reminder on the TIP Amendment Process**

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

### **Administrative Actions**

Ms. Ruth stated that there were 3 administrative actions, 2 statewide administrative actions, and 1 interstate informational action from February 10th through March 8th, 2024. Ms. Ruth sent the meeting back to Mr. Dinkel for information on the Allentown Center Square project.

### **Allentown Center Square**

Mr. Dinkel continued with information about the Allentown Center Square Project, explaining the project is classified as an *administrative action*, in accordance with the 2023-2026 LVTS TIP revision procedures, because the project's funding structure relies entirely on non-federal funding sources. This project meets the criteria for being added as a funding initiative or line item, thereby bypassing the procedural requirements necessary for amendments, including exceeding the \$2 million threshold since it will not receive federal funds.

Mr. Hopkins asked if Allentown City had any financial investments in the Allentown Center Square project. Ms. Bradley explained that the project is utilizing state SPIKE funds, which are at the discretion of the PennDOT Secretary, and the Allentown Neighborhood Improvement Zone Development Authority (ANIZDA) is providing funding for the project as well.

### **ACTION ITEM: Lehigh/Northampton Airport Authority**

Mr. Meyer presented the ABE Northside Logistics & Cargo Complex INFRA Grant Award of \$40.8 million. Mr. Meyer explained the grant is from the US Department of Transportation (DOT) and must be on the TIP to receive funding. Mr. Gardi presented additional information about the project.

Mr. Cotter asked for a motion to recommend moving the TIP Amendment #1 INFRA Funding for LNAA Freight Project to 2023-2026 TIP AND the Draft 2025-2028 TIP to the LVTS Coordinating Committee for their vote. Ms. Bradley made the motion and Mr. Hopkins seconded the motion. No members abstained or voted no.

### **DISCUSSION ITEM: Joint Meetings with LVTS Coordinating Committee**

Ms. Bradley explained the reasoning for holding Joint LVTS meetings, as well as historical context for when and why the decision was made to hold joint meetings in 2018. Ms. Bradley explained that the LVTS technical and coordinating committees used to meet separately, but on the same day. It was decided it would be more efficient to hold joint meetings. Ms. Bradley also explained that some members of the Coordinating Committee appreciate hearing the technical committee's deliberation.

Mr. Cotter spoke in support of maintaining the joint committee meetings, explaining the benefit of having coordinating committee members listening in on the deliberations of the technical committee.

Mr. Hopkins asked if the virtual aspect of the LVTS meetings would be changed going forward with the new LVPC office. Mr. Cotter noted that public involvement is greater with a virtual option. Mr. Hopkins

asked if the coordinating committee needs to meet as often as they do, and Ms. Bradley explained the Coordinating Committee must meet periodically to vote on TIP amendments.

The conversation was tabled.

***ACTION ITEM: Priority Climate Action Plan and Implementation Grant***

Ms. Bradley explained the Priority Climate Action Plan was submitted to the US Environmental Protection Agency on February 29<sup>th</sup>, a day before it was due on March 1<sup>st</sup>. A link to the plan is available on the agenda. Ms. Bradley went over the themes, measures, and goals in the plan.

Ms. Bradley continued with an overview of the PCAP Implementation Grant application due April 1<sup>st</sup>. Ms. Bradley explained the scope of the grant application is to reduce Greenhouse Gas emissions in the region by greening as many interchanges as possible along the Route 22, 378, and 33 corridors. Ms. Bradley gave an overview of the interchanges, corridors, and Route 33 Park n Ride lot included in the grant application.

Mr. Cotter asked the LVTS Technical Committee to adopt the Priority Climate Action Plan as the official Transportation Decarbonization Policy Plan and support the LVPC and PennDOT Coalition's application to the EPA for a Climate Pollution Reduction Implementation Grant to invest in the improvement of the region's environment through transportation decarbonization and through our transportation planning work agreement to support the LVPC and PennDOT Coalition and provide necessary data, analytics, planning, and on-call support as an MPO partner.

Ms. Heller made the motion, Vice Chair Meyer seconded. There were no questions from the members or public, and the motion carried unanimously

***INFORMATION ITEM: Lehigh Valley Passenger Rail Study LVTS Special Meeting***

Ms. Bradley said there is an upcoming presentation on the passenger rail study from PennDOT next Wednesday, March 27<sup>th</sup>, 2024, at 10AM. Presented by PennDOT-commissioned consultants WSP, the analysis will lay out potential routes to New York, Philadelphia and Reading, estimated capital and operating costs, service alternatives, the lengthy process ahead and the potential freight rail and environmental conflicts. There were no questions from the committee or members of the public.

***New Business***

***INFORMATION ITEM: Greenhouse Gas Performance Measure Target Setting***

Mr. Hite shared that the Greenhouse Gas Measure is an additional Performance Measure 3 metric. State DOTs and Metropolitan Planning Organizations (MPOs) are to establish declining carbon dioxide targets. LVTS can accept PennDOT's measure or adopt its own, as long as it reduces emissions over time. LVTS staff will need to compare the state targets with the recently adopted PCAP, to determine if the state targets are appropriate for the Lehigh Valley region, or if we should set our own targets that better align with the PCAP.

Mr. Hite explained the targets are for an Urbanized Area, and the Allentown Urbanized Area includes portions of Berks, Bucks, and Monroe Counties in Pennsylvania and Warren County, New Jersey. The LVTS must establish a target for a much larger area than the boundaries of the MPO. There were no questions from members or the public.

***INFORMATION ITEM: Office Relocation***

Ms. Bradley provided an update on the office relocation. She shared that the LVPC office is moving in April, and the new address is 615 Waterfront Drive, Suite 201, Allentown.

***INFORMATION ITEM: Annual Report***

Ms. Bradley explained the Pennsylvania Municipalities Planning Code requires county planning agencies to release an annual report of activities by March 1st. The LVPC performed over 1,250 reviews, including land development, stormwater management plans, and grant reviews. There was also a more than 100% increase in municipal zoning ordinances reviewed.

Mr. Gardi explained *FutureLV: The Regional Plan* was updated in 2023 and is the comprehensive plan for both counties, as well as the LVTS' Long-Range Transportation Plan (LRTP). The LVTS held a Transportation Needs Assessment with over 30 public meetings and 4 in-depth workshops where more than 600 projects were reviewed for the LRTP.

Mr. Gardi reviewed Walk/RollLV, the Active Transportation Plan. The plan was adopted in 2020 and was designed to create an integrated transportation network and guide development.. Implementing Walk/RollLV helped four municipalities secure USDOT grant funding for active transportation initiatives, including \$9.9 million for the City of Bethlehem to advance a bicycle and pedestrian project on Broad Street.

Ms. Milagio presented *Planning for All: Increasing Equitable Access to Planning in the Lehigh Valley*, which is the title of the Title VI Program Document, updated in 2023. *Planning for All* includes the Public Participation Plan (PPP) and Limited English Proficiency (LEP) Plan, both of which were out for a 45-day public comment period was from December 27, 2023 to February 10, 2024, and were adopted by the LVTS in February.

Mr. Hite presented on training and engagement. 67 Local Technical Assistance Program (LTAP) tech assists were completed in 2023, supporting 26 Lehigh Valley municipalities. The LVPC hosted Pennsylvania Municipal Planning Education Institute (PMPEI) classes and educated 101 people in 2023. Brian also went over the results of the Local Government survey sent to municipalities to understand their challenges and training needs.

Ms. Milagio reviewed public outreach through media, including WDIY 88.1, The Morning Call, the Lehigh Valley Business Journal, social media platforms, and appearing on panels and keynote presentations at conferences.

Ms. Bradly thanked the board and concluded the conversation with anticipating 2024 will be just as busy as 2023.

Mr. Meyer stepped in to chair the meeting. Mr. Meyer commended the LVPC/LVTS staff for their great work in 2023. There were no questions or comments from the committee or members of the public.

#### **INFORMATION ITEM: Status Reports**

Mr. Meyer noted that, in the interest of time, no presentation was made for the Bridge Project Status Report, monthly traffic report, and the Eastern PA Freight Alliance – Freight Infrastructure Plan, as those reports could be found in the meeting packet. There were no questions from the committee or members of the public.

#### **INFORMATION ITEM: Public Engagement, Grants, and Education**

Ms. Milagio stated that the latest Plan Lehigh Valley Radio Show aired on March 4<sup>th</sup> and focused on the Priority Climate Action Plan. The next radio show will cover passenger rail in the Lehigh Valley and will air on April 1<sup>st</sup>. The Sunday Morning Call Column also focused on the PCAP and ran on March 10<sup>th</sup>. The next column focuses on the Draft 2025 TIP and will air on April 14<sup>th</sup>. There were no questions from the committee or members of the public.

Mr. Hite shared the 7 upcoming virtual LTAP classes held between March 22<sup>nd</sup> and May 2<sup>nd</sup>.

- 3/22 "Drones, Municipal Transportation Use" 11am to noon.
- 3/26 "Traffic Signals Basics" 8am to noon.
- 4/2 "Temporary Traffic Control in Work Zones" 8am to noon,
- 4/3 "Temporary Traffic Control in Work Zones" Workshop 8am to 10am
- 4/4 "Updates on the 11th edition of the MUTCD". 11am to noon
- 4/23 "Public Works Safety" 8am to noon
- 5/2 "Nighttime Visibility for Safety" 11am to noon.

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

Mr. Hite shared information about the upcoming PennDOT District 5-0 PennDOT Connects Municipal Outreach Meeting on May 16<sup>th</sup>. The meeting is an opportunity for municipalities and planning partners to connect with PennDOT and learn about the program and resources. There were no questions or comments from the committee or members of the public.

Mr. Dinkel shared information about the Safe Streets and Roads 4 All Grant program available to municipalities. The grant program closes on August 29<sup>th</sup>. There were no questions or comments from the committee or members of the public.

**Adjournment**

Mr. Meyer stated the next LVTS meeting is a special meeting on March 27<sup>th</sup>, the next Joint LVTS meeting is April 17<sup>th</sup>, and the next Technical Committee Meeting is on May 15<sup>th</sup>. Ms. Bradley motioned to adjourn the meeting.





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Secretary,  
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Technical Committee

## Lehigh Valley Transportation Study Minutes from the Wednesday, February 21, 2024 Joint Technical and Coordinating Committee Meeting

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

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

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

### Roll Call

Ms. Milagio took Roll Call.

### Attendees:

#### Technical Committee

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

#### LVTS Coordinating Committee

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

### Members Absent:

#### Technical Committee

Matthew Tuerk	City of Allentown
Mark Hartney (Alt)	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
Salvatore J. Panto Jr.	City of Easton
Philips Armstrong	Lehigh County
Jim Mosca (Alt.)	PennDOT Central Office

**Staff Present:** Becky Bradley, Patrick Osei, Hannah Milagio, Evan Gardi, Matt Assad, Brian Hite, Ben Dinkel, Susan Myerov, Tracy Oscavich

**Public Present:** Bill Hart, Toni Mitman, Brett Webber (Brett Webber Architects), Evan Jones (Morning Call), Max Inkrote (Larson Design Group), Heather Heeter (Borton-Lawson/Verdantas), Kerri Cutright (PennDOT District 5), Nyomi Evans (PennDOT Central Office), Brian Harman (The Pidcock Company), Vanessa Shamberg (FHWA), Scott Slingerland (CAT), Mike Emili (Northampton County), Rich Ames (WSP), Scott Harney (Pennoni), Megan Lysowski (Bethlehem City resident), Ron Beitler (Lehigh County), Blaise Richburg, Chris Stanford (Michael Baker International), Mick Dee (Rep. McNeill)

### **Courtesy of the Floor**

Mr. Molchany asked if there were any 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 January 17, 2024. Ms. Milagio noted the actions voted on.

- Minutes from the December 20, 2023, meeting
- Performance Measure 1 (PM1) Safety Target Setting
- Adjournment

Mr. Cotter asked for a motion to approve the minutes from the Technical Committee Meeting on January 17, 2024. Mr. Alas made the motion for approval of the Technical Committee Meeting minutes, and the motion was seconded by Mr. Meyer. Mr. Cotter then asked if there were any questions or comments from members and the public. There were none. 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 January 17, 2024. Ms. Milagio noted the actions voted on.

- Minutes from the December 20, 2023, meeting
- Performance Measure 1 (PM1) Safety Target Setting
- Adjournment

Mr. Molchany asked for a motion to approve the minutes from the Coordinating Committee Meeting on December 20, 2023. Mr. McClure made the motion for approval of the Coordinating Committee Meeting minutes, seconded by Mr. Kufro. 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.

### **Old Business**

#### ***ACTION ITEM: 2023 – 2026 Transportation Improvement Program (TIP) Amendment #1 LANTA – Preventative Maintenance (PM)***

Mr. Cotter noted that LANTA is seeking an amendment to increase in the Preventative Maintenance (PM) line item, which LANTA uses to keep their vehicles and facilities in a state of good repair. This amendment increases Federal 5307 (Urbanized Area Formula) funding by \$2,088,000 and local funding by \$522,000 in Federal Fiscal Year (FFY) 2024. The source of these funds is a variety of MPMS projects that had funding programmed in FFY 2023, but those funds were never obligated and can shift to the current FFY because funding from the Federal Transit Administration (FTA) can be spent within the year of apportionment plus four years. He noted that LANTA is seeking an approval to the amendment so that they can put in grants with the FTA and access the funds.

Mr. McClure asked for clarification as to whether or not the funding was programmed. Mr. Cotter noted that the funding was programmed, but not under a grant. Some of the funding was programmed, while some was added to the TIP because of a grant. Mr. McClure asked how much of the funding was programmed, and Mr. Cotter said that approximately \$1.7 million was previously programmed on the TIP. Mr. McClure asked what the funding was programmed for initially. Mr. Cotter said it was previously programmed for vehicles and the Enhanced Bus Service (EBS) line item. Mr. Cotter added that this TIP amendment shifts funds because LANTA programs the TIP on their anticipated need, and any unused funding must be shifted per FTA guidelines. Mr. O'Neil also added that funds are programmed based on projections, and funds need to be moved based on actual expenses and timing. He said that the funding movement does not impact local match, which comes from state and county operating assistance.

Mr. Cotter asked if there were any more questions, and there were none. Mr. Cotter asked for a motion from the Technical Committee to recommend the Proposed TIP Amendment #1 – LANTA PM Maintenance to the Coordinating Committee. Ms. Ruth made the motion to recommend TIP Amendment #1 to the Coordinating Committee, and the motion was seconded by Mr. Alas. Mr. Cotter asked if there were any further questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Proposed TIP Amendment #1 – LANTA PM Maintenance, as forwarded by the Technical Committee. Mr. Hopkins made the motion to approve TIP Amendment #1, and the motion was seconded by Mr. McClure. Mr. Molchany asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

***INFORMATION ITEM: 2023 – 2026 Transportation Improvement Program Administrative Actions – LANTA***

Mr. Cotter stated that LANTA's administrative actions presented relate to the movements per the previously approved TIP amendment. Because these funding movements fall below the \$2 million threshold and do not need to be voted on, the administrative actions were sent to PennDOT for updates to the TIP. Many of the shifts are funds moving from FFY 2023 to FFY 2024, and other movements are reconciliations in actual funds received. Mr. Molchany asked if there were any questions from members or the public, and there were none.

