



**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, February 21, 2024, at 9:00 am**  
**Virtual Meeting Agenda**

**Roll Call**

**Courtesy of the Floor**

**Minutes**

1. *ACTION ITEM:* Technical Committee approval of the Technical Committee Meeting Minutes of the Joint LVTS Technical & Coordinating Committee Meeting of January 17, 2024
2. *ACTION ITEM:* Coordinating Committee approval of the Coordinating Committee Meeting Minutes of the Joint LVTS Technical & Coordinating Committee Meeting of January 17, 2024.

**Old Business**

1. *ACTION ITEM:* 2023-2026 Transportation Improvement Program Amendment LANTA - Preventative Maintenance (BC)
2. *INFORMATION ITEM:* 2023-2026 Transportation Improvement Program Administrative Actions - LANTA (BC)
3. *ACTION ITEM:* 2023-2026 Transportation Improvement Program Amendments PennDOT – Route 309 & Tilghman St. Interchange Reconstruction, Route 309 & Tilghman St. Interchange Demolition
4. *INFORMATION ITEM:* 2023-2026 Transportation Improvement Program Administrative Actions – PennDOT (JR)
5. *ACTION ITEM:* Planning for All Adoption (HM) - <http://tinyurl.com/P4AT6D>
  - a. Public Participation Plan
  - b. Limited English Proficiency Plan
  - c. Title VI Program Document (Planning for All)
6. *INFORMATION ITEM:* 2025 – 2028 Transportation Improvement Program Update (PO, BB)
7. *INFORMATION ITEM:* Metropolitan Planning Organization Guide (PO)
8. *INFORMATION ITEM:* Federal Certification Review (VS)
9. *DISCUSSION ITEM:* Review of the Draft Priority Climate Action Plan on Transportation Decarbonization (SM, BB)

**New Business**

1. *ACTION ITEM:* 2024-2025 Unified Planning Work Program (TO)
2. *INFORMATION ITEM:* Lehigh Valley International Airport Update (TS, RM)

## Status Reports

1. PennDOT District 5-0 Multimodal Transportation Fund and Transportation Alternatives Set Aside Project Status Report (SV)
2. Monthly Traffic Report (BH)
3. Lehigh Valley Passenger Rail Study (BB)
4. Eastern PA Freight Alliance – Freight Infrastructure Plan (PO)

## Public Engagement, Grants, and Education

1. *INFORMATION ITEM*: Public Engagement (MA)
  - WDIY, 88.1 FM, National Public Radio – Plan Lehigh Valley Radio Show
    - a. Aired February 5: Embracing Lehigh Valley Diversity
    - b. March 4: Next show airs 6:30 PM
      - <https://www.wdiy.org/show/plan-lehigh-valley>
  - Morning Call Business Cycle Column
    - a. February 4: “Embracing diversity enables our growth”
    - b. March 10: Next column publishes.
      - [www.mcall.com](http://www.mcall.com)
2. *INFORMATION ITEM*: Lehigh Valley Government Academy (BH)
  - Local Technical Assistance Program (LTAP) Virtual Classes
    - a. February 22: Principles of Paving, 8 am to noon
    - b. February 26: Stormwater Control Measures, 8 am to 11 am
    - c. February 29: Introduction to Traffic Studies, 8 am to noon
    - d. March 6: Municipal Stormwater Facilities, 8 am to noon
    - e. March 12: Traffic Calming Course, 8 am to noon
    - f. March 13: Traffic Calming workshop 8 am to 10 am
      - 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
  - May 16: PennDOT District 5 Offices 1002 Hamilton Street, Allentown / Virtual, 1 pm to 3 pm
    - <https://attendee.gotowebinar.com/register/3785757509681925207>
4. *INFORMATION ITEM*: Governor Shapiro’s Budget Proposal and LANTA
  - <https://www.mcall.com/2024/02/08/gov-josh-shapiro-wants-to-boost-state-funding-for-mass-transit-lanta-could-see-a-windfall/>
5. *INFORMATION ITEM*: Grants (BD)
  - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
    - <https://www.transportation.gov/RAISEgrants>
  - Bridge Investment Program
    - <https://www.fhwa.dot.gov/bridge/bip/index.cfm>
  - Safe Streets and Roads for All (SS4A)
    - <https://www.transportation.gov/grants/SS4A>

## Adjournment

### **Next LVTS Meeting**

Meetings will be held virtually.

LVTS Technical Committee Meeting March 20, 2024, at 9:00 am

LVTS Joint Technical and Coordinating Committee Meeting, April 17, 2024, at 9:00 am

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.



# Lehigh Valley Transportation Study

**RICHARD MOLCHANY**  
Chair, Coordinating Committee

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

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

Mr. Lamont McClure chaired the Coordinating Committee portion of the meeting, and Mr. Brendan Cotter chaired the Technical Committee portion of the agenda.

Mr. McClure 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
Darlene Heller (Alt)	City of Bethlehem
David Hopkins (Alt)	City of Easton
Jennifer Ruth	PennDOT District 5
David Alas	PennDOT Central Office

#### LVTS Coordinating Committee

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
David Hopkins (Alt)	City of Easton
Rick Molchany (Alt)	Lehigh County
Brian Hare	PennDOT Central Office
Owen O'Neill	LANTA
Thomas Stoudt	LNAA

### Members Absent:

#### Technical Committee

Matthew Tuerk	City of Allentown
Mark Hartney (Alt)	City of Allentown
J. William Reynolds	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

**Public Present:** Fnu Charanjit, Toni Mitman, Brett Webber (Brett Webber Architects), Jay Bradley (Lehigh Valley News), 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), Colin Murt (Arcadia Land Company), Alexis Curel (Berkshire Hathaway), Brian Miller (Upper Milford Township), Jeff Rai

**Courtesy of the Floor**

Mr. McClure 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 December 20, 2023. Ms. Milagio noted the actions voted on.

- Minutes from the November 15, 2023, meeting
- First Draft 2025 - 2028 Transportation Improvement Program
- 2024 Meeting Dates
- Adjournment

Mr. Cotter asked for a motion to approve the minutes from the Technical Committee Meeting on December 20, 2023. 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. McClure moved on to the approval of the minutes from the Joint Technical and Coordinating Committee meeting on December 20, 2023. Ms. Milagio noted the actions voted on.

- Minutes from the November 15, 2023, meeting
- First Draft 2025 - 2028 Transportation Improvement Program
- 2024 Meeting Dates
- Adjournment

Mr. McClure asked for a motion to approve the minutes from the Coordinating Committee Meeting on December 20, 2023. Mr. Molchany made the motion for approval of the Coordinating Committee Meeting minutes, seconded by Mr. O'Neil. Mr. McClure asked for any questions or comments from the members and the public. Hearing none, Mr. McClure asked Ms. Bradley to call for a vote and the motion was approved.

**Old Business**

**ACTION ITEM: Technical and Coordinating Committee Officer Nominations and Election**

Ms. Bradley read from the LVTS bylaws, and the language applies to both the Technical Committee and the Coordinating Committee:

“Officers of the Technical/Coordinating Committee shall consist of a Chair, a Vice Chair, and a Secretary. The Chair shall preside at all meetings, and the Vice Chair shall act as the Chair in his/her absence. The

Secretary shall prepare minutes of meetings, keep records of actions, and attest contracts. All officers shall serve for a two-year term of office, and may serve for two consecutive terms. Election of officers shall take place at the first meeting of the Technical and/or Coordinating Committee in each even numbered year. Nominations for officers may be made from a nominating committee and/or from the floor.

Ms. Bradley stated that at the December 20th joint meeting a call for nominations for chair, vice chair and secretary of the LVTS following the bylaws was made. The following LVTS members were nominated and have accepted their nominations:

Coordinating Committee:

- Chair – Rick Molchany, Lehigh County
- Vice Chair – Dave Hopkins, City of Easton
- Secretary – Becky Bradley, LVPC

Technical Committee:

- Chair – Brendan Cotter, LANTA
- Vice Chair – Ryan Meyer, LNAA
- Secretary – Becky Bradley, LVPC

Ms. Bradley noted that elections will start with the Technical Committee, followed by the Coordinating Committee. Nominations for each Committee can be accepted from the floor. Prior to each Officer Election, nominated members will have one minute to present their reasons for running and their anticipated contributions if elected to the position. Votes for each position on each Committee will be conducted separately.

Mr. Cotter asked Technical Committee members if there were any additional nominations for Technical Committee Chair, Vice Chair and Secretary, and there were none. Mr. Cotter asked that the nominees for each position say a few words about why they are running for the position.

Mr. Cotter stated that he was coming to the close of his first full term as Chair, and he can run for one additional term. He enjoys serving as Chair for the Technical Committee to do the business of the Lehigh Valley. Mr. Meyer stated that he has been a part of the LVTS for more than 8 years, and he enjoys serving as Vice Chair of the Technical Committee. The airport is a vital piece of the Lehigh Valley's transportation network, and he believes the collaboration between the partners on the LVTS is important and humbling. Ms. Bradley stated that the LVPC coordinates and collaborates with all LVTS members, and the LVPC has served as secretary to the LVTS for quite some time. The LVPC also handles the day-to-day operations and compliance requirements of the LVTS, so it makes sense that the LVPC representative would continue to serve as the Secretary. Mr. Cotter asked if there were any questions for the candidates, and there were none.

Mr. Cotter asked for a motion to recommend Mr. Cotter, LANTA as Chair of the Technical Committee. Mr. Hopkins made a motion to recommend Mr. Cotter as Chair of the Technical Committee, seconded by Ms. Bradley. 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 passed unanimously.

Mr. Cotter asked for a motion to recommend Mr. Meyer, LNAA as Vice Chair of the Technical Committee. Mr. Alas made a motion to recommend Mr. Meyer as Vice Chair of the Technical Committee, 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 a vote, and the motion passed unanimously.

Mr. Cotter asked for a motion to recommend Ms. Bradley, LVPC as Secretary of the Technical Committee. Mr. Meyer made a motion to recommend Ms. Bradley as Secretary of the Technical Committee, seconded by Ms. Heller. 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 passed unanimously.

Mr. McClure outlined the procedure for the Coordinating Committee election. Ms. Bradley reviewed the nominations for Coordinating Committee, and asked if there were any nominations from the floor or any changes to the ballot, and there were none. She reminded participants that each nominee would have one minute to present their reasons for running and their anticipated contributions if elected to the position.

Mr. Molchany stated that he is uniquely qualified to serve as Chair for the Coordinating Committee because of his role as a Lehigh Valley Planning Commission (LVPC) member. He took an active role in developing *FutureLV: The Regional Plan* when it was first created in 2019 to combine the bi-county comprehensive plan with the Long Range Transportation Plan (LRTP). He noted that planning is critical as the LVTS faces tough decisions that benefit the region, and that he would continue to lobby for additional funding for the region because there is never enough for the needs of the regional transportation grid. He stated that he will continue to collaborate and maintain good relationships with other LVTS members, organizations and other stakeholders, and data will serve as the foundation for the Coordinating Committee's success. He stated that he looked forward to working with the Coordinating Committee to move its agenda forward, and continue to build on the successes to meet the transportation grid needs for the next generation.

Mr. Hopkins stated that he has been a long-time member of the LVTS as Mayor Panto's representative for the City of Easton. He believes in transportation planning and has done transportation planning for the City of Easton for the past 20 years. He believes in a regional look at transportation needs, and he understands the needs of the cities and counties. He looks forward to continuing to collaborate with the other members of the LVTS as Vice Chair.