***ACTION ITEM: 2023 – 2026 Transportation Improvement Program (TIP) Amendment #2 PennDOT – Route 309 + Tilghman St. Interchange Demolition***

Ms. Ruth stated that the Route 309 and Tilghman St. Interchange Demolition (MPMS #121093) is being proposed as an addition to the TIP. Funding will be allocated for the demolition of properties purchased in relation to the project. The funding source for the project is the deobligation from Route 22 – 15th St. to MacArthur Rd. project, providing \$400,000 of National Highway Performance Program (NHPP) fund.

Mr. Cotter asked for a motion from the Technical Committee to recommend the Proposed TIP Amendment #2 - Route 309 + Tilghman St. Interchange Demolition to the Coordinating Committee. Mr. Meyer made the motion to recommend TIP Amendment #2 to the Coordinating Committee, and the motion was seconded by Mr. Hopkins. Mr. Cotter asked if there were any questions from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Proposed TIP Amendment #2 – Route 309 + Tilghman St. Interchange Demolition, as recommended by the Technical Committee. Mr. O'Neil made the motion to approve TIP Amendment #2, seconded by Mr. Hopkins. Mr. Molchany asked if there were any questions from members. Mr. McClure asked if the properties being demolished for the project were taken by eminent domain or through negotiated resolutions. Ms. Ruth said that the properties were negotiated through the right-of-way process. Mr. McClure asked for confirmation that \$400,000 will be taken from the resurfacing project on Route 22 from 15<sup>th</sup> Street to MacArthur Road. Ms. Ruth said that the resurfacing

project is completed and the \$400,000 was returned to the region for redistribution. Mr. Molchany asked if there were any more questions from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

**ACTION ITEM: 2023 – 2026 Transportation Improvement Program (TIP) Amendment #3 PennDOT - Route 309 + Tilghman St. Interchange Reconstruction**

Ms. Ruth noted that the Route 309 + Tilghman St. Interchange Reconstruction (MPMS #96432) amendment was an increase of \$23,618,430 to cover the current construction estimate. This project involves the reconfiguration of the Route 309 + Tilghman St. Interchange. It will also include two bridge replacements: one at Route 309 over Tilghman Street and another at Route 309 over Broadway. Additionally, the project encompasses the rehabilitation of the Route 309 culvert over Little Cedar Creek, roadway drainage improvements, base repair, overlay, and the installation of two new signals at the ends of the reconfigured ramps. These signals will be coordinated with the existing signals at Hausman Road/Cetronia Road and Tilghman Street/Parkway Road in South Whitehall Township, Lehigh County.

The funding sources for this project include:

- Deliver Consultant Assist: \$1,200,000. Highway Construction (581) Funding
- LVTS Hwy and Bridge Reserve: \$1,200,000, \$5,353,314 and \$1,804,829. National Highway Performance Program (NHPP), Surface Transportation Program (STP), and 581 Funding
- SR 611 Resurface - Bucks Co Line to Browns Dr.: \$466,000. STP Funding
- SR 512 o/ Brush Meadow Cr: \$751,712, \$72,288, and \$206,000. STP, Surface Transportation Urban (STU), and 581 Funding
- Fifth Street Bridge: \$625,000. 581 Funding
- PA 309 Resurface: \$7,500,000. NHPP Funding
- SR 22 / Fullerton Interchange: \$1,000,000 and \$250,000. NHPP, 581 Funding
- Safety Line Item LVTS: \$514,286. Highway Safety Improvement Program (HSIP) Funding
- SR 29 - Shimersville Hill Safety Improvement: \$2,675,001. HSIP Funding

Mr. Cotter asked for a motion to recommend TIP Amendment #3 - PennDOT - Route 309 + Tilghman St. Interchange Reconstruction to the Coordinating Committee. Mr. Meyer made a motion to recommend TIP Amendment #3 to the Coordinating Committee, seconded by Mr. Alas. Mr. Cotter asked if there were any questions from members or the public, and there were none. Ms. Bradley called for a vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Proposed TIP Amendment #3 - PennDOT - Route 309 + Tilghman St. Interchange Reconstruction, as recommended by the Technical Committee. Mr. Hare made the motion to approve the Proposed TIP Amendment #3, seconded by Mr. Hopkins. Mr. Molchany asked if there were any questions from members. Mr. Molchany stated that it would be beneficial for the LVTS to be notified when large project changes, such as the Route 309 resurfacing project, come up as projects progress. Notifications would be beneficial to the committees and their decision-making process.

Mr. Molchany asked if there were any additional questions from the members. Mr. McClure asked why this change in funding was not included in the most recent TIP update. Ms. Ruth stated that the recent TIP update does reflect this increase, and the amount that is carried on the draft TIP (2025-2028) will be reflected on the current TIP (2023-2026). A large amount of this increase will be addressed by project slippage that was already occurring during the TIP update on projects that are on the draft TIP, so the funding needed to be reassigned. Mr. McClure asked for further clarification on why this increase was not included in the TIP already. Ms. Ruth stated that most of the money being moved now on the current TIP, not the draft TIP that was voted on in December 2023 by the LVTS. The programmed amount on the 2025-2028 draft TIP reflects this amendment. Mr. McClure asked for the bridge ratings of the bridges over Tilghman Street and Broadway. Mr. Vottero stated that both bridges are in fair condition.

Mr. Molchany asked if there were any additional questions from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried with most of the committee voting yay and Mr. McClure voting nay.

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

Ms. Ruth stated that, from January 6 to February 9, 2024, there were two Interstate administrative actions and two District 5-0 administrative actions. Mr. Molchany asked if there were any questions from members or the public, and there were none.

**ACTION ITEM: Planning for All Adoption**

Ms. Milagio noted that Planning for All is the title for the LVTS' Title VI Program document, which encompasses documents and policies that demonstrate the LVTS' compliance with Title VI of the Civil Rights Act, as well as its commitment to equity and access in the region. Planning for All also includes the Public Participation Plan (PPP) and the Limited English Proficiency Plan (LEP Plan). Planning for All includes all threshold requirements of FTA Circular 4702.1B and has been reviewed by PennDOT's Bureau of Equal Opportunity, the Federal Highway Administration, and the Federal Transit Administration.

Ms. Milagio stated that Planning for All was out for public comment from December 27, 2023, to February 10, 2024. Physical copies of the drafts could be reviewed at the three city libraries and the offices of LANTA, the LVPC, and PennDOT District 5. The draft plans can also be found at [www.tinyurl.com/lvtsppp](http://www.tinyurl.com/lvtsppp) (Public Participation Plan) and [www.tinyurl.com/lvtslep](http://www.tinyurl.com/lvtslep) (Limited English Proficiency Plan). Comments could be made through emails to [planning@lvpc.org](mailto:planning@lvpc.org), calls 610-264-4544, or the virtual comment box at [www.tinyurl.com/P4AComments](http://www.tinyurl.com/P4AComments). Three public meetings were held to collect comments on the draft plans, and the list of comments and written responses were available in the meeting packet.

Mr. Cotter asked for a motion to recommend the Public Participation Plan to the Coordinating Committee for adoption. Ms. Bradley made a motion to recommend the Public Participation Plan to the Coordinating Committee for adoption by resolution, seconded by Mr. Meyer. Mr. Cotter asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to adopt the Public Participation Plan, as forwarded by the Technical Committee. Ms. Bradley made a motion to adopt the Public Participation Plan via the resolution in the meeting packet, seconded by Mr. O'Neil. Mr. Molchany asked if there were any questions from members or the public. Ms. Lysowski asked what efforts will be made to host meetings at a time more conducive to low-income individuals. Ms. Milagio noted that meeting timing is seriously considered when planning public comment periods, and different meetings are often planned for the morning, afternoon and evening timeframes. She added that in-person meetings are hosted in accessible facilities that are centrally located and accessible to transit. Ms. Bradley added that offering different options for meeting formats, whether virtual or in-person, has also been a consideration for accessibility during public comment periods. Mr. Molchany asked if there were any additional questions from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Cotter asked for a motion to recommend the Limited English Proficiency Plan to the Coordinating Committee for adoption. Ms. Bradley made a motion to recommend the Limited English Proficiency Plan to the Coordinating Committee for adoption by resolution, seconded by Mr. Meyer. Mr. Cotter asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to adopt the Limited English Proficiency Plan, as forwarded by the Technical Committee. Ms. Bradley made a motion to adopt the Limited English Proficiency Plan via the resolution in the meeting packet, seconded by Mr. O'Neil. Mr. Molchany asked if there were any

questions from members. Mr. Molchany commented that the two plans discussed in Planning for All would become parameters for future decision-making on transportation planning and investment. While justice issues have always been a priority for the LVTS, these plans will work with federal initiatives to ensure that funding is directed to areas that need it. Mr. Molchany asked if this was a correct summation of the two plans. Ms. Bradley stated that these plans are updates to existing plans, and they support the operations of the LVTS. The Justice40 regulations for investment of at least 40% of certain federal funds into disenfranchised communities is related to these plans, and applies more to the funding allocation strategy. The PPP + LEP Plan support engagement with all types of people in the region, and focuses particularly on better engagement with Justice40 communities. Mr. Molchany asked if Ms. Bradley believed that outreach efforts geared towards Justice40 and LEP communities will become more apparent through Ms. Milagio's continued community engagement efforts. Ms. Bradley said that she did. Mr. Molchany noted that continued outreach efforts within Justice40 communities should continue to be a priority to get information to individuals who have historically been passed over. Ms. Bradley added that the future location for the LVPC office will play an important role in that engagement, as the office is in a Justice40 community. Being more accessible to the public, especially to disadvantaged communities, will help with this engagement, along with the formalized operational procedures outlined in the plans.

Mr. Molchany asked if there were any additional comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Cotter asked for a motion to recommend Planning for All, the Title VI Program Document, to the Coordinating Committee for adoption. Mr. Meyer made a motion to recommend Planning for All, the Title VI Program Document, to the Coordinating Committee for adoption by resolution, seconded by Mr. Alas. Mr. Cotter asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to adopt Planning for All, the Title VI Program Document, as forwarded by the Technical Committee. Mr. Hare made a motion to adopt Planning for All, the Title VI Program Document, via the resolution in the meeting packet, seconded by Mr. Hopkins. Mr. Molchany asked if there were any questions from members or the public. Mr. Slingerland expressed his support for Planning for All, and said that it was a great way to put Justice40 into a local context for the region. Mr. Molchany asked if there were any other comments from the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

***INFORMATION ITEM: 2025 – 2028 Transportation Improvement Program Update***

Mr. Osei stated that currently, PennDOT, FHWA, and FTA are reviewing the draft TIP project. The start of an air quality conformity analysis is anticipated to begin on March 4, 2024, aiming for completion by March 18, including environmental justice considerations. The public comment period will begin April 8. The process involves in-person and virtual meetings throughout April, with the public comment period ending on May 8. Following reviews and approvals by the Technical and Coordinating Committees and a proposal for adoption in June, the regional TIP will be submitted to PennDOT in July, with anticipated federal approval by September for the 2025-2028 TIP to begin on October 1, 2024.

Mr. Molchany asked if the public comment opportunities were for the public to respond to the air quality and environmental justice analyses, or was it for the public to respond to the entire TIP. Ms. Bradley noted that all comments would be welcome during the public comment period, and that the air quality and environmental justice analyses must be completed before the TIP can go out for public comment. She reminded participants that the project list was developed over three public LVTS workshops that were held in December 2023. That project list is currently being checked for conformity with federal and state regulations. Mr. Molchany noted that public engagement efforts for this TIP will be particularly important because it will be the first TIP to which the Justice40 initiative applies. Mr. Molchany noted that regular updates on the TIP from the LVPC staff, PennDOT and FHWA will be helpful along the way, particularly from August to October when state and federal agencies review and tentatively approve the TIP. Ms.

Bradley agreed and added that schedule presented was intentional in showing the entire process. Mr. Molchany stated that the TIP is a large responsibility and allocation of funds, and that the LVTS will do what it needs to so that all the proper steps are taken.

Mr. Molchany asked if there were any further questions from member or the public. Ms. Shamberg added that FHWA will perform a detailed review in March to make sure the projects are eligible and there are no concerns. Mr. Molchany asked if there were any further comments from the public, and there were none.

**INFORMATION ITEM: Metropolitan Planning Organization Guide**

Mr. Osei shared that the Metropolitan Planning Organization (MPO) guide aims to enlighten residents, new members, and the public attending meetings about the planning process in the Lehigh Valley. It explains what an MPO is and clarifies the connection between the organization and regional planning efforts, fostering better understanding and engagement.

Mr. Osei noted that an MPO is a crucial entity recognized by the federal government to ensure that there is a collaborative process in place for transportation planning and project funding. It enables stakeholders, including the public and local officials, to have a say in how federal transportation dollars are allocated. The Lehigh Valley Transportation Study (LVTS) serves as the MPO for the Lehigh Valley, a designation it received in 1964. LVTS plays a pivotal role in shaping the region's transportation framework, prioritizing projects, and directing federal funding towards critical infrastructure developments, thereby facilitating efficient and sustainable transportation solutions for the community.

Mr. Osei stated that the LVTS meets the requirements of the US Code that established Metropolitan Planning Regulations, as well as applicable federal or state laws. The LVTS is also responsible for reporting and monitoring all the funding sources through the Transportation Improvement Program (TIP) which is how federal and state funds are utilized for projects across the region. When the LVTS was federally designated as an MPO in 1964, it took on the responsibility of preparing and enacting the TIP for the Lehigh Valley which is Lehigh and Northampton Counties. The LVTS supports and promotes community involvement, as public participation is critical to success of transportation planning, community outreach and public comments periods allow the citizenry of the Lehigh Valley to be able to be represented in development of reviews of plans and processes.

Mr. Osei said that the Lehigh Valley Transportation Study (LVTS) operates through two primary committees: the Technical Committee and the Coordinating Committee. The Technical Committee is responsible for the detailed evaluation of transportation planning and projects, providing expert analysis and recommendations based on technical criteria. This committee ensures that all proposals align with regional transportation goals and federal requirements. The Coordinating Committee, on the other hand, has the final say in the decision-making process. It reviews the recommendations from the Technical Committee and approves projects and policies. Both committees comprise voting members from Lehigh and Northampton Counties, the Mayors of Allentown, Bethlehem, and Easton, representatives from the Lehigh Valley Planning Commission (LVPC), Pennsylvania Department of Transportation (PennDOT) Central Office, PennDOT District 5, Lehigh and Northampton Transportation Authority (LANTA), and the Lehigh-Northampton Airport Authority (LNAA), ensuring a comprehensive representation of regional stakeholders in the transportation planning process.

Mr. Molchany asked if it would be possible to create a visual representation for what a project is and how a potential project moves through all the different requirements to be included on the TIP, and this could be helpful for municipal outreach. Ms. Bradley noted that the process is written in the MPO guide, but that she would check in with the LVPC Graphic Designer on the potential to create a graphic for outreach purposes. Mr. Molchany thanked her and said it could be an important tool for outreach both for comments on plans and submissions of projects. Mr. Molchany asked if there were any additional questions from members or the public, and there were none.