Ms. Bradley stated that she looks forward to continuing to serve the Coordinating Committee as the Secretary. She echoed Mr. Molchany's and Mr. Hopkins' support for collaboration within the LVTS and, since the LVPC monitors change and growth in the region, she looks forward to sharing that expertise with the LVTS as the Secretary. She also noted that the LVPC is responsible for the day-to-day operations and compliance requirements for the LVTS, which will ensure continuous funding for the LVTS and the regional transportation network.

Mr. McClure asked if anyone had any questions for the Coordinating Committee candidates, and there were none. Mr. McClure noted that Mr. Molchany and Mr. Hopkins serve as alternates for the representatives from Lehigh County Executive and the Mayor of Easton, respectively. He asked if the bylaws are clear as to whether the County Executive and the Mayor would now have to be the officers in their respective positions, or if their designees could serve as officers of the committee. Ms. Bradley said that the bylaws do not specifically state whether or not alternates can serve as officers. For more than 30 years, PennDOT served as the Chair or Vice Chair in some capacity and that, technically, the member from PennDOT on the LVTS is the PennDOT Secretary. Operating off of past practices with various members of PennDOT Central Office and District 5-0 as the designee for the PennDOT Secretary in elected positions, Mr. Molchany and Mr. Hopkins' nomination and potential election would extend that past practice. Mr. McClure asked for clarification because at the last election, it was noted that Mr. McClure had to serve as the Chair of the Coordinating Committee when he was elected and that his designee, Mr. Emili, would not be able to serve as Chair. He said he believed it was illogical that Mr. Emili was not able to chair meetings in his stead during his term, but that designees for Lehigh County and the City of Easton could be elected. Ms. Bradley stated that this was a different issue because Mr. McClure was the person who was nominated, not Mr. Emili. She noted that if Mr. Armstrong would come to the

LVTS Coordinating Committee, he could not chair the meeting because Mr. Molchany is the person who received the nomination and, if elected, would need to chair the meeting. Mr. McClure asked who would cast the vote for Lehigh County if both Mr. Armstrong and Mr. Molchany attended the meeting. Ms. Bradley said that Mr. Molchany would cast the vote because he has been officially designated as the representative for Lehigh County. Mr. McClure asked if this would be the same for the City of Easton, and Ms. Bradley confirmed that this was true.

Mr. McClure asked for a motion from the Coordinating Committee to recommend Mr. Molchany as Chair of the Coordinating Committee. Mr. O'Neil made a motion to recommend Mr. Molchany as Chair of the Coordinating Committee, seconded by Mr. Kufro. Mr. McClure asked if there were any questions from members or the public, and there were none. Ms. Bradley called for the vote and the motion passed, with one nay from Mr. McClure and the rest of the members voting aye.

Mr. McClure asked for a motion from the Coordinating Committee to recommend Mr. Hopkins as Vice Chair of the Coordinating Committee. Mr. Kufro made a motion to recommend Mr. Hopkins as Vice Chair of the Coordinating Committee, seconded by Mr. O'Neil. Mr. McClure asked if there were any questions from members or the public, and there were none. Ms. Bradley called for the vote and the motion passed, with one nay from Mr. McClure and the rest of the members voting aye.

Mr. McClure asked for a motion from the Coordinating Committee to recommend Ms. Bradley as Secretary of the Coordinating Committee. Mr. Hopkins made a motion to recommend Ms. Bradley as Secretary of the Coordinating Committee, seconded by Mr. Hare. Mr. McClure asked if there were any questions from members or the public, and there were none. Ms. Bradley called for the vote and the motion passed unanimously.

Mr. Molchany took over as Chair for the Coordinating Committee and chaired the remainder of the meeting, and Mr. McClure wished Mr. Molchany good luck. Mr. Molchany thanked the Coordinating Committee members and partners, particularly Mr. McClure for his leadership of the Coordinating Committee over the past two years.

***ACTION ITEM: Performance Measure 1 (PM1) Safety Target Setting***

Mr. Osei reminded participants that the Performance Measures and Safety Targets were reviewed at the December 2023 meeting. The measures and targets were included in the meeting packet.

Mr. Cotter asked for a motion from the Technical Committee to recommend the LVTS Performance Measure 1 Safety Targets for 2024 to the Coordinating Committee. Mr. Hopkins made the motion to recommend the LVTS Performance Measure 1 Safety Targets for 2024 to the Coordinating Committee, and the motion was 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 a vote, and the motion was carried.

Mr. Cotter asked for a motion to approve the LVTS Performance Measure 1 Safety Targets for 2024, as forwarded by the Technical Committee. Mr. Hare made the motion to approve the LVTS Performance Measure 1 Safety Targets for 2024, as forwarded by the Technical Committee, and the motion was seconded by Ms. Bradley. Mr. Molchany asked if there were any questions or comments from members or the public, and there were none. Ms. Bradley called for a vote, and the motion was carried.

***DISCUSSION ITEM: Planning for All Public Meeting***

Ms. Milagio noted that the public meeting's agenda includes a review of federal guidance that requires Planning for All and the local mission that prompts the region to go beyond that guidance, and a closer look at both documents that are out for public comment right now, the Public Participation Plan (PPP) and the Limited English Proficiency Plan (LEP).



Mr. Gardi noted that both the PPP and the LEP are guided by the three federal laws highlighted on the screen. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color or national origin, and this extends to discrimination against a person's or population's ability to communicate in English. Executive Order 13166 requires agencies to address the needs of people with limited English proficiency, otherwise known as LEP. Executive Order 14008 includes the Justice40 Initiative, which requires 40% of benefits from certain federal investments, including those made by the LVTS as the Lehigh Valley's MPO, flow to disadvantaged and disenfranchised communities.

Mr. Gardi also reviewed the Federal-Aid Highway Act of 1973, the Age Discrimination Act of 1975, and the Americans with Disabilities Act of 1990. He noted that a full list of federal acts, executive orders, and other important legal decisions that relate to our commitment to nondiscrimination can be found in the LEP Plan.

Mr. Gardi noted that the mission statement of the LVTS from the recently updated Long-Range Transportation Plan highlights the LVTS' commitment to equity and access to planning. Specific language in the mission statement calls out the LVTS' work to "improve the social and economic climate of the area and promote equity through planning."

Ms. Milagio reviewed the individual elements of the PPP and the LEP Plan, both of which include explanations of the LVTS and the federal requirements. She first reviewed the contents of the PPP, which is a blueprint for how the LVTS will engage with the public to maintain and grow our equitable planning processes. The foundation of that blueprint is the public participation practices, which outline how the LVTS will connect with and involve the public in the planning process throughout the year and during key plans and programs. Specific requirements for public comment periods are outlined in the next section of the PPP. Public meetings are a key element of public comment periods, and the practices used to conduct accessible and transparent public meetings are outlined, as well.

Ms. Milagio noted that the PPP also outlines the public engagement processes for major plans and decision points, including the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The PPP also includes an evaluation procedure for itself and an appendix full of information on the region, including the LVPC/LVTS' Access to Opportunity Analysis.

Ms. Milagio stated that equity is integral to the daily functions of the LVTS, recognizing that an equitable region is vital to the success and sustainability of the Lehigh Valley as a whole. Equity is a core element of the LVPC and LVTS mission and serves as the foundation of FutureLV: The Regional Plan. Data from the U.S. Census Bureau confirms the growth and locations of diverse communities throughout the Lehigh Valley. Regionwide, the Lehigh Valley population totals 694,843, with 20.9% of this population identifying as Hispanic or Latinx, 9.2% identifying as Black or African American and 32.3% identifying as a person of color.

The LVPC and LVTS have maintained and continually updated a regionwide Equity and Access to Opportunity Analysis for several years that identifies existing disparities in access to opportunities and provides a platform that elevates informed discussions about equity. Since its inception, the Lehigh Valley Equity Analysis has been an accessible online tool used and referenced by many public, private and nonprofit partners.

In 2023 the LVPC Equity Analysis was substantially expanded to include 32 datasets and incorporate the Justice40 initiative, a federal mandate establishing a goal that at least 40% of the benefits from certain federal investments flow to disadvantaged communities. The basis of the LVPC Equity Analysis is a map of Access to Opportunity, which reflects the relative level of access to opportunity for all Lehigh Valley census tracts on a scale of very low, low, moderate, high and very high. The Access to Opportunity map

is used in combination with additional map layers to analyze varying factors with equity conditions as a primary consideration. Population demographics such as age and race are overlaid on the map to identify what populations have the greatest and least access to opportunity. Justice40 communities can also be overlaid when developing and selecting projects to pay special attention to any positive and negative impacts projects will have on disadvantaged populations, and to actively include their voices in meaningful public participation processes.

Ms. Milagio noted that the LEP Plan centers on a four-factor analysis that determines the prevalence of non-English languages in the region and how speakers of those languages can and have interacted with the LVTS' programs and plans. There is also an explanation of how the LVTS will anticipate the need for written translation of essential documents, which is 5% or 1,000 individuals who speak a specific, non-English language. These analyses were done on a municipal level because it is more likely to result in meeting that threshold.

Ms. Milagio showed a map that represents the municipalities in the Lehigh Valley that are considered "High LEP" by the threshold of 5% of their population. Seventeen out of the 62, or 27%, of Lehigh Valley municipalities have a population that meets this threshold. Ten of those municipalities meet 5% of their population in at least one language category. She then showed a map that represented those 10 municipalities that meet the 5% or 1,000 individuals threshold for at least one specific language. For 8 out of 10 of those municipalities, that one language is Spanish. In the City of Allentown, both Spanish and Arabic meet that threshold, and for Glendon Borough, 5% or more of the population predominantly speak French, Haitian Creole. She also showed a chart that represented the number of individual speakers of specific languages in the Lehigh Valley. Three quarters of our regional LEP population are Spanish-speakers, while the other 25% is spread among a diverse group of languages that include Arabic, Vietnamese, and German.

Ms. Milagio noted that the LEP Plan also includes an implementation plan that addresses how the LVTS will meet the needs of non-English speakers through identification, language assistance, training for staff, and updating the LEP Plan itself. The appendices of the LEP Plan include maps and data, like those we just showed you, on LEP populations in the region. They also include notices and complaint procedures for nondiscrimination in accordance with Title VI and other nondiscrimination statutes, executive orders, regulations and policies.

Ms. Milagio stated that Planning for All will be out for public comment from December 27, 2023, to February 10, 2024. Physical copies of the drafts can 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). In addition to making comments at this meeting, comments can be emailed to [planning@lvpc.org](mailto:planning@lvpc.org), calling 610-264-4544, or using the virtual comment box at [www.tinyurl.com/P4AComments](http://www.tinyurl.com/P4AComments). This meeting is the second public meeting for Planning for All, the first one was on January 11th and there will be a third meeting, in-person, on January 30 at 7 PM at the Fowler Center in Bethlehem. Mr. Molchany asked if there were any questions or comments from members or the public, and there were none.

***DISCUSSION ITEM: Priority Climate Action Plan on Transportation Decarbonization Goals + Policies Discussion***

Ms. Myerov reviewed the draft measures in the Priority Climate Action Plan (PCAP). She noted that the first measure type is Integration of Land Use Planning and Transportation, and this specific measure is implementing priority bicycle community corridors and prioritizing pedestrian networks. Incorporating planning for transit, bicycle and pedestrian networks within local and regional comprehensive planning can encourage development patterns that support multimodal transportation networks, complete streets and reduced trip lengths, as well as preserving open space, agricultural land and providing convenient

trail networks. Through supportive land use-transportation decisions, the ability for residents to choose non-automobile travel modes for their trips reduces the amount of greenhouse gas emissions from vehicles.

Ms. Myerov noted that an additional measure related to the Integration of Land Use Planning and Transportation is increasing transit ridership, which is a proven strategy for decreasing transportation, as it reduces the number of single occupancy vehicle trips and VMT. 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. As discussed in our previous workshop meeting with the folks from LANTA, to increase frequency further and expand the network, ridership numbers will need to steadily increase.

Ms. Myerov stated that the next measure type is to transition to low carbon or zero emission fuels. Increased investment in low carbon fuel and vehicle technologies is a critical component of transportation decarbonization. Transitioning to clean and sustainable fuel options/vehicles such as electric vehicles, fuel cell electric vehicles (powered by hydrogen generated from low carbon sources) and biomass fueled vehicles is expected to drive 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, such as the Bethlehem Area School District, which received a grant to operate electric school buses.

Ms. Myerov said that innovations in fueling technologies need to be paired with supporting alternative fueling infrastructure that is readily available and accessible to all users. As more vehicles transition to these low carbon alternatives, supporting fueling/recharging infrastructure must similarly be scaled up to match new demand and be widely accessible and convenient to users. There are federal initiatives to expand fueling infrastructure, such as the National Electric Vehicle Infrastructure program; however, additional public and private sector efforts may be needed to meet fueling demand.

Ms. Myerov noted that green infrastructure refers to an interconnected network of open spaces and natural areas, often used to manage stormwater and improve water and air quality and reduce hazards to public health and safety. Examples include urban forests, parks, green roofs, natural drainage systems and low impact development. Green infrastructure along roadways can mitigate impacts of stormwater runoff, store carbon from tailpipe emissions, and create pollination corridors for native species. When communities utilize and enhance their natural environmental assets as an integral part of their infrastructure, they can reduce their impact on climate change and increase their ability to adapt to changes that may occur.

Ms. Myerov stated that Transportation Systems Management and Operations (TSMO) can be implemented for more efficient use of transportation resources and the reduction of vehicle miles travelled. 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 our updated Long Range Transportation Plan and corresponding project list.

Ms. Myerov invited meeting participants to learn more about these climate action planning efforts at the monthly WorkshopLV: Environment + Transportation meetings, held on the third Wednesday of the month at 11 AM. The meeting for February will be held virtually, but all other meetings are typically held in person.

Mr. Molchany asked if there were any questions from members or the public. Mr. Slingerland said that the PCAP looks like a great opportunity to promote bicycle and pedestrian infrastructure. He also noted that it aligns really well with LANTA's planned improvements, and he wanted to voice support for the plan. Ms.

Bradley noted that, because the PCAP is due to the US Environmental Protection Agency by March 1, it will be a significant agenda item for next month's LVTS meeting. A draft of the PCAP will be sent to members before the next meeting packet is sent out for review, and she urged members to submit their comments as soon as possible to meet that deadline requirement. Mr. Molchany thanked both Mr. Slingerland and Ms. Bradley, and noted that he is confident the LVPC staff will forward comments received from the public on the draft PCAP.

***INFORMATION ITEM: 2025-2028 Transportation Improvement Program (TIP) Update***

Mr. Osei noted that from now to March 2024 is the review and agreement phase of the TIP update. During this period, collaborative efforts between LVTS and PennDOT lead to an agreement on their respective program portions. PennDOT Central Office notifies FHWA that Draft TIPs are ready for eligibility review, and air quality conformity analysis is conducted by LVTS. In April, the TIP Public Comment Period will commence, followed by LVTS adopting regional TIPs at the June LVTS Joint Technical and Coordinating Committee meeting and submitting them to PennDOT Center for Program Development and Management (CPDM) in July. Subsequently, from August to September 2024, PennDOT CPDM reviews TIP submissions in preparation for the STIP submittal, with the 2025 Program officially commencing on October 1st, marking the start of implementing the outlined transportation projects. Mr. Molchany asked if there were any questions from members or the public, and there were none.

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

Ms. Ruth presented the TIP Administrative Actions from December 9, 2023 to January 5, 2024. She noted that there were four District 5 administrative actions, one statewide administrative action, and one interstate administrative action. Mr. Molchany asked if there were any questions from members or the public, and there were none.

**New Business**

***INFORMATION ITEM: LVPC/LVTS Website Rebuild***

Mr. Assad noted that the LVPC/LVTS looks different right now because it is in the midst of a several month transition to a new webpage and host. Moving to a new website was in the 24-month workplan, but when Adobe kept reducing its support for the old format, it was the perfect time to make the transition at a time when it fits in with the office relocation and move to electronic plan filing. It is expected to take several months, and in the meantime, the LVPC's Graphic Designer is building the temporary site to use until the permanent site is ready. The Graphic Designer is working hard to get the most essential plans and documents on the temporary site. If anyone has trouble finding something, email or call the LVPC staff to get the needed document. Mr. Molchany asked if there were any questions from members. Ms. Bradley noted that the LVPC is in the process of applying for a .gov web address. That application process will take some time, and she anticipates that that transition from a .org to a .gov will coincide with the website transition. Mr. Molchany asked if there were any other questions from members or the public, and there were none.

***INFORMATION ITEM: LVTS Transportation Management Area Federal Certification Review***

Ms. Bradley noted that the LVTS, PennDOT and LANTA are subject to Federal Certification Review every four years for the Transportation Management Area (TMA) of the Lehigh Valley. Staff completed the required documents and deliverables to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The LVTS is scheduled for an in-person review with FHWA and FTA on March 11 and 12. The staff are coordinating with FHWA and FTA on the in-person review, and it is anticipated that the meeting will be held in the new office. The LVPC staff intend to occupy the new office space, pending any material or construction delays, by the end of February.

Mr. Molchany asked for confirmation that the committee members could attend the March 11-12 meetings, and that agendas would be distributed so that members could decide which session(s) they would like to attend. Ms. Bradley confirmed that this is true. She noted that there will be a special LVTS Joint Technical + Coordinating Committee meeting as part of the Federal Certification Review, but all members are welcome to attend any section of the two-day review. Ms. Bradley anticipated that the agenda for the review would be available within the next few weeks. Mr. Molchany asked for confirmation that the meetings are public, and Ms. Bradley confirmed that this was true.

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

***INFORMATION ITEM: Annual Statement of Financial Interest***

Ms. Bradley stated that, as appointed officials, the members of the LVTS are required to file annually a Pennsylvania annual Statement of Financial Interest. The Statement of Financial interest form will be emailed to the members and needs to be returned to Ms. Milagio. The forms will be kept private, secure and on file, per the Pennsylvania State Ethics Act. Mr. Molchany added that the Statement of Financial Interest should be filled out for the calendar year 2023. Mr. Molchany asked if there were any questions from members or the public, and there were none.

***INFORMAITON ITEM: MPO Guide***

Mr. Osei noted that the MPO Guide is designed to clearly explain the planning process and the MPO's role. It outlines the federal regulations that established the LVTS as the MPO for the Lehigh Valley. The guide explains how the LVTS functions through its Technical and Coordinating Committees. It also describes the key plans and programs the organization produces, how transportation projects are selected and funded, and how the community is involved in these processes. He advised everyone to read the guide, as it is a valuable resource for understanding the LVTS' work and its impact on the region.

Mr. Molchany stated that the MPO Guide is a critical information document, and it may be in the best interest of the LVTS to have an in-depth presentation on the content. Mr. Molchany asked if there were any questions from members. Mr. Hare echoed Mr. Molchany's sentiments and thanked the staff for compiling the MPO guide. There are many MPOs and Rural Planning Organizations (RPOs) across Pennsylvania and the country, and he shared that there are probably many members of MPOs and RPOs across the country that do not fully understand the planning process. He appreciates this effort to help educate the LVTS and other MPOs and RPOs. Mr. Molchany stated that the LVTS' relationship with PennDOT is important, and that the MPO has local obligations to communities to bridge the expectations of projects and funding decisions. Mr. Molchany asked if there were any additional questions from the committees or the public, and there were none.

***INFORMATION ITEM: Status Reports***

Mr. Molchany noted that the PennDOT District 5 Highway Projects report and the Monthly Traffic Report were included in the meeting packet. He asked there were questions on these reports, as well as the Lehigh Valley Passenger Rail Study and Eastern PA Freight Alliance – Freight Infrastructure Plan.

Mr. Molchany asked if there were any questions from the committees on the status updates. Ms. Bradley stated that she spoke with Angela Watson in the PennDOT Multimodal Office regarding the Passenger Rail Study last week. It appears that the report should be ready at the end of March, and the staff is working with PennDOT and the project consultant to organize a meeting to present the study. Mr. Molchany noted that the delay of the report was an issue of concern for the LVTS, particularly for Mr. McClure when he served as Coordinating Committee Chair. Mr. Molchany echoes that sentiment and stated that the LVTS needs to have this first step presented to LVTS for review. Mr. Molchany asked if there were any questions on the status updates from the public, and there were none.

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

Mr. Assad shared that the last Morning Call column ran in the Sunday paper New Year's Eve, and it focused on the Listing of Obligated Projects. Usually, the focus for transportation projects is on the big projects like Routes 22, 33 and 309, but for every \$90 million Lehigh River Bridge, there are hundreds of smaller projects that are just as important to the communities where they are located. Under the headline "It's the plenty to see here list", the column focuses on the recent Obligated Projects list to highlight some of those smaller projects that got done in 2023. That column can be found at mcall.com. The next column will take a look at the LVTS's new Public Participation and Limited English Proficiency Plans, and it will run Feb. 5.

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 Jan 1, and focused on that same List of Obligated Projects, with Mr. Hite was the guest. The 30-minute show offered a chance to add detail and texture of what goes into completing the many under-the-radar projects that were done in 2023. The show also covered the complexities that go into making these happen, and the projects' importance to those communities. That show is streaming at WDIY.org, and the next show will air Feb. 5 at 6:30 PM.

Mr. Molchany stated that the radio show and newspaper column are important communication tools to get the LVTS' message out into the community, particularly for public participation in the planning process. Mr. Molchany asked if there were any questions or comments from members or the public, and there were none.

Mr. Hite reviewed a few virtual training opportunities coming up through the Local Technical Assistance Program early in the new year:

- January 19: Speed Limits and Speed Management, 8 am to Noon
- January 23: Geographic Information System (GIS) Basics, 8 am to Noon
- January 24: Active Transportation for PA Communities, 8 am to Noon
- January 26: Road Safety Audit, 8 am to Noon
- January 30: Traffic Signal Basics, 8 am to Noon
- February 9: Traffic Signs Basics, 8 am to Noon
- February 15: Road Safety Audits, 8 am to Noon

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 added that LTAP offers winter maintenance training, and that the LVTS hosted a winter maintenance class. He noted that salting has become a strong tool to manage winter conditions within the transportation network, but he is concerned with oversalting. Mr. Molchany stated that it would be helpful for Mr. Hite to send a note to municipal partners that oversalting is not best practice. Mr. Molchany also noted that he hopes the LVTS will use a future communication tool to mention business' obligation to salting in the region. Mr. Hite stated that more municipalities are hosting winter maintenance trainings so the instructors can refer to specific needs and equipment. He also mentioned that other non-municipal entities, including LNAA staff, attend winter maintenance classes.