**INFORMATION ITEM: Federal Certification Review**

Ms. Shamberg provided an overview of the current Federal Certification Review. The LVTS is a Transportation Management Area (TMA), which is a metropolitan area with a population of 200,000 or more. Per federal regulations, FHWA and FTA are required to jointly review and certify the transportation planning process every four years. This certification process looks for compliance with all federal regulations, and it is an opportunity to go through the federally required transportation planning process. Previous LVTS certification reviews were conducted in 2008, 2012, 2016, and 2020, and the current review's certification and final report are due by June 25, 2024.

Ms. Shamberg reviewed the timeline for the 6-month review period. The LVTS was notified of the federal certification review in December, and submitted a variety of documents for the FHWA's desk review in January. Public engagement and board member engagement is occurring now through March, and a two-day site visit will be held on March 11 and 12. The site visit will include meetings with the MPO staff, LANTA, PennDOT District 5, PennDOT Central Office, FTA and the EPA. This will provide opportunities to ask questions and have dialogues on specific planning products. The final report will be issued in June.

Ms. Shamberg listed required planning products that have been or will be reviewed as part of the federal certification review: Unified Planning Work Program (UPWP), Congestion Management Process (CMP), Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Public Participation Plan (PPP), Limited English Proficiency (LEP) Plan, Title VI Program. She noted that the review also looks at performance based planning and programming, civil rights, safety, freight movement etc.

Ms. Shamberg shared the potential outcomes of the federal certification review. Types of findings from the review include commendations, recommendations and corrective actions. Certification actions as a result of the review include certified, certified with conditions (subject to addressing corrective actions), certified with conditions and restrictions, and not certified.

Ms. Shamberg stated that all LVTS members should have received an email from FHWA to schedule an optional one-on-one meeting with the federal review team, and those meetings are currently being scheduled. A public meeting will also be held on March 11 at 5 PM at the Fowler Center – 511 E 3<sup>rd</sup> St, Bethlehem, PA 18015, and there will be a virtual option. That public meeting will include a brief presentation of the planning process and certification reviews, and it will include time for public questions and comments. Ms. Shamberg will also accept public comments that are sent to her directly by email to [vanessa.shamberg@dot.gov](mailto:vanessa.shamberg@dot.gov) or by physical mail at 30 N 3<sup>rd</sup> St, Suite 700, Harrisburg, PA 17101. Comments may be submitted through March 20.

Mr. Molchany noted that the federal certification review is an important process that keeps FHWA, FTA and PennDOT aware of the region's needs and investments in the transportation grid. He said that the certification process includes an audit of LVTS documents with the LVPC staff, and that he was certain that FHWA would keep communication lines open to ensure that the LVTS addresses any improvements needed. Ms. Shamberg confirmed that this was true, and the process is typically more of a dialogue to go over preliminary findings from the desk review and other elements of the certification process. There will also be a debrief meeting scheduled within a week following the site visit to review findings before the report is drafted. Mr. Molchany reminded participants that LVTS' investments in the transportation grid are possible because of federal support, and he highlighted the importance of a positive certification process.

Mr. Molchany asked if there were any questions. Mr. Webber asked how the LVTS certification coordinates or integrates with the LVPC's review of PennDOT's Lehigh Valley rail study. Ms. Shamberg noted that the rail study is not included in this review. The focus of the federal certification review is the federally required planning products, which were reviewed earlier.

**DISCUSSION ITEM: Review of the Draft Priority Climate Action Plan on Transportation Decarbonization**



Ms. Myerov reminded participants that the staff completed the Priority Climate Action Plan (PCAP) and it was distributed to members and the public on February 9. This PCAP is a regional climate action plan focused on a specific sector of regional importance and has been prepared in accordance with the US Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) program guidance. The plan includes a list of strategies to mitigate the impacts of climate change by reducing greenhouse gas (GHG) emissions the transportation sector. The transportation sector was selected as the focus for this PCAP, as it was determined to be one of the largest sources of GHG emissions in the region. It is also the area where we can have the greatest impact because it gives us access to billions of dollars of state and federal decarbonization funding streams, many of them created through the Infrastructure Investment and Jobs Act and the Inflation Reduction Act.

Ms. Myerov shared that each measure includes supplementary information including specific targets and corresponding reductions, geography, implementation steps and implementing authorities. Also included is a specific analysis of the measure's impacts to the region's Low-Income and Disadvantage Communities and an analysis of the measures consistency with LVPC/LVTS plans and policies. Targets for each measure were developed in consultation with regional and state partners and reviewing LVPC/LVTS planning goals. Estimates were developed with consultant who utilized various models to generate the numbers included in the plan, and a description of the methods is included in the Appendix.

Ms. Myerov stated that Measure 1 is implementing bicycle corridor and pedestrian gaps projects. *Walk/RollLV: Active Transportation Plan* has identified bicycle commuting corridors, along with catalytic active transportation projects, which have the potential to serve high amounts of pedestrian and cyclist traffic. The city of Bethlehem was able to reference the Complete Broad Street catalytic corridor in their successful application for a federal Safe Streets for All Grant, which will provide approximately \$10 million for multimodal improvements along West Broad Street.

Ms. Myerov noted that Measure 2 reflects the action of increasing transit ridership, with targets based on discussion with Lehigh and Northampton Transit Authority (LANTA) officials. Increasing transit ridership is a proven strategy for decreasing transportation emissions, as it reduces the number of single occupancy vehicle trips and vehicle miles traveled. Transit routes connect population centers and corridors and provide for another mode of travel rather than driving a vehicle. This service is especially important for those who cannot afford the high cost of car ownership or are not physically able to drive. LANTA is in the process of upgrading bus station infrastructure, and as its Enhanced Bus Service program progresses, LANTA aims to improve bus frequency, expand the route network and coordinate with PennDOT and municipalities to install bus specific infrastructure to speed up service. Bus service improvements will not only benefit current riders but also attract new riders, which will take vehicles off the road and reduce emissions. In addition, bus service promotes the revitalization of the Lehigh Valley's urban core and encourages economic activity along route corridors.

Ms. Myerov stated that Measure 3 is to increase the deployment of alternative fuel vehicles of all types in the region from 2022 baseline figures. Transitioning to clean and sustainable fuel options/vehicles such as electric vehicles, fuel cell electric vehicles and biomass fueled vehicles is expected to drive most transportation emissions reductions in US (DOE, 2023). We aim to support federal and state initiatives to ease the cost burden of AFVs and switch fleets, and to connect eligible entities to funding programs that assist in these efforts. One example is the Bethlehem Area School District, which received a grant to operate electric school buses.

Ms. Myerov noted that Measure 4 is to increase the number and geographic distribution of alternative fueling stations in the region. Along with cost, lack of available fueling infrastructure is regularly cited as one of the largest hurdles facing widespread AFV adoption. Innovations in fueling technologies need to be paired with supporting alternative fueling infrastructure that is readily available and accessible to all users. There are federal initiatives to expand fueling infrastructure, such as the National Electric Vehicle Infrastructure program, which in its first round of projects has awarded funding for two charging locations,

both near Interstate 78 in Lehigh County. However, in addition to grant programs, additional public and private sector efforts will likely be needed to meet alternative fueling demand.

Ms. Myerov stated that Measure 5 is reimagining and retrofitting major transportation corridors, including Route 22, Route 33, Route 309, Route 378, Interstate 78 (I-78) and Interstate 476 (I-476 – Northeast Extension of the Pennsylvania Turnpike) to include additional green spaces, enhanced native and non-invasive landscaping and tree canopy and nature-based stormwater management practices.

Green infrastructure is an interconnected network of open spaces and natural areas, often used to manage stormwater, improve water and air quality, and reduce hazards to public health and safety. Examples include urban forests, parks, and natural drainage systems. Greening roadways can mitigate impacts of stormwater runoff, store carbon from tailpipe emissions, and create pollination corridors for native species. An example of areas that could benefit from these strategies is regional highway corridors, which often have invasive species or underdeveloped landscapes in right of ways and interchanges. These spaces provide an opportunity to be retrofitted with native species, sequestering carbon and promoting stormwater infiltration. When communities utilize and enhance their natural environmental assets as an integral part of their infrastructure, they can increase their ability to adapt to increasingly varied weather events.

Ms. Bradley shared that potential greening projects in available right of way along major corridors and estimated potential annual reductions have been estimated, should these measures be implemented. Consultation with PennDOT has begun to evaluate these greening opportunities, as well as stormwater management retrofits, energy saving light fixtures, enhancing commuter parking and intermodal facilities among other items. The idea is to reimagine the corridors, and the LVTS will be seeking funding for this project as part of the EPA's CPRG Implementation Grant program. The intent for the grant application is to apply for greening project funding along Route 22 and Route 33, and potentially Route 378. The application will fall into Tier B, which is for grant requests \$100-199 million. This is an excellent opportunity to implement the policy of the PCAP.

Ms. Myerov said that Measure 6 is implementing Intelligent Transportation Systems (ITS) technology to reduce congestion, support uniform traffic control standards and encourage trip planning technology applications for all modes of travel. For more efficient use of transportation resources and the reduction in vehicle miles traveled, transportation systems management strategies can be implemented locally and regionally. TSMO strategies focus on reducing congestion. For this measure, TSMO strategies are prioritized for regional highways and major corridors as outlined in the regional adopted plan transportation map. This includes - 207.3 miles of regional highways, 187.8 miles of major corridors. There are many examples of TSMO projects in the updated Long Range Transportation Plan and corresponding project list. These strategies include adaptive signal control, real-time traffic monitoring and dynamic lane usage to enhance flow. Additionally, ramp metering, incident management systems and integrated corridor management will be utilized to optimize roadway capacity and reduce bottlenecks, which can improve travel times and reduce emissions.

Ms. Myerov noted that potential greenhouse gas emission reductions resulting from the measures outlined in this plan are estimated at 321,000 metric tons of CO<sub>2</sub>e annually by 2050, a reduction from 2021 transportation sector emissions by nearly 12%. These measures, coupled with improvements in clean fuel technologies and other climate sector emission reduction measures will benefit communities, the environment, and the economy. Considering that the Lehigh Valley's population is projected to grow by 14.4%, job growth by 19% and Vehicle Miles Traveled (VMT) by 23% during this time, the actual reduction in emissions is much more significant as these occur even with continued regional population and job growth.

Ms. Myerov said that the EPA's timeline for the PCAP is to have the plan completed by March 1, 2024, and that deadline will be met. Once the priority climate action plan is completed, the implementation grant

applications for the \$4.6 billion pool of funding will be due April 1, 2024. We will then work on the comprehensive climate action plan (CCAP), which entails the development of a regionwide climate action plan that includes all emissions sectors. The regionwide comprehensive climate action plan will be adopted on or before June 2025. Concurrent with this plan is the updated long range transportation plan, which allocates funding, from now through 2050, for specific transportation projects that will reduce emissions. The opportunity to coordinate climate action through various related programs like these is unprecedented, and jump starts progress towards a low carbon future.

Ms. Bradley noted that, because of the Infrastructure Investment and Jobs Act (IIJA), additional Transportation Alternative Set-Aside (TASA) funding is available to the region. Carbon Reduction funds are also available, and Vulnerable Road User funding will become available 2029-2036. The PCAP will be the policy platform for the allocation of these and other funding sources through the LVTS. The funding for the PCAP was received because the Lehigh Valley is now one of the largest regions in the country. With growth anticipated in the region, the PCAP is an important opportunity to offset the impact of growth on the region's air quality. Because of its focus on transportation decarbonization, the Lehigh Valley PCAP primarily concentrates on air quality, but the measures and implementation projects proposed will provide additional benefits, including enhanced water quality and stormwater management.

Ms. Bradley noted that, as the recipient of the grant, the Lehigh Valley Planning Commission (LVPC) is currently reviewing the draft. The Environment Committee of the LVPC met yesterday and recommend that the LVPC forward this document to the EPA. The Transportation Committee of the LVPC will review the draft tomorrow evening, and the Full Commission of the LVPC will also review the draft tomorrow evening. All public comments will be collected from these meetings and the public workshop meeting, which Ms. Myerov will review, and will be addressed as needed before sending to the EPA by March 1. The PCAP will come back to the LVTS in March to begin the LVTS adoption process.

Ms. Myerov also invited participants to join the virtual WorkshopLV: Environment + Transportation discussion on the plan later that morning. Mr. Molchany noted that the PCAP and the implementation of its goals will be extremely important to the quality of life in the region moving forward. Residents of the region rely on the LVTS to support land, air and water quality, and the PCAP is an important opportunity to do that.

Mr. Molchany asked if there were any questions from members or the public. Mr. Webber stated that he appreciated the mention of intermodal facilities. Given the significant capital investment in existing rail infrastructure in the Lehigh Valley, he believes that rail should be included as an important component of the plan, perhaps more as it relates to long-range planning. He encouraged thinking about this for the CCAP. Ms. Bradley noted that the Lehigh Valley Passenger Rail Study is being led by PennDOT, is not yet completed and there should be more information on that next month. The EPA-funded PCAP needed to look at transportation decarbonization inside the region, and it could not include transportation to New York City or Philadelphia as part of the plan. Both elements contribute to why the upcoming study is not included in the PCAP.

## **New Business**

### ***INFORMATION ITEM: Unified Planning Work Program (UPWP)***

Ms. Oscavich stated that the draft one-year agreement for the period July 1, 2024 through June 30, 2025 was included in the meeting packet. The UPWP is a sub-agreement to the Master Agreement with PennDOT that outlines all the tasks and activities required by law for MPOs. This draft has incorporated comments from USDOT and PennDOT. It is of note that this agreement was in front of LVPC Executive Committee on Thursday, February 15th where it was reviewed and approved contingent upon any changes or comments LVTS will have on the workplan components of this agreement. The Executive Committee of LVPC is the board that reviews and approves all contracts for the LVPC staff work, and their meeting happened to fall before LVTS for this Month.

Ms. Oscavich said that this UPWP does not differ too much to the current UPWP. The Eastern PA Freight Infrastructure Plan is scheduled to end before this UPWP starts and therefore has been removed from this work program. LANTA also provided input and feedback on their activities so they can continue to receive planning funding.

Mr. Molchany asked for clarification on whether or not the both LVTS committees need to vote to approve the UPWP. Ms. Bradley said that the LVPC Executive Committee oversees all administrative contracts, so the LVTS vote is a ceremonial one. The LVPC Executive Committee had already voted to adopt the UPWP, pending any comments from both committees of the LVTS. She said it would be best for both committees to vote.

Mr. Cotter asked for a motion to recommend the Draft 2024-2025 Unified Planning Work Program to the Coordinating Committee. Ms. Bradley made the motion to recommend the Draft 2024-2025 UPWP to the Coordinating Committee, seconded by Mr. Meyer. Mr. Cotter asked if there were any questions from members or the public, and there were none. Ms. Bradley called for a vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Draft 2024-2025 Unified Planning Work Program, as forwarded by the Technical Committee. Ms. Bradley made the motion to approve the Draft 2024-2025 UPWP, seconded by Mr. O'Neil. Mr. Molchany asked if there were any questions from members or the public, and there were none. Ms. Bradley called for a vote, and the motion carried.

**INFORMATION ITEM: Lehigh Valley International Airport (LVIA) Update**

Mr. Meyer noted that LVIA currently has 15 nonstop destinations, with Allegiant serving most of those destinations. In 2023, LVIA had its highest passenger traffic activity since 2004, surpassing its pre-pandemic level. The website for LVIA now includes a feature to book travel details directly, FlyMyAirport. The new TSA checkpoint opened at LVIA in August 2023 and, since its opening, passenger processing has increased by 15%. The checkpoint also features a newly opened secure exit portal so TSA personnel are not needed for the tunnel.

Mr. Meyer stated that US Department of Transportation Secretary Pete Buttigieg visited LVIA twice, as the airport was the Bipartisan Infrastructure Law (BIL) Airport Terminals Program (ATP) grant project to be completed in the country. The building is also currently in the process of becoming LEED Gold certified. New concessions options have opened or will open in the terminal. Mr. Meyer reviewed the planned improvement projects for the next eight years at LVIA. These include the connector mentioned earlier, existing infrastructure maintenance and projects to generate additional revenue.

Mr. Meyer noted that 2023 was the fourth consecutive year of record growth for air cargo at the airport. LVIA received \$40.8 million INFRA (the National Significant Multimodal Freight + Highway Projects program) grant to support the Northside Logistics and Cargo Complex at LVIA. The project will consolidate various supply chain activities into one single location. The project aims to mitigate existing operational challenges including off-site truck staging and parking, and trucking to other ports which can add to congestion in the region. More details on the project will be announced in the next few months.

Mr. Meyer reviewed the proposed hotel development project, which is currently in the planning stages. Ultimately, LVIA is looking to relocate its entrance due to capacity, wayfinding and safety issues. LVIA secured two grants to begin work on relocating the entrance, hopefully later this year. Mr. Meyer also reviewed the Transportation Center project, which is currently in the preliminary planning stages. The project is looking to increase the airport's parking capacity to accommodate for the increase in service and the developments connected with the airport. The construction of this project is estimated to be completed in July 2028, when LVIA's forecasts show that the existing parking capacity will be tapped out.

Mr. Molchany stated that LVIA has become an important component of the Lehigh Valley, and federal and state recognition confirms its importance. Mr. Molchany asked if there were any questions from members or the public, and there were none.

### **Status Reports**

Mr. Molchany noted that the PennDOT District 5 Multimodal Transportation Fund and Transportation Alternative Set-Aside Projects report and the Monthly Traffic Report were included in the meeting packet. He asked Ms. Bradley or Mr. Hare to provide a brief update on the Passenger Rail Study.

Ms. Bradley stated that the Lehigh Valley Passenger Rail Study would be delivered to the LVTS by the end of March. Right now, staff are working with PennDOT to organize the release of the document and the public meeting associated with that release. More information will be provided over the next few weeks. Mr. Molchany asked if the public meeting would be a special meeting of the Coordinating Committee, or if it would be a general public meeting for PennDOT to release the report and the LVTS would review the study at a future meeting. Ms. Bradley stated that it would be a special meeting of the LVTS Technical Committee because the planning for the LVTS is done in the Technical Committee. The Coordinating Committee would be invited to participate in that discussion with PennDOT. Meeting logistics are currently being worked out with PennDOT. Mr. Molchany asked who the invitation would come from, and Ms. Bradley said that was to be determined. Mr. Molchany asked for confirmation that there would be an announcement made over the next several weeks about a meeting tentatively proposed by the end of March to provide the step-one report, provided by PennDOT. Following the release of that report, the LVTS will have many discussions and decisions to make on the next steps in this process. Ms. Bradley confirmed that this was true.

Mr. McClure asked why the special meeting would be held as a Technical Committee meeting with invitations extended to the Coordinating Committee, instead of a Joint Technical and Coordinating Committee meeting. Ms. Bradley stated that the study falls into the purview of the Technical Committee because it is the planning committee of the LVTS, and it considers all planning-related items before forwarding them to the Coordinating Committee. PennDOT requested that this meeting be held as a Technical Committee meeting, in accordance with the LVTS bylaws.

Mr. McClure stated that he understood that Joint Technical and Coordinating Committee meetings were held for ease of administration, but that there may also be reasons why Technical and Coordinating Committee meetings should be held separately. Mr. McClure asked for an explanation as to why the committees meet jointly. Ms. Bradley stated that the LVTS decided to hold joint meetings in 2018 to ensure coordination between the two committees. The Technical Committee meets more frequently than the Coordinating Committee. Mr. McClure noted that he appreciated the joint meetings for ease of administration was understandable, but it may be beneficial for the public if the two committees to meet separately, and for the Coordinating Committee to consider the Technical Committee's recommendations independent of the Technical Committee. Ms. Bradley noted that the decision to hold meetings jointly was not made by the LVPC, and joint meetings are not held for ease of administration. Mr. McClure noted that independent meetings may support more robust debate and support local the local decision-making authority of the counties and municipalities. Mr. Molchany noted that the comment is worth consideration and discussion at a future meeting. Ms. Bradley stated that the discussion would be added to an upcoming agenda, but that the length of meetings is unlikely to decrease because of changing regulatory requirements. Separate meetings would likely mean more time spent on LVTS business, and that coordination would need to occur with PennDOT District 5, PennDOT Central Office and LANTA, as staff support for the LVTS involves these organizations. Mr. Molchany noted that LVTS meetings are full of information because of regulatory requirements that ensure the LVTS maintains its federal certification, and that a future discussion would be necessary. Mr. McClure clarified that his comments were not directed at the length of the meetings, but rather at the Coordinating Committee's time to deliberate during the meetings.

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

## **Public Engagement, Grants and Education**

### **INFORMATION ITEM: Public Engagement**

Mr. Assad shared that the last Morning Call column ran on February 4, and it focused on the newly updated Public Participation and Limited English Proficiency Plans, through the lens of how the region has become much more diverse over the past four decades. That column can be found at [mcall.com](http://mcall.com). The next column will focus on the Priority Climate Action Plan, and it will run on March 10.

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

Mr. Assad noted that the most recent Plan Lehigh Valley radio show aired February 5, and focused on the Public Participation and Limited English Proficiency plans, with Ms. Milagio and LVPC Senior Community Planner Jill Seitz as the guests. The 30-minute show offered a to talk about how 128,000 people in the region speak a language other than English and take a deep dive into what goes into making all plans, analysis and public meetings accessible to everyone. That show is streaming at [WDIY.org](http://WDIY.org), and the next show will air March 4 at 6:30 PM.

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

### **INFORMATION ITEM: Lehigh Valley Government Academy**

Mr. Hite reviewed virtual training opportunities coming up from the Local Technical Assistance Program:

- February 26: Stormwater Control Measures, 8 AM – 11 AM
- February 29: Introduction to Traffic Studies, 8 AM – 12 PM
- March 6: Municipal Stormwater Facilities, 8 AM – 12 PM
- March 12: Traffic Calming Course, 8 AM – 12 PM
- March 13: Traffic Calming Workshop, 8 AM – 10 AM

Registration is available at [www.gis.penndot.gov/ltap/](http://www.gis.penndot.gov/ltap/). Interested participants can also contact Mr. Hite or Ms. Milagio for help with registration.

Mr. Molchany commended Mr. Hite on his efforts to provide these technical assistance programs to the region, as the Lehigh Valley's participation in the LTAP program is one of the highest in the state. Mr. Molchany asked if there were any questions from members or the public, and there were none.

### **INFORMATION ITEM: PennDOT Connects 2024 Municipal Outreach Meeting**

Mr. Hite shared that, on May 16<sup>th</sup>, PennDOT Connects is providing an opportunity to interact with PennDOT, Planning Partners, and other municipalities in the area at the PennDOT District office or virtually from 1 to 3 pm. The meeting will provide an overview of PennDOT Connects Municipal Resources, as well as information on various additional programs and resources for municipalities. Participants will be encouraged to contribute their own experiences and to share their best practices in planning, land use, and project delivery.

Mr. Molchany stated that the PennDOT Connects program is a great opportunity for municipal and community outreach, and that outreach efforts on behalf of PennDOT Connects are appreciated. Mr. Molchany asked if there were any questions from members or the public, and there were none.

### **INFORMATION ITEM: Grants**

Mr. Dinkel reviewed open federal grant opportunities:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
  - Deadline: February 28, 2024.
  - Selections will be announced in June

- <https://www.transportation.gov/RAISEgrants/apply>
- <https://grants.gov/search-results-detail/351055>
- Bridge Investment Program's
  - "Planning" and "Bridge Project" categories
  - FHWA provided a Bridge Project Application Template and Planning Grant Application Template, and highly encourages applicants to use the templates for their applications.
  - Deadline: March 19, 2024
  - <https://grants.gov/search-results-detail/351567>
- Safe Streets and Roads for All (SS4A)
  - Deadlines for Planning: April 4, 2024 (for Round One); August 29, 2024 (for Round Two)
  - Deadline for Implementation: May 16, 2024
  - <https://www.transportation.gov/grants/SS4A>

Mr. Molchany asked if anyone could apply for these grants, or if there was a formal process for an application to be vetted through the LVTS. Ms. Bradley stated that municipalities or other eligible entities are welcome to apply. The LVTS often reviews applications for consistency with *FutureLV: The Regional Plan*, identifies matching funds for a specific grant through the TIP, and provides grant support in other, specific scenarios. Municipalities and other eligible entities know that they need to come to the LVTS for required information in their application, and this is a normal function of an MPO. Mr. Molchany noted that grant promotion is essential to provide fiscal relief to the TIP and the Long-Range Transportation Plan. There are many projects that fall outside of the region's fiscal capacity, and aggressively pursuing grant opportunities could increase this capacity. Ms. Bradley agreed with Mr. Molchany, and she noted that the LVPC is committed to promoting these opportunities. Mr. Molchany asked if the contact person on the LVPC staff for these grant opportunities would be Mr. Dinkel. Ms. Bradley stated that the contact person would vary based on the grant itself, but often the first point of contact for grant opportunities would be Mr. Assad or Ms. Milagio, who are members of the LVPC's communication team.

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

### **Adjournment**

Mr. Molchany stated that the next LVTS meeting would be a Technical Committee meeting to be held virtually on March 20, 2024 at 9 AM. The next Joint Technical and Coordinating Committee meeting would be held virtually on April 17, 2024, at 9 AM. Mr. McClure made a motion to adjourn, 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 Wednesday, March 27, 2024  
Special Meeting of the Joint Technical + Coordinating Committee**

Mr. Molchany chaired the meeting, welcomed committee members and the public participants, and called the meeting to order. The meeting was advertised in the Lehigh Valley Press on March 20, 2024.

**Roll Call**

Ms. Milagio took Roll Call.

**Attendees**

Technical Committee

Brendan Cotter	LANTA
Becky Bradley, AICP	LVPC
Matt Tuerk	City of Allentown
David Petrik (Alt)	City of Allentown
Darlene Heller (Alt)	City of Bethlehem
Salvatore Panto	City of Easton
Jennifer Ruth	PennDOT District 5

LVTS Coordinating Committee

Rick Molchany (Alt)	Lehigh County
Becky Bradley, AICP	LVPC
Lamont McClure	Northampton County
Matt Tuerk	City of Allentown
David Petrik (Alt)	City of Allentown
Owen O'Neill	LANTA

**Members Absent:**

Technical Committee

Ryan Meyer	LNAA
J. William Reynolds	City of Bethlehem
David Hopkins (Alt)	City of Easton
David Alas	PennDOT Central Office

LVTS Coordinating Committee

David Hopkins (Alt)	City of Easton
J. William Reynolds	City of Bethlehem
Chris Kufro	PennDOT District 5-0
Brian Hare	PennDOT Central Office
Jim Mosca (Alt.)	PennDOT Central Office
Thomas Stoudt	LNAA

**Staff Present:** Becky Bradley, Hannah Milagio, Evan Gardi, Matt Assad, Brian Hite, Ben Dinkel, Susan Myerov, Sue Rockwell, Denjam Khadka, Christian Martinez, Taylor Beasley, Corinne Ruggiero, Mackenzie Geisner, Jill Seitz, Joey Dotta, Tracy Oscavich

**Public Present:** Angela Watson (PennDOT Central Office), Elizabeth Hines (WSP), Armando Pigman (WSP), Tom Morgan (WSP), Scott Slingerland, Trevor Pinho, Matthew Baysinger, Anthony Bronico,



Charles James, Kathy Fox, Brett Webber, Kim Lyons, Gail Pakosky, Hillary Kleinz, Sabrina McLaughlin, Pam (Guest), Matt Lubitz, George (Guest), Jeff Barber, Benjamin She, Joseph Saba, Jay Bradley, Joyce Marin, Shana (Guest), Bill Umbenhaur, Megan Lysowski, Randy Uhler, Stacy Wescoe, William Friel, David K, J T, Miguel Barbosa, Seth Lacey, Diddy (Guest), Tony Klapatch, Matt A, Howard (Guest), Alan Garger, ND (Guest), Geoff Brace, Steven Glickman, Simeon Pantelidis, Randy (Guest), Amanda Timochenko, Thomas the Tank Engine, Daniel Stevens, Tom Maheras, Joshua Cohen, Blaise Richburg, Mark Cassel, Phillip Doherty, Sara Baran, Charlie Romanow, RJ Incandela, Jim Palmquist, Hamdri Shekhar Kundu, Taylor Brown, Martin Balcazar Herrada, Col M, Chris Jandoli, Mark Garger, Mark Hammerstone, AJ Jordan, Kristen Sanford, Jared Piette, Natalie Perdue, Grace Vangelo, DSK, Matthew Liu, Tommy (Guest), Laura (Guest), Buckwalter (Guest), Antonio Carbone, Henry (Guest), John (Guest), Kim Saraka, Gerard Fabiani, William Royer, J. Amedeo, Kate Hartney, Van Bloys, Steve Biddle, James Harnett, Craig Beavers, Vincent Fabiani, Molly Wood, Jeff Ward (WFMZ), Nick Falsone (Lehigh Valley Live), Blaise Richburg, Gary Day, David Peter Alan (Railway Age), Adam Baginski, Lawrence Peterson, Jeffrey Kuveppel, Mick Dee, Jeff Warren, Chaz Smith, Justin Backover

**SPECIAL PRESENTATION: Lehigh Valley Passenger Rail Feasibility Study**

Mr. Molchany introduced Ms. Watson, Director of Rail, Freight, Ports + Waterways for the Pennsylvania Department of Transportation (PennDOT). Ms. Watson explained the role of her office within PennDOT and introduced the consultants who conducted the feasibility study. This study identifies potential corridors that could be considered for passenger rail projects, should the community and LVTS decide to move forward. She noted that the Infrastructure Investment and Jobs Act (IIJA) infused additional funding into passenger rail and the Federal Rail Administration (FRA) put out grants to distribute this funding. One grant program is Corridor ID, which is a program for start-up of service, and the next round of funding for this program will likely open in 2025. This study will provide data needed to make the decision of whether the region will move forward with a passenger rail project, which is a challenging decision as there is no dedicated state funding for passenger rail. She noted that the report will be available at [www.advancingparail.com](http://www.advancingparail.com) and at [www.lvpc.org](http://www.lvpc.org). Comments on the plan can be made on [www.lvpc.org](http://www.lvpc.org) and need to be submitted by April 12.