Mr. Molchany added that the LVTS' LTAP programs are well attended, and are probably of the most attended throughout Pennsylvania. He noted that it is important that the LTAP program continues to receive support. Mr. Molchany asked if there were any questions from members or the public, and there were none.

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>
- Saving Lives with Connectivity: Accelerating V2X Deployment
  - Deadline: January 31, 2024
  - <https://www.grants.gov/search-results-detail/350731>
- Advanced Transportation Technology and Innovation (ATTAIN) Program
  - Deadline: February 2, 2024.
  - <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>
- Innovative Coordinated Access and Mobility (ICAM) Pilot Program
  - Deadline: February 13, 2024
  - <https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants>
- Safe Streets and Roads for All (SS4A)
  - Next round for funding is anticipated to open in February 2024
  - <https://www.transportation.gov/grants/SS4A>

Mr. Molchany asked if the LVTS is coordinating the applications for the grants or if the LVTS is passing the grant information on to municipalities and other partners. Mr. Dinkel noted that the LVTS is passing along the information and could write a letter of consistency if the application requires one, but the LVTS is not putting in specific applications for these grant programs. Ms. Bradley added that, when a community receives funding through a federal grant program, the LVTS also serves as staff support to those awarded efforts. The LVPC/LVTS is coordinating the application for the EPA's Carbon Pollution Reduction Grant, which is due on April 1, to support priority actions out of the PCAP. Mr. Molchany noted that it is important to get the information to the municipalities and to ensure that municipalities feel comfortable reaching out for assistance from the LVTS. Data provided by the LVTS can be a critical component to successful grant applications, and it is important to let potential applicants know that there is data available to support those applications. 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 Joint Technical and Coordinating Committee meeting to be held virtually on February 21, 2024, at 9 AM. Mr. Hare made a motion to adjourn, which was seconded by Ms. Bradley, and the meeting was adjourned.



**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

Three requests for the amendment of 2023-2026 Transportation Improvement Program amendment have been forwarded for the consideration of the Lehigh Valley Transportation Study (LVTS). The first request is from LANTA and the second and third requests are from the Pennsylvania Department of Transportation. Both requestors have asked that these items be placed on the February 21, 2024, Joint LVTS Technical and Coordinating Committee meeting agenda. The requests are summarized below, and details can be found in the corresponding financial charts.

### **Transit – LANTA Request**

#### **Proposed Amendment #1**

#### **LANTA PM Maintenance (MPMS #95010) - Increase of \$2,610,000.00**

LANTA annually funds Preventive Maintenance (PM) activities for the Authority's fixed route fleet and facilities. These activities support LANTA's Transit Asset Management (TAM) Plan goals as well as in support of LANTA's Public Transportation Agency Safety Plan (PTASP) goals. This Amendment will increase funding in FFY2024.

#### **Funding Source**

- FFY2023 Federal Section 5307 Urbanized Area Formula Funds -Preventive Maintenance (Federal) that were programmed in FFY2023 under various project numbers and need to be consolidated and obligated per Federal requirements: \$2,088,000.
- Heavy - Duty Bus Purchase (Local Funds) - \$522,000.00

### **Bridge and Highway – PennDOT Requests**

#### **Proposed Amendment #2**

#### **Route 309 & Tilghman St. Interchange Demolition - (MPMS #121093) – Addition to the 2023-2026 TIP, \$400,000**

As related to the SR 309-12M, 309 & Tilghman Interchange Reconstruction project, located in South Whitehall Township, Lehigh County, properties are proposed to be demolished. Properties have been acquired by the Commonwealth for the project.

Funding Source: Deobligation from the SR 22 Resurface – 15th St. to MacArthur Rd. project will provide \$400,000 of available National Highway Performance Program (NHPP) fund.



### Proposed Amendment #3

**Route 309 & Tilghman St. Interchange Reconstruction - (MPMS #96432) – Increase of \$23,618,430** This project involves the reconfiguration of the PA 309/State Route (SR) 1002 (Tilghman Street) Interchange. It will also include two bridge replacements: one at PA 309 over Tilghman Street and another at PA 309 over Broadway Street. Additionally, the project encompasses the rehabilitation of the SR 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.

#### Funding Source

The following project funding is proposed to be reassigned to support the Route 309 & Tilghman Street project:

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

Questions should be directed to the requestors:

#### Proposed Amendment #1

- LANTA: Brendan Cotter, [bcotter@lantabus-pa.gov](mailto:bcotter@lantabus-pa.gov)

#### Proposed Amendment #2 and #3

- PENNDOT: Jen Ruth, [jeruth@pa.gov](mailto:jeruth@pa.gov)

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

MPO Meeting Date: February 21, 2024

Administrative Action #1			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			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 (\$)			
LANTA	110171	PT	Before	5339	OA	180,000	-	45,000	90,000	-	22,500	90,000	-	22,500	90,000	-	22,500	562,500	Increase Federal Section 5339 funding in the amount of \$109,252 and local funding in the amount of \$27,313 in FFY2024 under MPMS #110171. The source of funds is FFY2022 Section 5339 funding that was programmed on the FFY2021-2024 TIP but never obligated under grant.	
Associated Cap. Maint			Adjust	5339	OA				109,252			27,313								136,565
			After	5339	OA	180,000				45,000	199,252	-	49,813	90,000	-	22,500	90,000	-		22,500
Administrative Action #2			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			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 (\$)			
LANTA	95019	PT	Before	5307	1514	959,000	-	-	958,280	-	-	1,645,000			1,645,000			5,207,280	Remove Federal Section 5307 funding in the amount of \$959,000 in FFY2023 under MPMS #95019. Funding is being moved to FFY2024 under MPMS #95010 as these funds were programmed but never obligated under grant.	
Heavy Duty Bus			Adjust	5307	1514	(959,000)														(959,000)
			After	5307	1514	-	-	-	-	958,280			1,645,000			1,645,000				4,248,280
LANTA	95019	PT	Before	5339	1514	835,000	-	-	835,000	-	-	835,000			835,000			3,340,000	Remove Federal Section 5339 funding in the amount of \$835,000 in FFY2023. Funding is being moved to FFY2024 and will be increased to match the actual allocation of Federal Section 5339 funding that LANTA received. Add Local funding in the amount of \$228,004 in FFY2024 to match Federal funding.	
Heavy Duty Bus			Adjust	5339	1514	(835,000)			912,015			228,004								305,019
			After	5339	1514	-	-	-	-	1,747,015			228,004	835,000		835,000				3,645,019
LANTA	95019	PT	Before	OTH-F	1514	960,000	-	688,500	960,000	-	688,320	480,000	-	860,000	480,000	-	740,000	5,856,820	Removed OTH-Federal funding in the amount of \$960,000 in FFY2023. This funding is being moved to FFY2024 to be obligated under grants. Increase FFY2024 OTH-Federal funding by an additional \$960,000 Federal in FFY2024. This funding is FFY2022 CMAQ Flex funding that was programmed on the FFY2021-2024 TIP but never obligated under grant. Add Local funding in the amount of \$480,000 to match the Federal funding being added in FFY2024.	
Heavy Duty Bus			Adjust	OTH-F	1514	(960,000)		(688,500)	1,920,000			480,000								751,500
Propulsion			After	OTH-F	1514					2,880,000	-	1,168,320	480,000	-	860,000	480,000	-	740,000		6,608,320
Administrative Action #3			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			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 (\$)			
LANTA	95015	PT	Before	5307	OA	760,200	-	190,050	760,200	-	190,050	760,200	-	190,050	760,200	-	190,050	3,801,000	Remove Federal Section 5307 funding in the amount of \$760,200 and Local funding in the amount of \$190,050 in FFY2023 under MPMS #95015. Funding is being moved to FFY2024. There is an increase of funding being added in FFY2024 to match actual allocation and Local funding over what was programmed in FFY2023.	
ADA Service			Adjust	5307	OA	(760,200)		(190,050)	983,828			245,957								279,535
Capitilization			After	5307	OA					1,744,028	-	436,007	760,200	-	190,050	760,200	-	190,050		4,080,535
Amendment #1			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			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 (\$)			
LANTA	95010	PT	Before	5307	OA	4,940,193	-	1,235,049	4,400,000	-	1,100,000	4,400,000	-	1,100,000	4,400,000	-	1,100,000	22,675,242	Increase Federal Section 5307 funding in the amount of \$2,088,000, and Local funding in the amount of \$522,000 in FFY2024 under MPMS #95010. The source of Federal funds is \$959,000 in FFY2023 Section 5307 funds reassigned from MPMS #95019, \$52,000 in FFY2023 Section 5307 funds reassigned from MPMS#95180 and \$714,780 in FFY2023 Section 5307 funds reassigned from MPMS #106530 and additional FFY2023 Section	
PM Maintenance			Adjust	5307	OA					2,088,000			522,000							

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

		After	5307	OA	4,940,193	-	1,235,049	6,488,000	-	1,622,000	4,400,000	-	1,100,000	4,400,000	-	1,100,000	25,285,242	5307 funds obligated to LANTA over what was programmed in the FFY2023-2026 TIP. These funds were programmed on the FFY2023-2026 TIP by never obligated under a		
<b>Administrative Action #4</b>			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			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 (\$)	Total	Remarks	
LANTA			Before	5307	1514	52,000		13,000	78,000	-	19,500	78,000	-	19,500				260,000	Remove Federal Section 5307 funds in the amount of \$52,000 and Local funding in the amount of \$13,000 in FFY2023 under MPMS #95180. Federal funds are being reassigned to MPMS# 95010.	
Service Vehicle Replace	95180	PT	Adjust	5307	1514	(52,000)		(13,000)										(65,000)		
			After	5307	1514		-	-	78,000	-	19,500	78,000	-	19,500				195,000		
<b>Administrative Action #5</b>			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			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 (\$)	Total	Remarks	
LANTA			Before	5310	1516	700,000	-	674,750	700,000	-	674,750	700,000	-	583,100	700,000		216,500	4,949,100	Reduce Federal Section 5310 funds by \$68,975 to match actual allocation of funds. Add State Section 1516CTC funding in the amount of \$268,975 funding and remove Local funding in the amount of \$674,750 in FFY2024 under MPMS #95008.	
Purchase Van/Minibuses	95008	PT	Adjust	5310	1516				(68,975)	268,975	(674,750)							(474,750)		
			After	5310	1516	700,000	-	674,750	631,025	268,975	-	700,000	-	583,100	700,000		216,500	4,474,350		
<b>Administrative Action #6</b>			Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			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 (\$)	Total	Remarks	
LANTA			Before	5307	1514	714,780		178,695	689,500		172,375				80,780		20,195	1,856,325	Remove Federal Section 5307 funds in the amount of \$714,780 and Local funding in the amount of \$178,695 in FFY2023 under MPMS #106530. Federal funding is being reassigned to MPMS# 95010.	
Enhanced BRT Project	106530	PT	Adjust	5307	1514	(714,780)		(178,695)										(893,475)		
			After	5307	1514		-	-	689,500	-	172,375		-		80,780	-	20,195	962,850		
<b>Before FFY Totals</b>						14,986,958	23,606,907	5,450,318	10,187,000	23,492,000	4,309,423	9,707,000	23,492,000	4,278,871	9,707,000	23,492,000	3,856,424	156,565,901		
<b>FFY Adjustment Totals</b>						(4,280,980)	0	(1,070,245)	5,944,120	268,975	828,524	0	0	0	0	0	0	0	1,690,394	
<b>After FFY Totals</b>						10,705,978	23,606,907	4,380,073	16,131,120	23,760,975	5,137,947	9,707,000	23,492,000	4,278,871	9,707,000	23,492,000	3,856,424	158,256,295		