Ms. Watson introduced Ms. Hines, Senior Transportation Project Manager with WSP and the Project Manager for the Lehigh Valley Passenger Rail Feasibility Study. Ms. Hines led most of the presentation, and she began with an overview of the purpose of the study. She noted that the study establishes a framework to discuss passenger rail restoration opportunities and challenges in the Lehigh Valley. The study provides a comparative assessment of corridors and service alternatives, and lays out a pathway to implementation for a potential project sponsor. No other organizations, including SEPTA, NJ Transit and Norfolk Southern, were consulted in the preparation of the study. She stressed that, should the Lehigh Valley choose to move forward with passenger rail, it would be a 10-12 year process to finalize a project.

Ms. Hines stated that the study focused on three market pairs: Lehigh Valley to Newark/New York; Lehigh Valley to Philadelphia; Lehigh Valley to Reading. She emphasized that the study is solely a planning exercise, and that no design work or engineering was done as a part of this study. Nine candidate corridors were examined, and the corridor characteristics were taken into consideration. These characteristics include the conditions of the tracks and structures, right-of-way, operations, and environmental screening. She expanded on infrastructure and operational conditions. Considerations were made to include the maximum use of existing railroad rights-of-way, as well as the reactivation of abandoned rail infrastructure. In some locations, construction of new railroad rights-of-way may be needed, and all rights-of-way used would need new signaling, station, and siding infrastructure. Operational conflicts with freight railroads were also considered, and Ms. Hines noted that Bethlehem is a particularly difficult area for passenger trains to interface with freight trains. Based on these considerations, run-times were estimated to be two hours and 20-30 minutes to New York, one hour and 46-52 minutes to Philadelphia, and 46 minutes to Reading.

Ms. Hines highlighted the five service alternatives based on the considerations mentioned previously. The service alternatives listed are: Allentown to New York via Hackettstown; Allentown to New York via High Bridge; Allentown to Philadelphia via Lansdale; Allentown to Philadelphia via Norristown; Allentown to

Reading. She showed a chart that compared the five alternatives at a glance, and noted that the chart could be found on page 5 of the report.

Mr. Pigman reviewed details of the five service alternatives. The first alternative reviewed was Allentown to New York via Hackettstown. The estimated trip duration for this alternative is two hours and 30 minutes, with an estimated capital cost of \$474.9 million and an estimated rolling stock cost of \$145 million. Annual operating costs for this alternative are estimated to be \$23.6 - \$23.8 million. The advantages of this alternative are that it entirely utilizes active rail corridors, minimizes the need to operate on Norfolk Southern lines, and the Norfolk Southern segment already has Class 1 freight rail infrastructure. The concerns with this alternative are that the route is not as direct as the other New York alternative, the operations over Norfolk Southern may affect Lehigh Valley and Port of NY/NJ supply chains, and there is uncertainty around the surplus capacity on New Jersey Transit and Amtrak lines east of Hackettstown. Careful coordination with the state of New Jersey would be essential, should this alternative be chosen.

The second alternative Mr. Pigman reviewed was Allentown to New York via High Bridge. The estimated trip duration for this alternative is two hours and 20 minutes, with an estimated capital cost of \$469.9 million and an estimated rolling stock cost of \$145 million. Annual operating costs for this alternative are estimated to be \$16.5 - \$20.1 million. The advantages of this alternative are that it is the most direct route to New York City from Allentown, and the Norfolk Southern segment already has Class 1 freight rail infrastructure. The concerns with this alternative are that the operations over Norfolk Southern may affect Lehigh Valley and Port of NY/NJ supply chains, and there is uncertainty around the surplus capacity on New Jersey Transit and Amtrak lines east of High Bridge. Careful coordination with the state of New Jersey would be essential, should this alternative be chosen.

The third alternative Mr. Pigman reviewed was Allentown to Philadelphia via Lansdale. The estimated trip duration for this alternative is one hour and 46 minutes, with an estimated capital cost of \$635.8 million and an estimated rolling stock cost of \$102 million. Annual operating costs for this alternative are estimated to be \$5.1 - \$10.2 million. The advantage of this alternative is that it is the most direct route to Philadelphia, utilizing in-service rail corridors. The concerns with this alternative are that the operations over Norfolk Southern may affect Lehigh Valley and Port of NY/NJ supply chains, there is unclear optimal routing in Bethlehem, and 12 miles of right-of-way have been converted to rail trails. There are also SEPTA conflicts south of Lansdale, and there are dual-mode (diesel/electric) restrictions in the Philadelphia tunnel.

The fourth alternative that Mr. Pigman reviewed was Allentown to Philadelphia via Norristown. The estimated trip duration for this alternative is one hour and 52 minutes, with an estimated capital cost of \$739 million and an estimated rolling stock cost of \$102 million. Annual operating costs for this alternative are estimated to be \$5.5 - \$10.8 million. The advantage of this alternative is that it can provide a diesel-only route to the 30<sup>th</sup> Street Station in Philadelphia. The concerns with this alternative are that the operations over Norfolk Southern may affect Lehigh Valley and Port of NY/NJ supply chains, there is unclear optimal routing in Bethlehem, 12 miles of right-of-way have been converted to rail trails, and there are conflicts with the SEPTA Norristown Line.

The fifth and last alternative that Mr. Pigman reviewed was Allentown to Reading. The estimated trip duration for this alternative is 46 minutes, with an estimated capital cost of \$450.3 million and an estimated rolling stock cost of \$102 million. Annual operating costs for this alternative are estimated to be \$2.2 - \$4.3 million. The advantages of this alternative are that it has the lowest operating costs of all rail alternatives, and there is Class 1 freight rail infrastructure largely in place. The concerns with this alternative are that the operations over Norfolk Southern may affect Lehigh Valley and Port of NY/NJ supply chains, the Schuylkill River Passenger Rail Authority rail connection to Philadelphia is a proposal and not yet certain, and that Reading may not have the same travel demand characteristics of New York and Philadelphia.

Ms. Hines showed graphics of potential ridership demand, which can be found throughout the study. She noted that this analysis was very high-level and that, should the region decide to move forward with a

passenger rail project, a much deeper analysis would be included in subsequent studies. This study examines population within five miles and employment within one mile of the market pair corridors to gather preliminary information on potential ridership demand. She noted that this data can be misleading, as proximity to a transit service is only one of the drivers of ridership.

Ms. Hines reviewed the capital cost methodology used for the study. The capital costs were planning-level costs to allow for comparative assessment, and they include infrastructure costs for new track alignments, earthwork, flyovers and stations. The capital costs also include rolling stock procurement cost. Rights-of-way acquisition would add approximately \$500,000 - \$1 million to the capital costs, depending on the service alternative. The costs associated with the design process for a passenger rail project are also not included in the capital costs.

Mr. Morgan reviewed the operational cost methodology used for the study. The operations costs were based on hypothetical, conceptual operating plans. They reflect ongoing, annual costs, and rely on data from the National Transit Database for costs associated with Amtrak, NJ Transit and SEPTA. Operations costs estimated in the study only include train-related expenses, and they do not include the cost of operating and maintaining the stations. He reminded participants that there was no coordination with other rail providers or freight railroads as part of this study.

Ms. Hines reviewed some of the requirements for passenger rail service. If the Lehigh Valley chooses to move forward with a passenger rail project, the region would need to identify a project sponsor and operator, and potentially create an authority to act as the project sponsor. There would need to be an agreement with freight railroad(s) to allow service in privately owned rights-of-way. A model for operations would need to be established, and right-of-way locations where corridor is not currently used by or available for rail service would need to be acquired. Sources of capital and operating funding would also need to be identified, and the report includes potential sources.

Ms. Hines showed a graphic that outlined the 14-step process for acquiring passenger rail service, which can be found on page vii of the study. The entire life cycle of the project is expected to take 10-12 years, and each step of the process has an estimated cost provided in the report.

Mr. Cotter facilitated the question-and-answer session, and he opened the floor for questions from LVTS members in the room.

Mr. Molchany asked for clarification if the travel times listed in the report reflect travel times to the final destinations or to the connection to mentioned in the market pair. Ms. Hines noted that travel times reflect journeys to the final destination. Mr. Molchany asked if the annual costs were net costs, or if revenue from ridership would decrease those costs. Mr. Morgan answered that the annual operating costs did not include any potential revenue. Mr. Molchany asked if there was any determination of an individual costs for projection purposes for expected operating costs per rider. Ms. Hines stated that this kind of analysis is not included in the feasibility study, and would be covered in a ridership demand analysis. Mr. Molchany asked for clarification on where the connection to Reading would lead, and Ms. Hines noted that the Reading to Philadelphia corridor is already in the Corridor ID program. Mr. Molchany asked for clarification on whether the funding to support the 12-year plan to establish passenger rail in the region would come from the US DOT entirely, or if state and local match would be required in addition to the federal funding. Ms. Watson stated that large capital costs would need to come from federal sources, and it would require a match that would need to come from local sources. She reminded meeting participants that PennDOT does not have a dedicated source of funding for passenger rail service. Mr. Molchany asked if someone from the project team be available to answer further questions at future meetings, and Ms. Watson replied that the team was looking into that possibility now. Mr. Molchany asked if there were any known development pressures when rail is restarted in communities, particularly those of similar sizes to the Lehigh Valley. Ms. Hines stated that the team would need to look into similar case studies before providing a full answer.

Mr. Tuerk thanked PennDOT and the LVTS for their work in bringing this study to the region. He noted that he often receives questions from constituents on passenger rail availability in the region, and the

feasibility study has provided a solid foundation from which he and other regional leaders can begin to answer those questions.

Mr. O'Neil asked if the travel time estimates assume direct routes into their final destinations, or if they consider transfers in their time. Ms. Hines answered that this depends on each market pair and what infrastructure currently exists.

Ms. Bradley asked how previous rail studies, particularly those listed within the report, factored into or influenced this feasibility study. Ms. Hines stated that the studies were used to identify potential corridors for this feasibility study. She also noted that there are more studies underway for the Raritan Valley line in New Jersey, and NJ Transit is working on an updated master plan.

Mr. McClure thanked PennDOT and WSP for their work on the feasibility study. He asked if there were any concerns noted in the report that would be insurmountable to establishing passenger rail service in the region. Ms. Hines stated that the report aims to show that any corridor used for a potential project will have trade-offs, outlining potential advantages and obstacles. The LVTS will need to set its own priorities to determine if an obstacle is insurmountable. Ms. Watson echoed Ms. Hines and reiterated that the feasibility study provides preliminary facts that can be used during the decision-making process. She noted that there would be an additional cost associated with a fee paid to existing railroad for the use of its infrastructure for any of the market pairs listed in the study. Mr. McClure stated that the LVTS should begin making decisions on what obstacles are insurmountable before the planning process continues in earnest.

Ms. Bradley asked Ms. Hines if she could come back to the LVTS with estimated costs on the different planning and design elements of a potential project, and Ms. Hines said that she could.

Mr. O'Neil asked if there was any prescription from the US DOT as to how a project sponsor would be identified and if there were specific qualifications that potential sponsor would need to have, or if project sponsor identification would be a local decision. Ms. Watson referred Mr. O'Neil to the FRA's website for more information, and that she and Ms. Hines would follow up with an answer to his question. Ms. Watson mentioned that the Scranton/Wilkes Barre area created an authority to act as the project sponsor, and Ms. Hines added that it might be worth reaching out to the Lackawanna/Luzerne MPO to gain more insight into that decision and process.

Ms. Bradley noted that the Lehigh Valley already has a transportation authority, the Lehigh and Northampton Transportation Authority (LANTA), and that is why Mr. O'Neil asked the question. Mr. Molchany noted that other regions in Pennsylvania have already moved forward with the passenger rail projects, and that it would be beneficial for the LVTS to communicate with these regions about the planning processes and projects.

Mr. Cotter then asked for questions and comments from the public in the room. Mr. Ward noted that the travel times and number of trips cited in the study are not competitive with bus service or drive time, and he asked what the appeal was for passenger rail service. Ms. Hines noted that one of the next steps in the project process would be a more detailed ridership demand analysis, and that analysis would more fully answer the question of demand for a potential service. She added that the number of trips per day were estimated as a planning exercise to estimate costs associated with a potential service. Ms. Watson added that there were other external factors, including freight rail, that were not addressed and would present challenges to travel time and other elements of a passenger rail service.

Mr. Falsone asked for clarification on what a project sponsor is. Ms. Hines stated that the sponsor would be the entity responsible for the service, which could be the same as an operator or a separate entity. Mr. Morgan reminded meeting participants that other organizations have not been contacted as part of this study. Mr. Falzone asked if there had been any planning that could potentially connect SEPTA with the Lehigh Valley. Ms. Bradley added that there is a 2008 study, listed in the report on page 6, that considered this, but the region's population has grown since that study was conducted. Mr. Tuerk asked if the previous studies listed in the report are linked in the digital version, and Ms. Hines said they are not but could be linked and she would follow up to see which of the reports were available.

Mr. Cotter then asked for questions and comments from the public online. Ms. Milagio read several questions that were posed in the meeting chat:

- Ms. McLaughlin asked if the 9 corridors identified include routes which have since been converted from rails to trails, and Ms. Hines confirmed that this was true.
- George (Guest) asked if the trains that were programmed for the 3 roundtrips assumed to be separate trips (e.g. Amtrak) or extensions of NJT trips. Mr. Morgan said this would need to be determined in future studies.
- Mr. Baysinger asked if a passenger rail project was selected, would the lines be secured by the TSA and how would that look like on a local level. Ms. Watson said she did not believe that TSA would be involved in passenger rail security, but she would need to look into that further.
- Mr. Richburg asked if buying out tracks from Norfolk Southern was a possibility. Ms. Watson reiterated that no outside organizations, including Norfolk Southern, were contacted for this planning study. Consideration of this question would be undertaken in future studies, should the region decide to move forward with a passenger rail project.
- Mr. Barber commented that he is concerned that 2:30 hours of travel time does not work for passengers. The rail needs to be a High Speed Line that saves time and money. The region needs to look at what is being done in Europe and Asian countries. They are light years ahead of the USA.
- Ms. Fox asked if there would be any discussion about high-speed trains. Ms. Hines said this would be addressed in a future report, should the region choose to move forward with a passenger rail project.
- Mr. Richburg asked if electrification would be considered in lieu of dual mode trains. He said it is a smarter choice in the long run and makes SEPTA compatibility much easier. Ms. Hines said this would be addressed in a future report, should the region choose to move forward with a passenger rail project. Ms. Watson added that this would be something to discuss during the identification of equipment needs. Mr. Molchany noted that the feasibility study mentions that the cost structure is based on dual mode trains, and that electrification of trains would be an additional capital investment.
- Mr. She commented that between Bethlehem and Allentown, the Norfolk Southern Lehigh and Reading Lines run concurrent on either side of the Lehigh River – he would think the south side Reading Line which doesn't connect to Allentown Yard could be turned over for passenger rail. Mr. Pigman reiterated that no contact was made with outside organizations, including Norfolk Southern, for this planning study.
- George (Guest) asked if a potential service to Reading could be tied into the New York rail service, so a one-seat ride is available from NYC to Reading at least on some trips. Mr. Pigman stated that this will depend on the Schuylkill River Passenger Rail Authority's decisions on the Reading area's service plans.
- Mr. Webber stated that the historical precedent is clear, and service to Reading could be tied into New York rail service, and that this should be part of a more comprehensive, inclusive assessment.
- Mr. Klapatch stated that a significant point of ridership demand analysis in this report is geared towards commuters, and there are more trips than commuting such as visiting family and tourism. He asked if the study has taken these sorts of non-work-related trips into account? Ms. Hines said that it does not, and that this work would be done as part of a more detailed ridership demand analysis.
- Mr. Webber stated that there was a logic historically for all the communities to be connected, and this is important to assess again. He agreed with the comments about transport for other reasons other than traditional commuting. 1. Cultural Tourism, 2. Education, 3. Healthcare.
- Mr. Pinho stated that he agreed with the speaker, in that a main purpose of this project should be to access economic opportunities that people are not accessing now.
- George (Guest) asked if there was any consideration given to how much ridership would be generated from commuters to points other than NYC and Philadelphia alignments, as intermediate riders are also important to consider. Ms. Hines noted that the high level potential ridership analysis in the study does show some of the intermediate locations, and reiterated that

this analysis was done at a very high level. Should the region choose to move forward with a project, a more detailed analysis would need to be conducted to answer this question more fully.