NOTES:

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from January 6, 2024 through February 9, 2024

MPO Tech Meeting: February 21, 2024

MPO Coord Meeting: February 21, 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	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
Mauch Chunk Rd Signal Upgrade 1017 - 02S Lehigh County	110174	FD	Before	CAQ					0												0.00	Add FD to TIP. Project was converted to Design/Build and is now being converted back to Design/Bid/Build due to ROW.		
			Adjust	CAQ						582,000														582,000.00
			After	CAQ							582,000													
Corridor Signal Impr LI Lehigh County	82804	CON	Before	CAQ					1,756,066			2,539,320				21,900					27,529,880	31,847,166.00	Source	
			Adjust	CAQ						(582,000)														(582,000.00)
			After	CAQ							1,174,066			2,539,320			21,900					27,529,880		31,265,166.00
<b>Interstate Administrative Action #1</b>				<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFYs 2027-2030 and Beyond</b>			<b>Total</b>	<b>Remarks</b>		
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Amts</b>	<b>Fed.</b>	<b>Sta.</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>				
I-78 - Lehigh St to 309 South Interchange 78 - 20M Lehigh County	86006	CON	Before	NHPP					9,000,000			20,500,000										29,500,000.00	Increase to cover railroad agreement	
			Adjust	NHPP									42,000											42,000.00
			After	NHPP					9,000,000				20,542,000											29,542,000.00
Interstate Contingency Line Item Central Office	75891	CON	Before	NHPP								79,531,540			43,647,107				33,865,504			157,044,151.00	Source	
			Adjust	NHPP									(42,000)											(42,000.00)
			After	NHPP									79,489,540			43,647,107				33,865,504				157,002,151.00
<b>Interstate Administrative Action #2</b>				<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFYs 2027-2030 and Beyond</b>			<b>Total</b>	<b>Remarks</b>		
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Amts</b>	<b>Fed.</b>	<b>Sta.</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>				
I-78 - Lehigh St to 309 South Interchange 78 - 20M Lehigh County	86006	CON	Before	NHPP					9,000,000			20,542,000										29,542,000.00	Increase to meet low bid.	
			Adjust	NHPP									12,347,215											12,347,215.00
			After	NHPP					9,000,000				32,889,215											41,889,215.00
Interstate Contingency Line Item Central Office	75891	CON	Before	BRIP								1,909,391										1,909,391.00		
			Before	NHPP									79,459,540	4,201,251	43,647,107	1,500,000			33,865,504	5,043,151				167,716,553.00
			Adjust	NHPP									(12,347,215)											(12,347,215.00)
			After	BRIP								1,909,391										1,909,391.00		
			After	NHPP									67,112,325	4,201,251	43,647,107	1,500,000			33,865,504	5,043,151				155,369,338.00
			After	NHPP																				
<b>Administrative Action #2</b>				<b>Fund Type</b>		<b>FFY 2023</b>			<b>FFY 2024</b>			<b>FFY 2025</b>			<b>FFY 2026</b>			<b>FFYs 2027-2030 and Beyond</b>			<b>Total</b>	<b>Remarks</b>		
<b>Project Title</b>	<b>MPMS</b>	<b>Phase</b>	<b>Amts</b>	<b>Fed.</b>	<b>Sta.</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>	<b>Fed. (\$)</b>	<b>State (\$)</b>	<b>Loc/Oth (\$)</b>				
Riverside Drive RAISE Grant / RSD Lehigh County	118070	PE	Before	RAISE					1,500,000			1,371,057										2,871,057.00	Supplement to complete PE and prepare Design/Build bid package.	
			Adjust	RAISE									290,481											590,481.00
			After	RAISE						1,800,000			1,661,538											3,461,538.00
Riverside Drive RAISE Grant / RSD Lehigh County	118070	CON	Before	RAISE					17,608,854			16,095,165										33,704,019.00	Source	
			Adjust	RAISE									(300,000)											(590,481.00)
			After	RAISE						17,308,854			15,804,684											33,113,538.00

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

*Technical and Coordinating Committees*

TIP Modifications from January 6, 2024 through February 9, 2024

MPO Tech Meeting: February 21, 2024

MPO Coord Meeting: February 21, 2024

Amendment #1				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks		
Project Title	MPMS	Phase	Amts	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)				
309 & Tilghman I/C Demo 309 - DEM Lehigh County	121093	CON	Before	NHPP	Toll				0													0.00	Add project to TIP for demo of properties to allow relocation of Sunoco gas line as part of the 309 & Tilghman I/C Recon project (96432).	
			Adjust	NHPP	Toll				400,000															400,000.00
			After	NHPP	Toll				400,000															
SR 22 Resurface - 15th St to MacArthur Rd 22 - 10M Lehigh County	114349	CON	Before																			0.00	Deobligation returned to region for reassignment.	
			Adjust	NHPP					(400,000)															(400,000.00)
			After																					0.00

**LVTS Metropolitan Planning Organization**

FISCAL CONSTRAINT TABLE

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

Technical and Coordinating Committees

TIP Modifications from January 6, 2024 through February 9, 2024

MPO Tech Meeting: February 21, 2024

MPO Coord Meeting: February 21, 2024

Amendment #2***			Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFYs 2027-2030 and Beyond			Total	Remarks								
Project Title	MPMS	Phase	Fed.	Sta.	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)	Fed. (\$)	State (\$)	Loc/Oth (\$)										
309 & Tilghman I/C Recon			Before	HSIP																	0.00	Increase to meet current estimate. HSIP application 2020-05-4.							
			Before	NHPP	581	1,037,433	978,706																	21,438,545.00					
			Before	STP		1,750,000				4,800,000	3,443,750		4,550,000	4,043,750					2,251,198	2,070,748					11,775,000.00				
			Before	STU		1,127,388				8,975,000			2,875,000				2,350,000			0						34,786,025.00			
			Adjust	HSIP	Toll					3,189,287			8,750,000				9,901,840			6,031,797						3,189,287.00			
			Adjust	NHPP	581					9,700,000	2,747,500															13,785,829.00			
309 - 12M	96432	CON	Adjust	STP					1,217,712									5,353,314		1,338,329			6,571,026.00						
			Adjust	STU					72,288															72,288.00					
			After	HSIP					3,189,287															3,189,287.00					
			After	NHPP	581	1,037,433	978,706			9,700,000	6,191,250		4,550,000	4,043,750					2,251,198	3,409,077				35,224,374.00					
			After	STP		1,750,000				6,017,712			2,875,000				2,350,000			5,353,314					18,346,026.00				
			After	STU		1,127,388				9,047,288			8,750,000				9,901,840			6,031,797					34,858,313.00				
Deliver Consultant Assist	83086	PE	Before		581		800,000				1,200,000												12,000,000.00	Reduce to match current need.					
			Adjust		581							(1,200,000)														(1,200,000.00)			
			After					800,000								950,000										10,800,000.00			
SR 29 - Shimersville Hill Safety Imprv	110183	CON	Before	HSIP	Toll						2,675,001												7,210,000.00	Align funding with need. Estimated let date is 3/13/2025. This project is fully covered on draft 2025 TIP.					
			Adjust	HSIP	Toll							(2,675,001)														0.00			
			After	HSIP	Toll								2,677,925				1,857,074									7,210,000.00			
Safety Line Item_LVTS	82807	CON	Before	HSIP							514,286													39,069,933.00	Partial source.				
			Adjust	HSIP								(514,286)															(3,189,287.00)		
			After	HSIP									1,003,977				2,900,680										35,880,646.00		
SR 22 / Fullerton Interchange	117610	ROW	Before	NHPP	581						1,000,000	250,000												3,713,150.00	Align funding with need. Fully funded on draft 2025 TIP.				
			Adjust	NHPP	581							(1,000,000)	(250,000)														(108,150.00)		
			After	NHPP	581								0	0		1,970,520	492,630		50,000	12,500		863,480	215,870				3,605,000.00		
PA 309 Resurface	102312	CON	Before	NHPP	Toll						7,500,000													9,548,100.00	Align funding with need. Fully funded on draft 2025 TIP.				
			Adjust	NHPP	Toll							(7,500,000)															236,900.00		
			After	NHPP	Toll								0	0		100,000											9,785,000.00		
Fifth Street Bridge	94873	CON	Before	BRIP	581						880,024	625,000												6,365,400.00	Align funding with need.				
			Adjust	BRIP	581							(625,000)															0.00		
			After	BRIP	581								880,024	0		2,592,320	460,580		2,432,476								6,365,400.00		
SR 512 o/ Brush Meadow Cr	85945	CON	Before	STP	581						751,712	206,000												957,712.00	Align funding with need. Increase to cover current estimate. Estimated let date is 7/24/2025. This project is fully covered on draft 2025 TIP.				
			Adjust	STP	581							(751,712)	(206,000)														(231,112.00)		
			After	STP	581								0	0		500,000	187,500		39,100								726,600.00		
SR 611 Resurface - Bucks Co Line to Browns Dr.	101572	CON	Before	STP							466,000													466,000.00	Release funds. Fully funded off 2021 TIP and project is complete.				
			Adjust	STP								(466,000)															(466,000.00)		
			After	STP									0														0.00		
Urban Line Item Reserve	82810	CON	Before	CRP							554,000													1,713,000.00	STU source.				
			Before	CRPU								1,712,948															5,242,306.00		
			Before	STU								795,698																77,132,586.00	
			Adjust	STU																								(406,400.00)	
			After	CRP								554,000																1,713,000.00	
			After	CRPU								1,712,948																	5,242,306.00
LVTS Hwy & Bridge Reserve	102201	CON	Before	BOF	185						923,288	82,640													70,461,915.00	Partial source.			
			Before	BRIP								319,104																70,450,968.00	
			Before	NHPP								6,708,808																	51,805,905.00
			Before	STP	581							361,688	864,528																73,436,556.00
			Adjust	BRIP																									(812,500.00)
			Adjust	NHPP									(1,200,000)																(9,850,380.00)
Line Item	102201	CON	Adjust	STP	581							(466,500)													(7,925,613.00)				
			Adjust	STP	581								(500,000)															(5,353,314.00)	
			After	BOF	185							923,288	82,640															70,461,915.00	
			After	BRIP								319,104																	69,638,468.00
			After	NHPP								5,508,808																	41,955,525.00
			After	STP	581							361,688	398,028																65,510,943.00
<b>Before FFY Totals</b>					41,023,675	1,778,706	17,466,222	240,798,991	12,782,560	0	121,631,701	7,781,623	0	96,270,230	9,443,218	0	324,388,757	78,414,043	0	951,779,726	Actions do not affect the project delivery schedules or air quality conformity.								
<b>FFY Adjustment Totals</b>					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0							
<b>After FFY Totals</b>					41,023,675	1,778,706	17,466,222	241,198,991	12,782,560	0	121,631,701	7,781,623	0	96,270,230	9,443,218	0	324,388,757	78,414,043	0	952,179,726									

NOTES: \*\*\* Pending PMC approval.

Date	First	Last	Plan	Comment	Response
18-Jan	Jesus	Sadiua	PPP	Most of the time a plan for public participation is developed in-house by the host staff of the municipality. To improve the plans buy-in it might be a good idea to involved 1 or 1 couple elected officials is developing the plan.	Thank you for your feedback. This Public Participation Plan specifically relates to the work of the LVTS as the Metropolitan Planning Organization, and municipal partnerships were considered during the drafting process. The LVTS welcomes feedback from municipal partners throughout the year, especially as it relates to public participation and community engagement.
18-Jan	Jesus	Sadiua	LEP	While every effort must be made to make our plans understood and appreciated by the public at large. However, only the most prevalent non-English language should be translated in view of cost considerations.	Thank you for your feedback.
11-Jan	Jess	Entwistle	PPP/LEP	Could you send the maps (that were reviewed in the presentation) in an email?	Absolutely - we will send you an electronic copy of both the Public Participation Plan and the English Proficiency Plan via email so you're able to look at the maps more closely.
30-Jan	Alexis	Cruel	PPP/LEP	Access to Opportunity means access to what?	The LVPC Equity and Access to Opportunity Analysis evaluates one's access to opportunity based on a series 32 datapoints across five primary categories: housing, transportation, education, jobs and environmental conditions.
30-Jan	Paul	James	PPP/LEP	What is the objective for the Access to Opportunity?	The Access to Opportunity map is used in combination with additional map layers to analyze areas of the region with equity conditions as a primary consideration. Population demographics such as age and race are overlaid on the map to identify what populations have the greatest and least access to opportunity. Justice40 communities can also be overlaid when developing and selecting projects to pay special attention to any positive and negative impacts projects will have on disadvantaged populations, and to actively include their voices in meaningful public participation processes.
30-Jan	Alexis	Cruel	PPP/LEP	What were the biggest changes between the last PPP + LEP and these current drafts?	The Lehigh Valley has seen a 12% increase in residents that speak a language other than English over the last decade, however the population that has limited English proficiency has grown at a much quicker rate of 43%. Some of the region's fastest-growing populations include Asian and Pacific Islander language speakers (73% increase), French, Haitian or Cajun language speakers (29% increase) and Spanish speakers (17% increase).
30-Jan	Alexis	Cruel	PPP/LEP	Do you use mailers to recruit? Do you connect with the Chamber of Commerce to get more people involved?	Physical mail promotions have not typically been used for public outreach, as the scope of our outreach includes all 62 municipalities and distributing mail to all Lehigh Valley residents would be costly. We do maintain connections with many local member organizations, including the Greater Lehigh Valley Chamber of Commerce, to support our work and partnerships across the region.
30-Jan	Nia		PPP/LEP	Do you have an understanding of the demographic profile of public meeting and comment period participants?	We do not collect demographic information from participants at public meetings or individuals who make public comments during public comment periods and beyond.
30-Jan	Nia		PPP/LEP	I have concerns about specific transit routes, bus stops, sidewalks etc. Who should I talk to about those concerns?	For specific concerns about transit in the region, please reach out to LANTA directly. Concerns about pedestrian infrastructure (bus stops, sidewalks etc) should be brought to your municipality.
30-Jan	Paul	James	PPP/LEP	(In response to Ms. Watson's comment above) Another way to address the concerns you have could be connecting with your local government. Whether that's your municipality, your state representative or senator, or even federal rep, governments are there to support residents.	Thank you for your comment.

5-Feb	Patrick	Iampietro	LEP	I'm not adverse to diverse populations. We always had that in the Lehigh Valley. But trying to accommodate a multilingual environment outside the home is not at all practical and will just add to the language barrier we currently have leading to poor service from police interaction to teaching in our schools. Individuals who live in the Lehigh Valley or the United States should communicate outside the home in English. If you want a good LED Plan, it should only include schools to learn English, including night school. A requirement for legal immigration should include learning English within a specified period of time, a sponsor and prospect for a job. Getting back to LEP, do you want to create a Tower of Babel where individuals can't communicate and nothing gets done!?	The goal of the Limited English Proficiency (LEP) Plan is to provide an outline for how the LVTS will engage LEP individuals in the transportation planning process. The LEP Plan does not focus on individual language choices and learning or immigration policy. While there is no official language of the United States, most communications are distributed in English nationwide, and the LEP Plan aims to make those from the LVTS more accessible to individuals of all backgrounds and language abilities.
7-Feb	Aleshia	Amadi	LEP	Even with no questions, comments, or requests for information in on-English languages are not received, is this documented for record purposes?	There is a log kept of requests for information in non-English languages. It is included in the Title VI program document, and the language in the LEP Plan can be further clarified to make sure this is known.
7-Feb	Aleshia	Amadi	LEP	What specifically is this translation tool that is used on the website? If this could be named here per BEO request, that would be great. Also, is over-the-phone interpreting services offered, such as "Propio" or another like-service for customers who are LEP?	The LVPC's website will use the Google Translation Tool to ensure that LEP individuals of all language backgrounds will have access to the materials. That language can be included in the LEP plan. The LVTS is no longer able to provide over-the-phone services since PennDOT's contract with Propio no longer extends to non-PennDOT employees.
7-Feb	Aleshia	Amadi	LEP	In section 5 of the Implementation Plan, please add in what means of tracking, mitigation and goals will continue to be measured to ensure LEP individuals receive the assistance and support to meet their accessibility needs. (Look at adding an additional bullet in that describes this)	Thank you for that feedback. We will incorporate language into Section 5 of the Implementation Plan to reflect tracking of services to support the goal of meeting accessibility needs.
7-Feb	Vanessa	Shamberg	PPP/LEP	LVTS should provide notice of language assistance services in languages other than English in the beginning of its Public Participation Plan and LEP Plan. This will ensure that individuals with LEP are informed on how they can obtain access to LVTS language assistive services in the language they read, speak or understand.	Thank you for your feedback. We will include the notice of language assistance services in languages other than English at the beginning of the PPP and LEP Plan.
7-Feb	Vanessa	Shamberg	PPP/LEP	LVTS should clarify whether the advance notice required to receive language assistance services is four (4), seven (7), or fourteen days. There are discrepancies between the text, meeting notice, and example public meeting notice in the LEP and PPP.	Thank you for your feedback. We will adjust the text to consistently reflect that four (4) days notice is required to receive language assistance services.
7-Feb	Vanessa	Shamberg	PPP	LVTS should add text to document advance notice requirements to receive public meeting accommodations.	Thank you for your feedback. We will clarify the advance notice requirements to receive public meeting accommodations.
7-Feb	Vanessa	Shamberg	LEP	The LVTS should detail how it will provide notice of language assistance services to non-English persons. LVTS could employ strategies that leverage social media to increase awareness, ensuring links on its websites indicate that documents may be available for viewing or downloading in languages other than English, developing and distributing materials that inform contractors, vendors and the public about the availability of language assistance services.	Thank you for your feedback. We will augment Section 4 of the Implementation Plan to reflect this language.
7-Feb	Vanessa	Shamberg	LEP	LVTS should provide a clear definition how it identifies vital documents and indicate its priority for translating the various vital documents.	Thank you for your feedback. We will clarify the definition of a vital document.
7-Feb	Vanessa	Shamberg	LEP	LVTS provides at page 14 that written translation of the "TIP and LRTP summaries and other vital documents will be available, 'within a reasonable timeframe that avoids the effective denial of service'. This language is vague. LVTS should consider revising the language to avoid abstract and ambiguous wording. Additionally, the standard that will be used to determine if there has been an "effective denial of service" is not clear in the text.	Thank you for your feedback. We will clarify the timeframe for written translation of summaries.





**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

**Resolution No. 02-21-24-A**

**RESOLUTION OF THE LEHIGH VALLEY TRANSPORTATION STUDY  
PUBLIC PARTICIPATION PLAN**

- WHEREAS,** the Lehigh Valley Transportation Study (“LVTS”) was created in 1964 to serve as the Metropolitan Planning Organization for Lehigh and Northampton counties; and
- WHEREAS,** LVTS was founded in response to the requirement contained in the Federal-Aid Highway Act of 1962 that any urban area with a population greater than 50,000 maintain a continuing, comprehensive and cooperative transportation planning process in order to be eligible to receive federal funds for transportation projects; and
- WHEREAS,** the Congress of the United States enacted the Civil Rights Act of 1964, which was signed into law and became effective on July 2, 1964; and
- WHEREAS,** Title VI of the Civil Rights Act of 1964 (“Title VI”) prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance; and
- WHEREAS,** pursuant to 23 CFR 450.316, metropolitan planning organizations are required to develop and use a documented participation plan that defines a process for providing all members of the region with reasonable opportunities to be involved in the metropolitan transportation planning process; and
- WHEREAS,** LVTS has prepared an update to the previously adopted ~~P~~ublic ~~P~~articipation ~~P~~lan and it is now incorporated into the LVTS’ Title VI Program Document, *Planning for All: Increasing Equitable Access to Planning in the Lehigh Valley*, which is pursuant to the Federal Transit Administration’s Circular 4702.1B; and
- WHEREAS,** LVTS distributed the draft Public Participation Plan to all municipal governments and school districts in the Lehigh Valley, Lehigh County, Northampton County, federally recognized tribal nations with ancestral connections to the region, and a variety of partner organizations, agencies, and authorities for review and comment. Comments from these entities have been taken into consideration as part of the preparation of the final draft of the Public Participation Plan; and
- WHEREAS,** LVTS held three (3) public meetings to collect comments on the draft Public Participation Plan on January 11, January 17 and January 30. Comments from these meetings have been taken into consideration as part of the preparation of the final draft of the Public Participation Plan.

**NOW, THEREFORE, BE IT RESOLVED**, that the LVTS in a public meeting, adopts the Public Participation Plan as its official documented participation plan.

Adopted by the Lehigh Valley Transportation Study on this 21<sup>st</sup> day of February 2024.

**LEHIGH VALLEY TRANSPORTATION STUDY**

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Brendan Cotter, Chair  
LVTS Technical Committee

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Richard Molchany, Chair  
LVTS Coordinating Committee

**ATTEST:**

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Becky Bradley, AICP, Secretary  
LVTS Technical and Coordinating Committees



**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

**Resolution No. 02-21-24-B**

**RESOLUTION OF THE LEHIGH VALLEY TRANSPORTATION STUDY  
LIMITED ENGLISH PROFICIENCY PLAN**

- WHEREAS,** the Lehigh Valley Transportation Study (“LVTS”) was created in 1964 to serve as the Metropolitan Planning Organization for Lehigh and Northampton counties; and
- WHEREAS,** LVTS was founded in response to the requirement contained in the Federal-Aid Highway Act of 1962 that any urban area with a population greater than 50,000 maintain a continuing, comprehensive and cooperative transportation planning process in order to be eligible to receive federal funds for transportation projects; and
- WHEREAS,** the Congress of the United States enacted the Civil Rights Act of 1964, which was signed into law and became effective on July 2, 1964; and
- WHEREAS,** Title VI of the Civil Rights Act of 1964 (“Title VI”) prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance; and
- WHEREAS,** a person is considered to have Limited English Proficiency (LEP) if they do not speak English as their primary language and have a limited ability to read, speak, write or understand English; and
- WHEREAS,** Executive Order 13166 “Improving Access to Services for Persons with Limited English Proficiency” was signed into law on August 11, 2000; and
- WHEREAS,** Executive Order 13166 directs agencies receiving federal assistance to “prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons”; and
- WHEREAS,** LVTS has prepared an update to the previously adopted Limited English Proficiency Plan and it is now incorporated into the LVTS Title VI Program Document, *Planning for All: Increasing Equitable Access to Planning in the Lehigh Valley*, which is pursuant to the Federal Transit Administration’s Circular 4702.1B; and
- WHEREAS,** LVTS distributed the draft Limited English Proficiency Plan to all municipal governments and school districts in the Lehigh Valley, Lehigh County, Northampton County, federally recognized tribal nations with ancestral connections to the region, and a variety of partner organizations, agencies, and authorities for review and comment. Comments from these entities have been taken into consideration as part of the preparation of the final draft of the Public Participation Plan; and

**WHEREAS,** LVTS held three (3) public meetings to collect comments on the draft Limited English Proficiency Plan on January 11, January 17 and January 30. Comments from these meetings have been taken into consideration as part of the preparation of the final draft of the Limited English Proficiency Plan.