- George (Guest) asked if intermediate stations have been roughly proposed, as he assumed that those new intermediate stations were factored in when the rough schedules were created. Mr. Morgan said that while some assumptions were made to generate trip times, no specific assumptions about stations were made for the feasibility study. Ms. Hines added that the capital and operating costs in the study do not include station costs.

Mr. Cotter noted that there were 15 minutes left in the meeting, and several people attending virtually had their hands raised to speak. Questions asked in the meeting chat would be sent to the study team and responded to after the meeting. Ms. Milagio called the speakers in order:

Mr. Alan asked where the slides from the presentation would be posted, and Ms. Bradley said they would be made available at [www.lvpc.org](http://www.lvpc.org) after the meeting. She also noted that the study and a comment box were already available at [www.lvpc.org](http://www.lvpc.org). Mr. Alan asked if there was any outreach conducted or planned with passenger rail advocacy groups. Ms. Bradley stated that the LVTS would follow its recently adopted Public Participation Plan for outreach efforts, all of which will be public. She added that interested parties should contact Ms. Milagio at [hmilagio@lvpc.org](mailto:hmilagio@lvpc.org) to be added the LVTS' notification list. Mr. Alan asked why the project timeline was 10-12 years when some of the rail was in good condition. Ms. Hines stated that it depends on the alternative, but that the feasibility study wanted to create a conservative timeline that included the interim steps to a potential project. Mr. Alan asked if the study included considerations for increased trips. Ms. Hines stated that it did not, and that the three trips per day was a choice made to estimate trip times, capital and operating costs. Specific scheduling of trips would need to be examined at a later step in the project development process.

Mr. Ziller commented that he was previously a commuter who drove from the Lehigh Valley to Lansdale to get the train to Philadelphia, so he knows there is a demand for this connection. He asked why conversations with other organizations, including SEPTA and NJ Transit, were not a part of this feasibility study. Ms. Watson said that reaching out to other organizations would be appropriate when a decision has been made to move forward with a potential passenger rail project.

Mr. Slingerland asked if there is consideration to locate train stations within the downtowns, which would strengthen walkability and pedestrian connectivity, instead of along highways. Ms. Hines stated that the study does not include considerations for stations or station locations and that, regardless of location of potential stations, new construction would likely be required. Ms. Watson added that any stations, whether new construction or existing infrastructure, would require that stations are compliant with the Americans with Disabilities Act (ADA).

Ms. Lysowski asked if there was any data in the report that outlines carbon emission reductions as a result of passenger rail service, in light of the data presented on carbon emission reductions in the Lehigh Valley Priority Climate Action. Ms. Hines said that this report does not include that data.

Shana (Guest) commented that, as a former resident of the Lehigh Valley resident and a current resident of Portland, ME, she recommends that the Lehigh Valley look to the Portland area's bus and passenger rail systems as examples of what not to do with a potential passenger rail project.

Mr. Webber commented to remind participants that the feasibility study examines a return to passenger rail for the Lehigh Valley. He echoed previous statements on the carbon reduction impact of passenger rail, referring participants to the FRA's website for more information. He also stated that working in partnership with freight rail operators is possible for a potential passenger rail project, and should not be seen as an impediment. Mr. Webber noted that the economic development impact of passenger rail should be examined further, including jobs and tax revenue, as they could outweigh the impediments to a passenger rail project.

Mr. James asked what was included in the rights-of-way cost estimates. Mr. Pigman stated that rights-of-way cost estimates were not included in the capital and operating cost estimates, but were based on

estimated mileage of siding, right-of-way needed, and other factors. Ms. Hines added that there was data generated on a per-mile cost for right-of-way costs used to create this estimate. Mr. James asked if a transcript of the meeting would be available, and Ms. Bradley said there would not.

Ms. Church said that planning for electrification of trains would be in line with the current federal priorities that aim to cut carbon emissions in half by 2030, and asked if electrification of passenger rail was considered in this study. Ms. Watson said that this feasibility study does not include these kinds of considerations, which would be included in further study should the region choose to move forward with a passenger rail project. She added that, depending on the corridor and its current owner and use, electrification would be complex, particularly on freight rail lines.

### **Adjournment**

Mr. Molchany made closing remarks and stated that there is a lot of information from the report to consider. He noted that there would be a special LVTS meeting in May to discuss the feasibility study, and that meeting would be scheduled shortly. Mr. Panto made a motion to adjourn the meeting, and it was seconded by Mr. O'Neil, and the meeting was adjourned.

## **Amendments to the Draft 2025-2028 Transportation Improvement Program**

### **AMENDMENT #1**

#### **Allentown-Bethlehem-Easton (ABE) Airport Northside Logistics and Cargo Complex (MPMS #121443) Nationally Significant Multimodal Freight & Highway Projects Program (INFRA) Award Addition to the DRAFT 2025-2028 Transportation Improvement Program**

Project Sponsor: Lehigh-Northampton Airport Authority (LNAA)

Adding the ABE Airport Northside Logistics and Cargo Complex project to the DRAFT 2025-2028 Transportation Improvement Program. The project will construct multimodal cargo facility including a dedicated access road and intersection improvements; a cargo building; direct truck to aircraft loading operations area; and stormwater infrastructure enhancements.

#### Funding Sources:

- Nationally Significant Multimodal Freight & Highway Projects Program (INFRA) Grant Funds \$40,798,046
- Local Match by LNAA: \$29,761,794

Total Project Costs: \$70,559,840

### **AMENDMENT #2**

#### **Allentown Center Square – Addition to the 2025-2028 TIP, Increase of \$2,500,000 (MPMS #119989)**

Project Sponsor: City of Allentown

This project involves the rehabilitation of Center Square, including traffic and pedestrian improvements at the intersection of Hamilton Street and 7th Street (State Route 145) and at the intersection of Linden Street and 7th Street (State Route 145) in the City of Allentown, Lehigh County. The project is not air quality significant.

#### Funding Sources:

- State A-581 funds, provided from the State Highway Reserve, amount to \$2,500,000.
- Additional funds are provided by the Allentown Neighborhood Improvement Zone Development Authority, totaling \$2,550,000, and are supplementary to the TIP and State Transportation Improvement Program.

Total Project Costs: \$5,050,000



**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

**FFY 2025-2028 TIP Highway Element**

PMC Request/Administrative Action Request

MPO Tech Meeting: April 17, 2024

MPO Coord Meeting: April 17, 2024

Amendment				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFYs 2029-2032 and Beyond			Total	Remarks		
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
ABE Airport Northside Logistics & Cargo Complex - ABE Lehigh County	121443	CON	Before	INFRA		0		0														0.00	Add project to draft 2025 TIP to allow AQ conformity.	
			Adjust	INFRA		40,798,046		29,761,794																70,559,840.00
			After	INFRA		40,798,046		29,761,794																70,559,840.00
<b>Before FFY Totals</b>						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	Actions do not affect the project delivery schedules or air quality conformity.	
<b>FFY Adjustment Totals</b>						40,798,046	0	29,761,794	0	0	0	0	0	0	0	0	0	0	0	0	0	70,559,840.00		
<b>After FFY Totals</b>						40,798,046	0	29,761,794	0	0	0	0	0	0	0	0	0	0	0	0	0	70,559,840.00		

NOTES:



**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

Resolution No. 04-17-24-A

OF THE TECHNICAL & COORDINATING COMMITTEES OF THE  
LEHIGH VALLEY TRANSPORTATION STUDY  
PRIORITY CLIMATE ACTION PLAN

- WHEREAS,** The Lehigh Valley Transportation Study (“LVTS”) was created in 1964 to serve as the Metropolitan Planning Organization for the Lehigh Valley pursuant to Title 23 of the United States Code and to implement provisions of the Infrastructure Investment and Jobs Act, among other federal statutes; and
- WHEREAS,** The Lehigh Valley Planning Commission (LVPC) is organized by the Counties of Lehigh and Northampton to promote the health, safety, and general welfare of the two-county region in accordance with the provisions of the Pennsylvania Municipalities Planning Code, Pennsylvania Stormwater Management Act of 1978, among other statutes both state and federal; and
- WHEREAS,** The LVTS and the LVPC share a staff, office and other operational resources administratively managed by the LVPC Executive Committee and LVPC Administration; and
- WHEREAS,** Section 60114 of the Inflation Reduction Act authorized the US Environmental Protection Agency (EPA) under the Climate Pollution Reduction Grants (CPRG) program to provide \$5 billion in grants to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing greenhouse gas emissions and other harmful air pollution; and
- WHEREAS,** CPRG is a two-phase program providing \$250 million for noncompetitive planning grants to the largest metropolitan areas in the US, and approximately \$4.6 billion for competitive implementation grants; and
- WHEREAS,** The LVPC received a \$1 million EPA Planning Grant to develop a Priority Climate Action Plan by March 1, 2024, and a Regional Climate Action Plan by June 2025 for the Allentown-Bethlehem-Easton PA/NJ Metropolitan Statistical Area (MSA), which includes Warren County, NJ and Carbon County, PA in addition to Lehigh and Northampton Counties, PA; and
- WHEREAS,** LVPC chose to focus Priority Climate Action Plan efforts on the sector with the fastest growth in greenhouse gas emissions, transportation, and partnered with the LVTS, as the region’s transportation planning board to complete the effort; and
- WHEREAS,** LVTS along with the LVPC, have prepared a regional Priority Climate Action Plan focused on decarbonization of the transportation sector in accordance with EPA’s CPRG program guidance; and
- WHEREAS,** LVTS/LVPC utilized the open, inclusive, public WorkshopLV: Environment and Transportation to discuss, guide and draft priorities. Workshops included residents,

businesses, and a variety of partner organizations, agencies, and authorities, who worked to create the *Lehigh Valley Priority Climate Action Plan*; and

**WHEREAS,** LVTS/LVPC also, met with Carbon County, PA and Warren County, NJ to engage in the development of the *Lehigh Valley Priority Climate Action Plan*; and

**WHEREAS,** The intent of the *Lehigh Valley Priority Climate Action Plan* is to reduce transportation related emissions, improving air-quality and improving human and environmental health. This broad goal is consistent with *FutureLV: The Regional Plan*, *Walk/RollLV: Active Transportation Plan*, *Northampton County Livable Landscapes Plan*, *Lehigh County Livable Landscapes Plan*, Lehigh, and Northampton Transportation Authority's (LANTA) *Moving LANTA Forward Regional Transit Plan* and LANTA's *Enhanced Bus/Bus Rapid Transit* planning; and

**WHEREAS,** *Lehigh Valley Priority Climate Action Plan* is consistent with the LVTS and LVPC adopted resolutions to include Health in All policies (Resolutions 9-19-19-A and 10-2-19-B, respectively) and LVTS Vision Zero policy (Resolution 11-15-23-B); and

**WHEREAS,** Improving green infrastructure is a critical measure of the *Lehigh Valley Priority Climate Action Plan* and U.S. Route 22, 33, 309, and 378, as well as, the 33 Park and Ride Multimodal Facility offer some of the greatest opportunity to sequester carbon utilizing natural systems services; and

**WHEREAS,** The LVPC in partnership with the Pennsylvania Department of Transportation wish to apply for CPRG Implementation funding for the US Route 22, 33, 309, 378, Park and Ride Multimodal facilities green infrastructure project by the April 1, 2024 EPA deadline.

**NOW, THEREFORE, BE IT RESOLVED,** that the LVTS Coordinating Committee adopt the *Lehigh Valley Priority Climate Action Plan* as its official transportation decarbonization policy plan; and

**FURTHERMORE, BE IT RESOLVED,** that the LVTS urges the EPA to award Climate Pollution Reduction Implementation Grant funds to the Lehigh Valley Green Transportation Infrastructure Project as a means to sequester carbon in areas with high and growing emissions, reduce stormwater runoff, improve water and air quality, create and enhance insect and migratory bird corridors, improve health and wellbeing, especially in Justice 40 equity communities, reduce energy consumption, eliminate major transit safety concerns and develop carbon reduction implementation standards for the entire highway system in the region and beyond.

Adopted by the Lehigh Valley Transportation Study on the 17th day of April 2024.

## LEHIGH VALLEY TRANSPORTATION STUDY

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Richard Molchany, Chair  
Coordinating Committee

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Brendan Cotter, Chair  
Technical Committee

ATTEST:

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Becky A. Bradley, AICP, Secretary,  
LVTS Technical and Coordinating Committees

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway and Bridge Element

Technical and Coordinating Committees

TIP Modifications from February 10, 2024 through April 5, 2024

MPO Tech Meeting: March 20, 2024 & April 17, 2024

MPO Coord Meeting: April 17, 2024

Administrative Action #1			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks					
Project Title	MPMS	Phase	Amnts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Total	Remarks				
Lehigh Race Street Intersection 1004 - 03S Lehigh County	57433	CON	Before	STP	581		365,270	10,452	0	0												375,722.00	Increase for supplement to cover shop drawing reviews under the consultant services agreement.			
			After	STU			1,461,080																		1,461,080.00	
			Adjust	STP	581					10,884	2,721														13,605.00	
			After	STP	581			365,270	10,452	10,884	2,721														389,327.00	
Weaversville Curve Study 1009 - WCS Lehigh County	110071	STUDY	Before	STU			1,461,080																1,461,080.00	Deobligation returned to region for reassignment.		
			Adjust	STP						(10,884)															0.00	
			After																						0.00	
Gap Bridge Repairs 873 - 02B Lehigh County	107552	UTL	Before	NHPP	581				42,436	10,609													53,045.00	Release funds due to phase not being needed.		
			Adjust	NHPP	581						(2,721)														(2,721.00)	
			After	NHPP	581					42,436	7,888														50,324.00	
Statewide Administrative Action #1			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks					
Bogert's Bridge Rehabilitation - BBR Lehigh County			118404	CON	Before	TAP				500,000					800,000								1,300,000.00	Cashflow to align funds with let date.		
Adjust	TAP								800,000					(800,000)									0.00			
TAP Reserve Line Item Central Office			60560	CON	Before	TAP		347,224							2,083,977			28,604,000					36,286,382.00	Balancing source.		
Adjust	TAP								(800,000)					800,000											0.00	
After							347,224						6,051,181				28,604,000					36,286,382.00				
Interstate Amendment #1			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks					
I-78 Berks County Line to SR 100 Patching 78 - 25M Lehigh County			120648	CON	Before	NHPP				0													0.00	Add project to Interstate TIP.		
Adjust	NHPP								14,500,000																14,500,000.00	
Interstate Contingency Line Item Central Office			75891	CON	Before	NHPP									43,647,107			33,865,504					155,858,296.00	Source.		
Adjust	NHPP																								(14,500,000.00)	
After															43,647,107			33,865,504					141,358,296.00			
Administrative Action #2			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks					
MacArthur Road Resurface 145 - 08M Lehigh County			96387	CON	Before	NHPP				0													0.00	Increase for bituminous paving overruns and island removal at Mechanicsville Rd intersection.		
Adjust	NHPP								667,000																667,000.00	
After	NHPP								667,000																667,000.00	
LVTS Hwy & Bridge Reserve Line Item Lehigh County			102201	CON	Before	BOF	185			923,288	82,640		113,744	54,730		1,164,417	164,945		38,856,960	29,101,191			70,461,915.00	Source.		
Before	BRIP								319,104				1,437,840			5,097,524			62,784,000						69,638,468.00	
Before	NHPP								5,508,808				105,130			17,842			36,323,745							41,955,525.00
Before	STP	581							361,688	398,028			161,873	92,433		55,576	70,562		26,682,878	37,687,905						65,510,943.00
Adjust	NHPP																									(667,000.00)
After	BOF	185							923,288	82,640			113,744	54,730		1,164,417	164,945		38,856,960	29,101,191						70,461,915.00
After																		62,784,000					69,638,468.00			
After																		36,323,745					41,288,525.00			
After																		26,682,878	37,687,905				65,510,943.00			
Statewide Administrative Action #2			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027 and Beyond			Total	Remarks					
Allentown Center Square - ACS Lehigh County			119989	CON	Before																		0.00	State A-581 funds provided from the state Highway Reserve. OTH funds provided from the Allentown Neighborhood Improvement Zone Development Authority and is additional to the TIP and STIP.		
Adjust																									5,050,000.00	
Highway Reserve Line Item Central Office			77786	CON	Before	NHPP	581								18,399,853			19,207,435					47,162,531.00	Source.		
Adjust	NHPP	581																							(2,500,000.00)	
After															18,399,853			19,207,435					44,662,531.00			
Administrative Action #3			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks					
Williams Twp Canal Wall Replacement 611 - WCW Northampton County			79468	FD	Before	NHPP	581																428,220.00	Increase for revised H&H report and Section 4(f) documents.		
Adjust	NHPP	581																							11,220.00	
Gap Bridge Repairs 873 - 02B Lehigh County			107552	UTL	Before	NHPP	581																50,324.00	Release due to phase not being needed.		
Adjust	NHPP	581																							(11,220.00)	
After																							39,104.00			
Statewide Administrative Action #3			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks					
Bethlehem Corr. Safety 3015 - 01X Northampton County			102864	CON	Before	RRX													360,000					1,260,000.00	Cash flow and reduce to match current estimate.	
Adjust	RRX																			(360,000)						(100,000.00)
SR 512 (Beth Bath Pike) NS RRX 512 - 0 Northampton County			102869	CON	Before	RRX																		568,218.00	Reduce to match current estimate.	
Adjust	RRX																							(284,109.00)		
RRX Reserve Line Item Central Office			98255	CON	Before	RRX																	284,109.00	Balancing source to maintain fiscal constraint.		
Adjust	RRX																								2,006,994.00	
After																							384,109.00			
After																							2,391,103.00			

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

**FFY 2023-2026 TIP Highway and Bridge Element**

Technical and Coordinating Committees

TIP Modifications from February 10, 2024 through April 5, 2024

MPO Tech Meeting: March 20, 2024 & April 17, 2024

MPO Coord Meeting: April 17, 2024

Statewide Administrative Action #4				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 (\$)	Total	Remarks			
Ruppessville Road 3015 - 01X Lehigh County	102868	CON	Before	RRX					270,200						0							270,200.00	Cash flow to align with anticipated need.		
			Adjust	RRX						(270,200)						270,200								0.00	
			After	RRX						0						270,200								270,200.00	
RRX Reserve Line Item Central Office	98255	CON	Before	RRX					916,018						1,509,853				480,783			2,217,480	5,124,134.00	Source and balancing source to maintain fiscal constraint.	
			Adjust	RRX						270,200						(270,200)							0.00		
			After	RRX						1,186,218						1,239,653				480,783			2,217,480		5,124,134.00
<b>Administrative Action #4</b>				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 (\$)	Total	Remarks			
Williams Twp Canal Wall Replacement 611 - WCW Northampton County	79468	ROW	Before	NHPP	581				0			0										0.00	All phase to the TIP. Obligation has occurred on previous phase.		
			Adjust	NHPP	581					19,680			4,920											24,600.00	
			After	NHPP	581					19,680			4,920											24,600.00	
LVTS Hwy & Bridge Reserve  Line Item	102201	CON	Before	BOF	185				923,288		82,640	113,744		54,730	1,164,417		164,945	38,856,960	29,101,191			70,461,915.00	Source.		
			Before	BRIP						319,104			1,437,840			5,097,524			62,784,000					69,638,468.00	
			Before	NHPP						4,841,808			105,130			17,842			36,323,745					41,268,525.00	
			Before	STP	581					361,688		398,028	161,873		92,433	55,576		70,562	26,682,878	37,687,905				65,510,943.00	
			Adjust	NHPP						(19,680)															(19,680.00)
			Adjust	STP	581							(4,920)													
Lehigh County			After	BOF	185				923,288		82,640	113,744		54,730	1,164,417		164,945	38,856,960	29,101,191			70,461,915.00			
			After	BRIP						319,104			1,437,840			5,097,524			62,784,000				69,638,468.00		
			After	NHPP						4,822,128			105,130			17,842			36,323,745				41,268,845.00		
			After	STP	581				361,688		393,108	161,873		92,433	55,576		70,562	26,682,878	37,687,905			65,506,023.00			
<b>Administrative Action #5</b>				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 (\$)	Total	Remarks			
MacArthur Rd Signal Upgrade 145 - 14S Lehigh County	110170	ROW	Before	CAQ					51,500			0										51,500.00	Increase to cover 971 Claim Damage Estimate for Design/Build project.		
			Adjust	CAQ								442,200												442,200.00	
			After	CAQ						51,500			442,200											493,700.00	
Corridor Signal Impr LI  Lehigh County	82804	CON	Before	CAQ					1,174,066			2,539,320			21,900			27,529,880				31,265,166.00	Source.		
			Adjust	CAQ								(442,200)												(442,200.00)	
			After	CAQ						731,866			2,539,320			21,900			27,529,880					30,822,966.00	
<b>Administrative Action #6</b>				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 (\$)	Total	Remarks			
SR 29/Cedar Crest Blvd Signal Upgrade 29 - 04S Lehigh County	110169	ROW	Before	CAQ					51,500			0										51,500.00	Increase to cover 971 Claim Damage estimate.		
			Adjust	CAQ								364,200												364,200.00	
			After	CAQ						51,500			364,200											415,700.00	
Corridor Signal Impr LI  Lehigh County	82804	CON	Before	CAQ					731,866			2,539,320			21,900			27,529,880				30,822,966.00	Source.		
			Adjust	CAQ								(364,200)												(364,200.00)	
			After	CAQ						367,666			2,539,320			21,900			27,529,880					30,458,766.00	
<b>Administrative Action #7</b>				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 (\$)	Total	Remarks			
Indian Creek Road over Leibert Creek 2018 - 01B Lehigh County	79127	UTL	Before		185																	16,391.00	Increase to cover current estimate.		
			Adjust		185																			13,609.00	
			After		185																			30,000.00	
LVTS Hwy & Bridge Reserve  Line Item	102201	CON	Before	BOF	185				923,288		82,640	113,744		54,730	1,164,417		164,945	38,856,960	29,101,191			70,461,915.00	Source.		
			Before	BRIP						319,104			1,437,840			5,097,524			62,784,000					69,638,468.00	
			Before	NHPP						4,822,128			105,130			17,842			36,323,745					41,268,845.00	
			Before	STP	581					361,688		393,108	161,873		92,433	55,576		70,562	26,682,878	37,687,905				65,506,023.00	
			Adjust	BOF	185																				(13,609.00)
			Adjust	STP	581																				
Lehigh County			After	BOF	185				923,288		82,640	113,744		41,121	1,164,417		164,945	38,856,960	29,101,191			70,448,306.00			
			After	BRIP						319,104			1,437,840			5,097,524			62,784,000				69,638,468.00		
			After	NHPP						4,822,128			105,130			17,842			36,323,745				41,268,845.00		
			After	STP	581				361,688		393,108	161,873		92,433	55,576		70,562	26,682,878	37,687,905			65,506,023.00			

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

**FFY 2023-2026 TIP Highway and Bridge Element**

Technical and Coordinating Committees

TIP Modifications from February 10, 2024 through April 5, 2024

MPO Tech Meeting: March 20, 2024 & April 17, 2024

MPO Coord Meeting: April 17, 2024

Administrative Action #8		Fund Type	FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks					
Project Title	MPMS		Phase	Fed. (\$)	Sta. (\$)	Loc/Oth (\$)	Fed. (\$)	Sta. (\$)	Loc/Oth (\$)	Fed. (\$)	Sta. (\$)	Loc/Oth (\$)	Fed. (\$)	Sta. (\$)	Loc/Oth (\$)	Fed. (\$)	Sta. (\$)			Loc/Oth (\$)				
Farmersville Road Bridge over US 22 2029 - 01B Northampton County	71707	CON	Before	STP	185	0			0	0			2,000,000	500,000		622,480	155,620		3,278,100.00	Increase to match current estimate.				
			Before	STU																	0.00			
			Adjust	STP	185		148,448			463,728	115,932											728,108.00		
			Adjust	STU			593,792															593,792.00		
			After	STP	185		148,448			463,728	115,932				2,000,000	500,000		622,480	155,620			4,006,208.00		
			After	STU			593,792															593,792.00		
Farmersville Road Bridge over US 22 2029 - 01B Northampton County	71707	FD	Before	STP	185	222,132	55,533		129,600	32,400										439,665.00	Advance to use available funds.			
			Before	STU			0															0.00		
			Adjust	STP	185		32,400			(129,600)	(32,400)											(129,600.00)		
			Adjust	STU			129,600															129,600.00		
			After	STP	185	222,132	87,933			0	0											310,065.00		
			After	STU			129,600															129,600.00		
Farmersville Road Bridge over US 22 2029 - 01B Northampton County	71707	UTL	Before	STP	185				61,800	15,450										77,250.00	Advance to use available funds.			
			Before	STU			0													0.00				
			Adjust	STP	185		15,450			(61,800)	(15,450)											(61,800.00)		
			Adjust	STU			61,800															61,800.00		
			After	STP	185		15,450			0	0											15,450.00		
			After	STU			61,800															61,800.00		
Farmersville Road Bridge over US 22 2029 - 01B Northampton County	71707	ROW	Before	STP	185	36,200	9,050		31,800	7,950										85,000.00	Advance to use available funds.			
			Before	STU			0													0.00				
			Adjust	STP	185		7,950			(31,800)	(7,950)											(31,800.00)		
			Adjust	STU			31,800															31,800.00		
			After	STP	185	36,200	17,000			0	0											53,200.00		
			After	STU			31,800															31,800.00		
Lower South Main Street o/ Martins Creek 1015 - 03B Northampton County	85930	CON	Before	STU	185	2,640,000	660,000													3,300,000.00	Release due to low bid savings.			
			Before	STP	185																	32,419.00		
			Adjust	STU	185		(816,992)	(204,248)														(1,021,240.00)		
			Adjust	STP	185		1,823,008	455,752														2,278,760.00		
			After	STU	185																	32,419.00		
			After	STP	185						32,419											2,278,760.00		
LVTS Hwy & Bridge Reserve  Line Item  Lehigh County	102201	CON	Before	BOF	185				923,288	82,640			113,744	41,121		1,164,417	164,945		38,856,960	29,101,191	70,448,306.00	Balancing source to maintain fiscal constraint.		
			Before	BRIP						319,104			1,437,840			5,097,524			62,784,000		69,638,468.00			
			Before	NHPP						4,822,128			105,130			17,842			36,323,745		41,268,845.00			
			Before	STP	581					361,688	393,108			161,873	92,433		55,576	70,562		26,682,878	37,687,905		65,506,023.00	
			Adjust	BOF	185																		(60,132.00)	
			Adjust	STP	581						(240,528)													(240,528.00)
			After	BOF	185					923,288	22,508			113,744	41,121		1,164,417	164,945		38,856,960	29,101,191		70,388,174.00	
			After	BRIP						319,104				1,437,840			5,097,524			62,784,000			69,638,468.00	
			After	NHPP						4,822,128				105,130			17,842			36,323,745			41,268,845.00	
			After	STP	581					121,160	393,108			161,873	92,433		55,576	70,562		26,682,878	37,687,905		65,265,495.00	
			<b>Before FFY Totals</b>					5,152,212	1,175,497	10,452	114,520,429	8,074,791	0	65,988,147	19,491,287	0	89,203,686	20,305,083	0	718,750,730	267,156,384		1,309,828,698	Actions do not affect the project delivery schedules or air quality conformity.
			<b>FFY Adjustment Totals</b>					0	0	0	0	0	2,550,000	0	0	0	0	0	0	0	0		2,550,000	
<b>After FFY Totals</b>					5,152,212	1,175,497	10,452	114,531,313	8,074,791	2,550,000	65,988,147	19,491,287	0	89,203,686	20,305,083	0	718,750,730	267,156,384	1,312,389,582					

**NOTES:** \*\*\*\* Non-zero Adjustment Total due to NIZ Development Authority contribution.

**LEHIGH VALLEY TRANSPORTATION STUDY  
HIGHWAY STATUS REPORT  
MEETING APRIL 17, 2024**

**US 22, Section WDN Widening (C-C. Frey)**

**Whitehall, South Whitehall, and Hanover Townships, and City of Bethlehem Lehigh County;  
Hanover Township, Northampton County**

**MPMS 96384 - est let N/A**

- Revised Preliminary POA study submitted in late January. Minor comments on narrative issued on February 21, 2024
- Preliminary Noise Analysis is being revised to current project limit just west of Airport Road and break-out project strategies discussed with CO and FHWA, resubmission is delayed until Supplement 10 is processed to restructure agreement for break project delivery approach
- Due to anticipated ROW displacements in EJ area, a streamlined Environmental Assessment (EA) will be required for NEPA clearance; due to time restrictions of EA, the EA will be initiated once the Preliminary POA and Preliminary Noise Analysis are closer to approval
- Design team continuing work to identify EJ community leaders (Hispanic, Syrian, and Asian populations) in preparation of public involvement process
- Upon environmental clearance, US 22 Widening will be advanced via a series of breakout projects. First breakout project will be SR 22/Fullerton Interchange (MPMS 117610) anticipated to be let in 2027
- Project temporarily on hold until engineering agreement is restructured for revised project approach, supplement under review by District 5-0 with execution anticipated in May 2024

**SR 145, Section MLT 7<sup>th</sup> Street Multimodal Corridor (C-R. Prophet)**

**City of Allentown and Whitehall Township, Lehigh County**

**MPMS 99697 – est let April 1, 2027**

- Final Design is being delayed aligning with funding, currently programmed in FFY 2026