**NOW, THEREFORE, BE IT RESOLVED,** that the LVTS in a public meeting, adopts the Limited English Proficiency Plan as its official Limited English Proficiency Plan.

Adopted by the Lehigh Valley Transportation Study on this 21<sup>st</sup> day of February 2024.

**LEHIGH VALLEY TRANSPORTATION STUDY**

\_\_\_\_\_  
Brendan Cotter, Chair  
LVTS Technical Committee

\_\_\_\_\_  
Richard Molchany, Chair  
LVTS Coordinating Committee

**ATTEST:**

\_\_\_\_\_  
Becky Bradley, AICP, Secretary  
LVTS Technical and Coordinating Committees



**RICHARD MOLCHANY**  
Chair, Coordinating Committee

**BRENDAN COTTER**  
Chair, Technical Committee

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

**Resolution No. 02-21-24\_03**

**RESOLUTION OF THE LEHIGH VALLEY TRANSPORTATION STUDY TITLE VI PROGRAM DOCUMENT**

- WHEREAS,** the Lehigh Valley Transportation Study (“LVTS”) was created in 1964 to serve as the Metropolitan Planning Organization for Lehigh and Northampton counties; and
- WHEREAS,** LVTS was founded in response to the requirement contained in the Federal-Aid Highway Act of 1962 that any urban area with a population greater than 50,000 maintain a continuing, comprehensive and cooperative transportation planning process in order to be eligible to receive federal funds for transportation projects; and
- WHEREAS,** the Congress of the United States enacted the Civil Rights Act of 1964, which was signed into law and became effective on July 2, 1964; and
- WHEREAS,** Title VI of the Civil Rights Act of 1964 (“Title VI”) prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance; and
- WHEREAS,** the Federal Transit Administration (“FTA”) requires all agencies receiving financial assistance from the FTA to institute a Title VI Program document that carries out the US Department of Transportation’s Title VI regulations (49 CFR part 21) and to integrate into their programs and activities considerations expressed in the US Department of Transportation’s policy guidance concerning recipients’ responsibilities to Limited English Proficient (“LEP”) persons (70 CFR 74087, December 14, 2005); and
- WHEREAS,** pursuant to the FTA’s Circular 4702.1B, LVTS has prepared a Title VI Program Document, *Planning for All: Increasing Equitable Access to Planning in the Lehigh Valley*; and
- WHEREAS,** LVTS distributed elements of the Title VI Program Document, the draft Public Participation Plan and the draft Limited English Proficiency Plan, hereafter known as the draft plans, to all municipal governments and school districts in the Lehigh Valley, Lehigh County, Northampton County, federally recognized tribal nations with ancestral connections to the region, and a variety of partner organizations, agencies, and authorities for review and comment. Comments from these entities have been taken into consideration as part of the preparation of the final draft of the plans; and
- WHEREAS,** LVTS held three (3) public meetings to collect comments on the draft plans on January 11, January 17 and January 30. Comments from these meetings have

been taken into consideration as part of the preparation of the final draft of the Title VI Program Document.

**NOW, THEREFORE, BE IT RESOLVED**, that the LVTS in a public meeting, adopts the *Planning for All: Increasing Equitable Access to Planning in the Lehigh Valley* as its official documented Title VI Program Document.

Adopted by the Lehigh Valley Transportation Study on this 21<sup>st</sup> day of February 2024.

**LEHIGH VALLEY TRANSPORTATION STUDY**

\_\_\_\_\_  
Brendan Cotter, Chair  
LVTS Technical Committee

\_\_\_\_\_  
Richard Molchany, Chair  
LVTS Coordinating Committee

**ATTEST:**

\_\_\_\_\_  
Becky Bradley, AICP, Secretary  
LVTS Technical and Coordinating Committees



# METROPOLITAN PLANNING ORGANIZATION GUIDE

*Federal law requires all metropolitan areas with populations greater than 50,000 people to designate a Metropolitan Planning Organization (MPO) to develop transportation plans for the region. The content of this publication reflects the views of the author(s) and not necessarily those of the Department of Transportation, Commonwealth of Pennsylvania, or the Federal Highway Administration.*

*The Lehigh Valley Transportation Study (LVTS) Metropolitan Planning Organization (MPO) is committed to compliance with nondiscrimination requirements of civil rights statutes, executive orders, regulations and policies applicable to the programs and activities it administers. Accordingly, the MPO is dedicated to ensuring that program beneficiaries are not excluded from participation in or denied the benefits of its services based upon race, color, national origin, religious creed, sex, age, disability or economic status.*

*Documents will be made available in alternative languages or formats if requested. Persons requiring additional accommodation or those with questions should call Hannah Milagio, Program Associate for Community Engagement at 610-264-4544.*





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# **TABLE OF CONTENTS**

---

<b>What is an MPO?</b>	<b>8</b>
<b>What is the LVTS?</b>	<b>9</b>
<b>Cleaner Air Improves Public Health and Quality of Life</b>	<b>9</b>
<b>How Does the LVTS Operate?</b>	<b>10</b>
<b>What Does the LVTS Do?</b>	<b>11</b>
<b>How Are Transportation Projects Chosen and Funded?</b>	<b>12</b>
<b>Funding Sources</b>	<b>13</b>
<b>How Is The Community Involved with LVTS?</b>	<b>15</b>

# **Are you a resident of the Lehigh Valley? Do you want to learn more about how the regional transportation planning process works?**

## **This guide will help you understand:**

- How the Lehigh Valley complies with federal regulations for transportation planning
- What process must be followed to be eligible for transportation funds
- What kind of transportation plans the Lehigh Valley Transportation Study (LVTS) develops and adopts
- The committees that support the transportation planning process
- How the public is involved in transportation decision-making

# THE WORK THE LVTS PRODUCES TODAY WILL CREATE THE FUTURE.

---

## **A seamless network where roads, trails, sidewalks and technology connect everyone to every place — that's the goal.**

The Lehigh Valley Transportation Study (LVTS) recognizes the complexities of transportation planning and investment, and integrates road, bridge, transit, rail and air assets, as well as walking, biking, and rolling into a comprehensive and managed system that supports all aspects of the regional economy and society.

The LVTS allocates federal and other transportation funding resources that reflect the region's shared vision for the future. Adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives. As a Metropolitan Planning Organization, the LVTS acts as a Council of Governments by facilitating collaboration of governments, interested parties, and residents in the transportation planning process.

The LVTS has planned more than \$4.3 billion in transportation investments over the next 25 years through *FutureLV: The Regional Plan*. The Lehigh Valley Planning Commission (LVPC) staffs the LVTS and actively monitors, plans, and manages programs for safety, maintenance, development, hazard mitigation and resiliency, as well as freight and technological advancement. This work and collaboration support mobility for all people in the Lehigh Valley now and in the future.

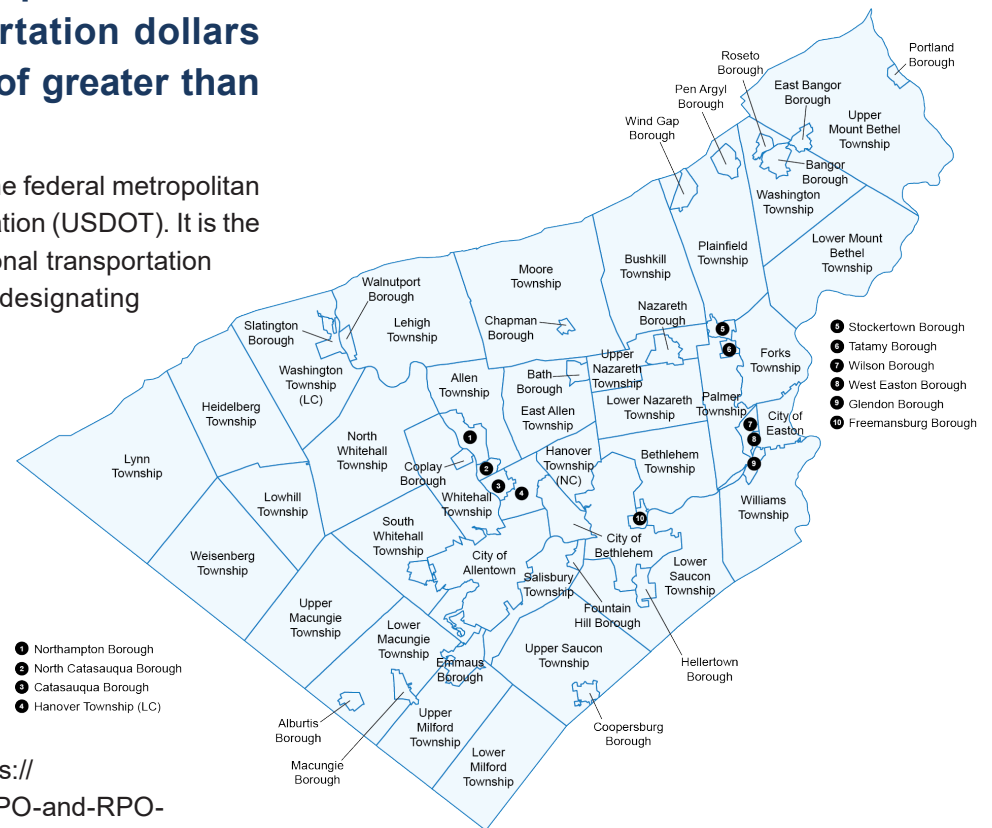
# WHAT IS AN MPO?

**A Metropolitan Planning Organization, or MPO, is a federally designated organization that provides local officials and residents input into the planning and implementation of projects funded with federal transportation dollars for metropolitan areas with populations of greater than 50,000.**

To receive federal aid, an urban area of this size must follow the federal metropolitan planning process outlined by the US Department of Transportation (USDOT). It is the job of an MPO to carry out this process by developing a regional transportation vision, directing the planning process and implementation, designating federal funding and engaging the community in the process.

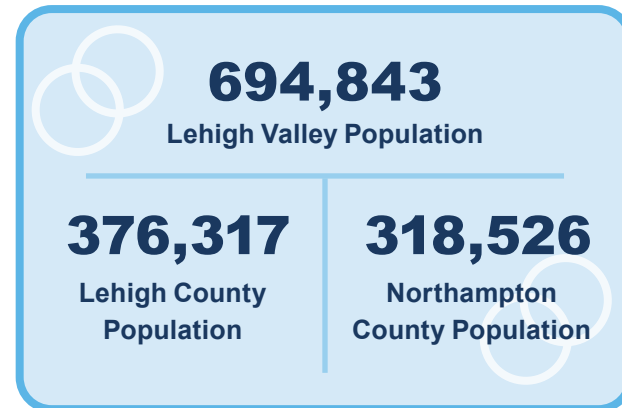
There are currently 18 MPOs in Pennsylvania. LVTS is the federally designated MPO for the Lehigh Valley, which consists of Lehigh and Northampton counties. LVTS is the federally designated MPO for Lehigh and Northampton counties, which consists of 62 municipalities (3 cities, 27 boroughs, and 32 Townships).