**SR 309, Section 14M Betterment (C-M. Fallon)**

**North and South Whitehall Townships, Lehigh County**

**MPMS 102312 – est let June 5, 2025**

- NPDES and JPA permits resubmitted to District August 28, 2023, and comments received September 24, 2023
- Coordination with Traffic Unit is ongoing
- Structure Foundation Report for Retaining wall resubmitted December 18, 2023, comments received December 27, 2023
- Final Structure Plans for Culvert Extension approved January 26, 2024
- Railroad coordination ongoing
- CE reevaluation document updates in progress, Archeology Phase 1 Addendum submitted March 20, 2024
- Traffic signal plan resubmission on March 25, 2024
- Signing Plans and Pavement Marking Plan resubmission on March 25, 2024

**SR 309, Section 12M 309 & Tilghman Interchange (A. Samy)**

**North and South Whitehall Townships, Lehigh County**

**MPMS 96432 – est let July 25, 2024**

- ROW acquisition 90% complete
- Utility coordination ongoing
- Final Noise report Submitted for CO review
- Structure Foundation Reports - remainder of sign structures approved, all of the noise wall reports ongoing, (NSA-4 Resubmitted)
- Final Structure plans for bridges ongoing, sign structures ongoing and noise walls FSP submitted after voting was completed
- 90% Constructability Review to be Completed March 22, 2024



**LEHIGH VALLEY TRANSPORTATION STUDY  
HIGHWAY STATUS REPORT  
MEETING APRIL 17, 2024**

**City of Bethlehem, Lehigh County**

**MPMS 110398 – est let April 1, 2027**

- Working on Lighting agreement with City of Bethlehem
- PA One Call conducted – receiving information from utility companies
- Conceptual Design and plans progressing
- The Gannett Flaming has completed a scoping (March 18, 2024) of project; BRPA will be completed upon scoping approval,
- Utility/URMS coordination is ongoing

**SR 1017, Section 02S Mauch Chunk Signal Improvements (C-M. McGuire)**

**South Whitehall Township, Lehigh County**

**MPMS 110174 – est let May 22, 2025**

- Environmental clearance received January 10, 2024
- Design Field View approval received January 10, 2024

**SR 22, Section 15M SR 22/SR 191 Interchange Improvements (C-M. McGuire)**

**Bethlehem Township, Northampton County**

**MPMS 117606 – est. let April 1, 2030**

- Continuing with environmental studies
- Continuing to advance traffic modeling for the design year
- Continuing laying out draft alternatives

**SR 191, Section 04S SR 191 Lower Nazareth Intersection Improvements (C-R. Himmelwright)**

**Lower Nazareth Township, Northampton County**

**MPMS 116936 – est. let March 12, 2026**

- Infiltration Testing completed
- Safety Review submission approved February 27, 2024
- Public Meeting scheduled for April 10, 2024, at Lower Nazareth Township Building

**SR 248, Section 05S Route 248 Realignment (C-M. McGuire)**

**Bath Borough, Northampton County**

**MPMS 86853 – est let May 23, 2024**

- Traffic Control Plans being revised based on Department comments
- Utility companies are designing their facilities, coordination ongoing
- Right of Way conditional clearance issued February 27, 2024
- PS&E plans being back checked by Contract Management

**SR 2018, Section 02S Freemansburg Ave (SR 2018) Safety Improvements (C-J. Besz)**

**Bethlehem Township, Northampton County**

**MPMS 117509 – est let December 4, 2025**

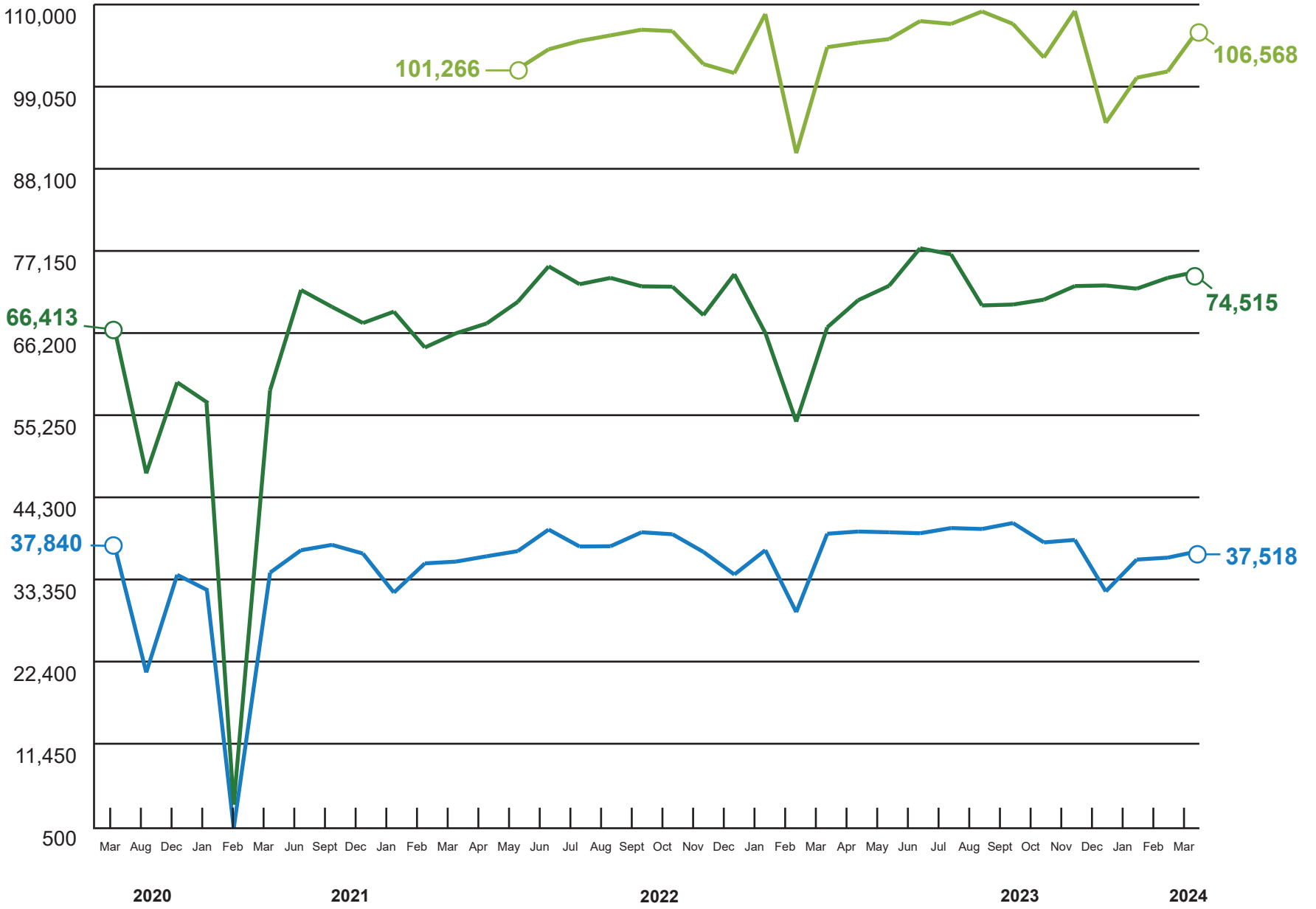
- The Phase I ESA was submitted on January 16, 2024
- The Phase I Archeology Study was completed, submitted and approved on March 1, 2024
- The Safety Review Submission was approved on February 24, 2024
- Infiltration testing results were approved on March 13, 2024
- The Wetlands and Bog Turtle Habitat Assessment was approved on March 19, 2024
- Utility coordination continues
- Development of the CE is ongoing
- Development of the Design Field View is ongoing

**LEHIGH VALLEY TRANSPORTATION STUDY  
HIGHWAY STATUS REPORT  
MEETING APRIL 17, 2024**

<b><u>ACRONYM REFERENCE</u></b>	
ACM/LBP	ASBESTOS CONTAINING MATERIAL / LEAD BASED PAINT
ADA	AMERICAN WITH DISABILITIES ACT
BRPA	BRIDGE AND ROADWAY PROGRAMMATIC AGREEMENT
CE	CATEGORICAL EXCLUSION
CEE	CATEGORICAL EXCLUSION EVALUATION
CO	CENTRAL OFFICE
CRP	CULTURAL RESOURCES PROFESSIONAL
DCNR	DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DEP	DEPARTMENT OF ENVIRONMENTAL PROTECTION
DFV	DESIGN FIELD VIEW
DO	DISTRICT OFFICE
E&S	EROSION AND SEDIMENTATION
EJ	ENVIRONMENTAL JUSTICE
ESA	ENVIRONMENTAL SITE ASSESSMENT
FD	FINAL DESIGN
FHWA	FEDERAL HIGHWAY ADMINISTRATION
H&H	HYDROLOGIC AND HYDRAULIC
HOP	HIGHWAY OCCUPANCY PERMIT
HRSF	HISTORIC RESOURCE SURVEY FORM
JD	JURISDICTIONAL DETERMINATION
JPA	JOINT PERMIT AGREEMENT
L&G	LINE AND GRADE
LCCD	LEHIGH COUNTY CONSERVATION DISTRICT
LGTS	LINE, GRADE AND TYPICAL SECTION
LOMR	LETTER OF MAP REVISION
MPT	MAINTENANCE AND PROTECTION OF TRAFFIC
NCCD	NORTHAMPTON COUNT CONSERVATION DISTRICT
NOITE	NOTICE OF INTENT TO ENTER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTP	NOTICE TO PROCEED
PE	PRELIMINARY ENGINEERING
PHMC	PA HISTORICAL AND MUSEUM COMMISSION
PNDI	PENNSYLVANIA NATURAL DIVERSITY INVENTORY
POA	POINT OF ACCESS
PS&E	PLANS, SPECIFICATIONS AND ESTIMATE
ROW	RIGHT OF WAY
RSGER	RECONNAISSANCE SOILS AND GEOLOGICAL ENGINEERING REPORT
SEPS	SUBSURFACE EXPLORATION PLANNING SUBMISSION
SFV	SCOPE AND FIELD VIEW
SHPO	STATE HISTORIC PRESERVATION OFFICE
SPMP	SIGNING AND PAVEMENT MARKING PLAN
SUE	SUBSURFACE UTILITY ENGINEERING
T&E	THREATENED AND ENDANGERED SPECIES COORDINATION
TCP	TRAFFIC CONTROL PLAN
TIF	TECHNICALLY INFEASIBILITY FORM
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TS&L	TYPE, SIZE AND LOCATION
USFWS	UNITED STATES FISH AND WILDLIFE SERVICE

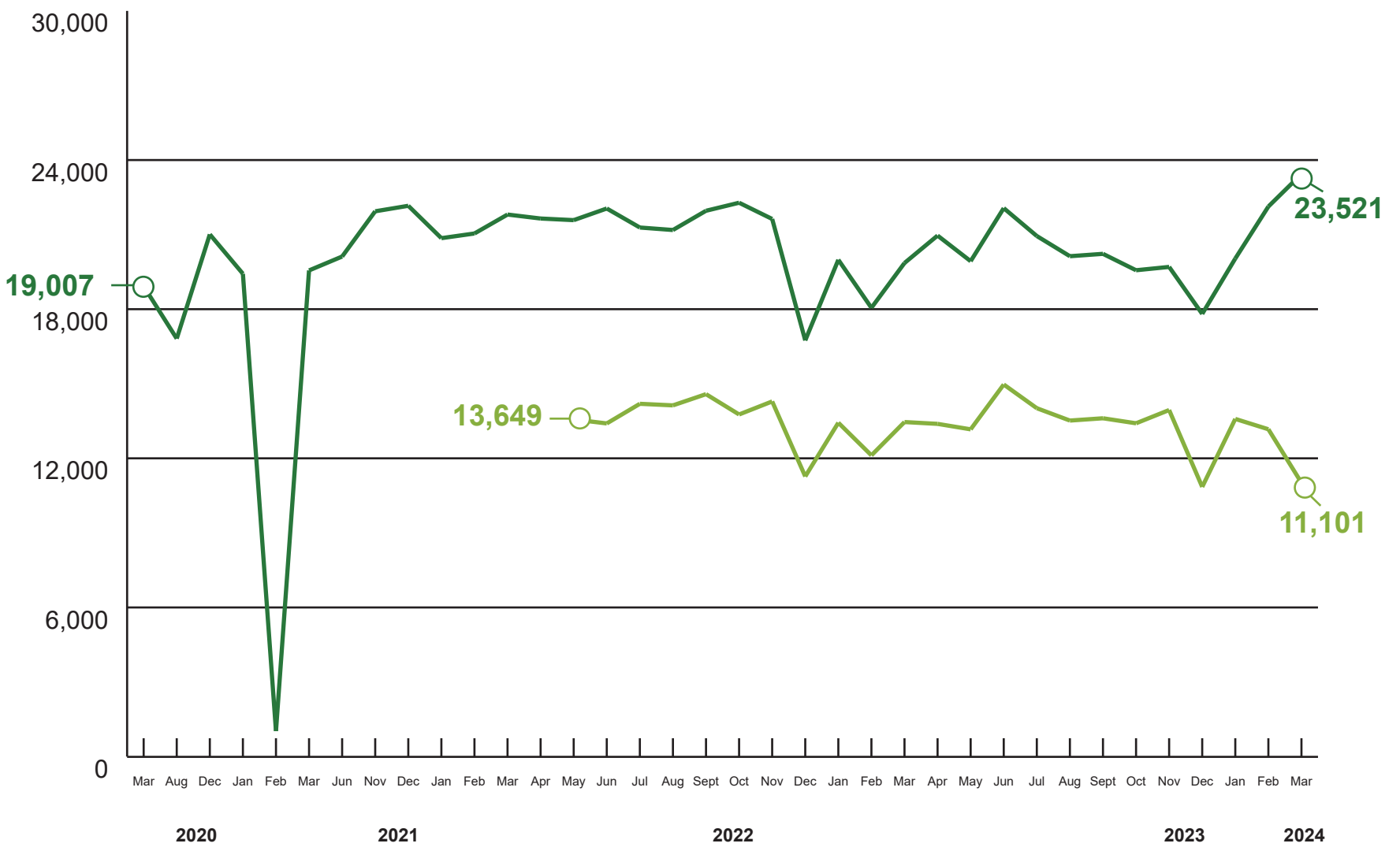
# TOTAL VEHICLE TRAFFIC

**INTERSTATE-78** Just east of the State Route 309 exit (Lehigh County) **STATE ROUTE 309** Just south of State Route 378 (Lehigh County) **STATE ROUTE 22** between Airport Road and Lehigh River Bridge (Lehigh County)



# TOTAL TRUCK TRAFFIC

**INTERSTATE-78** Just east of the State Route 309 exit (Lehigh County) **STATE ROUTE 22** between Airport Road and Lehigh River Bridge (Lehigh County)





**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

## MEMORANDUM

**DATE:** April 8, 2024  
**TO:** LVTS Technical & Coordinating Committees  
**FROM:** Evan Gardi, Transportation Planner  
**CC:**  
**REGARDING:** Eastern PA Freight Alliance – Freight Infrastructure Plan

A coordination meeting with the other MPO partners in the Eastern PA Freight Alliance is being planned. During this meeting, the group will speak with the consultant to review the draft plan.