Rural Transportation Planning Organizations (RPOs) are designated to develop transportation improvement programs and long-range plans for non-metropolitan areas with populations of less than 50,000. More information about MPOs and RPOs in the Commonwealth can be found at <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/MPO-and-RPO-Contact-List.aspx>



# WHAT IS THE LVTS?

As the MPO, the LVTS completes and implements three major foundational planning products, along with additional plans, studies and reports. This work is done with the input of local officials, transportation agencies and the public through collaboration and meetings of the LVTS Technical and Coordinating Committees.



# CLEANER AIR IMPROVES PUBLIC HEALTH AND QUALITY OF LIFE

**Clean air is a fundamental right supported by the Pennsylvania Constitution, Section 27: “The people have a right to clean air, pure water, and to the preservation of the natural, scenic, historic and esthetic values of the environment.”**

All projects supported by the LVTS must meet federal air quality conformity standards. For each proposed project, LVTS is required to perform travel forecasting to determine transportation network demand and its impact on air quality.

Transportation investment and policy choices — what we build and repair, where we put it, who builds it, how we operate it

and what energy powers it — have an enormous impact on our economy, our climate and our health. These decisions should be designed to strengthen a region where all people can participate and prosper.

Environmental Justice aims to provide transportation equity through the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin or educational level. Fair treatment in this context means that no population is forced to bear a disproportionate burden of negative health and environmental impacts, including social and economic effects resulting from transportation decisions, programs and policies.

# HOW DOES THE LVTS OPERATE?

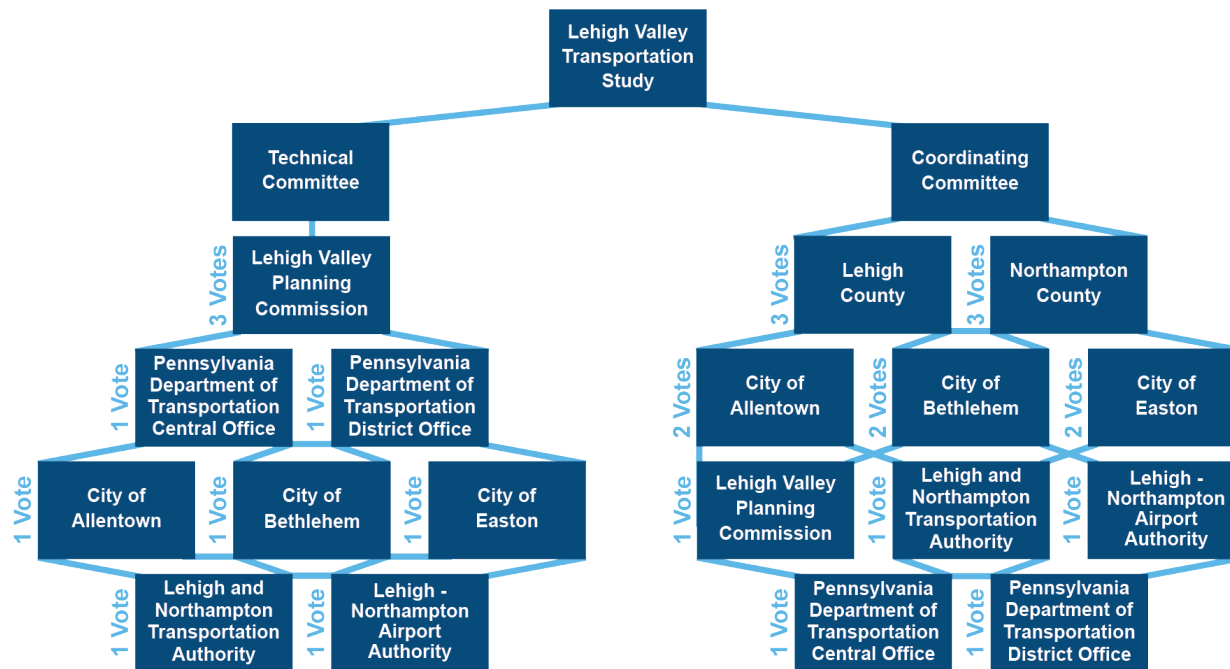
The LVTS consists of two committees. Voting members on the committees include the two County Executives, the Mayors of the three cities (Allentown, Bethlehem, and Easton), and representatives from the LVPC, PennDOT Central Office, PennDOT District 5, Lehigh and Northampton Transportation Authority (LANTA), and the Lehigh-Northampton Airport Authority (LNAA).

## Coordinating Committee

The policy body which formally adopts items reviewed by the Technical Committee.

## Technical Committee

An advisory body to the Coordinating Committee, reviewing plans, programs, and various other items brought before them for review and recommendation to the Coordinating Committee.



# WHAT DOES THE LVTS DO?

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The LVTS must meet the requirements of the US code 23 USC section 134 which is the federal metropolitan transportation planning regulations and other applicable federal or state laws. These requirements include three essential products:

## **The Long-Range Transportation Plan – *FutureLV: The Regional Plan***

*FutureLV: The Regional Plan* combines the Bi-County Comprehensive Plan and Long-Range Transportation Plan and sets the vision and direction to carry the Lehigh Valley to 2050 and beyond. It provides a blueprint for managing future growth, making the most of our assets and creating a Lehigh Valley where everyone has access to health, opportunity, and a livable neighborhood. <https://lvpc.org/transportation-plans.html>

## **Transportation Improvement Plan (TIP)**

The TIP is the Lehigh Valley's four-year plan to maintain and enhance the transportation system in the Lehigh Valley. The TIP is a fiscally constrained, high-priority list for a four-year program of Highway, Bridge, Transit and Multimodal projects, all proposed to be implemented with federal, state and local funds. Projects included in the TIP align with the vision of *FutureLV: The Regional Plan* and its 25-year Long-Range Transportation Plan. <https://lvpc.org/transportation-plans.html>

## **United Planning Work Program (UPWP)**

The UPWP is developed semi-annually and documents MPO activities for a two-year period. It documents metropolitan transportation planning activities performed with federal, state and local transportation funds in the Lehigh Valley. <https://lvpc.org/transportation-plans.html>

The LVTS also produces many other transportation-related plans, studies and reports that provide insight to the latest trends, most up-to-date data, and general guidance for transportation planning in the Lehigh Valley. They include:

- *Walk/RollLV: Active Transportation Plan*
- Eastern PA Freight Infrastructure Plan
- *Lehigh Valley Greenhouse Gas Assessment*
- *Lehigh Valley Priority Climate Action Plan*
- *Traffic Safety Plan*



# HOW ARE TRANSPORTATION PROJECTS CHOSEN AND FUNDED?

**For a project to receive funding, it must meet a long list of state and federal guidelines for traffic safety, air quality and environmental justice. It also must align with the vision of *FutureLV: The Regional Plan*, and its 25-year Long-Range Transportation Plan (LRTP).**

A core concept of *FutureLV* is Centers and Corridors, a long-range transportation investment plan that directs redevelopment, reuse and new construction to 57 economic and housing activity Centers around the Lehigh Valley and along the Corridors that connect them.

Transportation project investments are then targeted to be consistent with that concept and must be identified in the *FutureLV: The Regional Plan* before they can be programmed in the TIP. *FutureLV* is updated every four years, whereas the TIP is updated every two years. New TIP projects not previously programmed on prior four-year TIPs are selected from *FutureLV* based on factors including safety, congestion, condition of the asset to be improved and life cycle of the infrastructure element(s) involved and whether they benefit underserved communities.

**These project selection steps were implemented for the current *FutureLV: Long-Range Transportation Plan*.**

## **Transportation Needs Assessment**

This involved meetings with municipal and communities stakeholders, as well as a communitywide survey, to determine the transportation needs in all 62 municipalities within the Lehigh Valley.

## **Project Selection**

The LVTS evaluated, ranked and selected qualified projects that were consistent with overall regional priorities and added qualified projects that could not be funded to the unmet needs lists of projects to be considered for future funding. The evaluation included a detailed scoring system based on more than 40 datasets designed to measure a project's value to the community.

## **Adoption**

The current list of Long-Range Transportation Plan projects was adopted by LVTS on October 18, 2023.

## **TIP Management**

The four-year TIP is a constantly evolving program that changes as project costs and schedules adjust. By federal statute, the program is what's known as "fiscally constrained", which means that the total cost of the projects on the TIP cannot exceed the money expected to be received by the LVTS. When costs increase for one project, the money often must come from another, just as savings on a particular project can be moved into one that needs more money. Managing the flow of money is equally as important as managing the project schedule. This funding strategy addresses high-priority transportation needs and is designed to promote a modern, efficient transportation network that highlights accessibility for everyone.

# FUNDING SOURCES

**Locally endorsed highway, bridge and transit projects are supported by the TIP with federal assistance – Infrastructure Investment and Jobs Act (IIJA). The federal and state governments designated the LVTS as the body responsible for preparing the TIP for Lehigh and Northampton counties.**

The Infrastructure Investment and Jobs Act (IIJA) is an act to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. State and local governments can seek funding from these new and expanded competitive grant programs in the IIJA that focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. These grant programs include:

**National Highway Performance Program (NHPP)** supports construction of new facilities on the National Highway System (NHS) geared towards achieving national performance goals for improving infrastructure safety, condition, mobility or freight movement established by the state asset management plans.

**Bridge Investment Program (BRIP)** is a competitive program to replace, rehabilitate, preserve or protect some of the nation's most important and economically significant bridges.

**Bridge Formula Program (BOF)** provides formula funding to states to replace, rehabilitate, preserve, protect and construct bridges on public roads. Notably, the program includes a 15% set-aside for off-system bridges. These are bridges often owned and maintained by cities, counties and towns — and typically located on roads normally ineligible for federal highway funding. The federal government will also cover 100% of the cost of off-system bridge projects under the Bridge Formula Program for bridges owned by a local government.

**Congestion Mitigation & Air Quality Improvement Program (CMAQ)** fund projects that reduce pollution and relieve congestion geared towards helping metropolitan regions and states meet federal air quality standards. Funds are distributed to states and within states based on the level of pollution. Funds from this program go towards increasing transportation options as opposed to projects that will increase the use of single occupant vehicles.

**Highway Safety Improvement Program (HSIP)** supports efforts to reduce fatalities and injuries on public roads, paths and trails. HSIP funds projects on trails, paths, or roads included in state's Strategic Highway Safety Plan to improve safety.

**Surface Transportation Block Grant Program (STU)** provides flexible funds for bridges, highways, pedestrian and bicycle projects, and some transit projects. States allocate portions of funds under this program for metropolitan areas of 200,000 people or more.

**Nationally Significant Freight & Highway Projects (INFRA)**

awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

**Carbon Reduction Program (CRP)** funds are used to reduce transportation emissions through the development of carbon reduction strategies and funding projects designed to reduce emissions.

**Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT)**

provides discretionary funding grants and opportunities to support projects that address the climate change impacts to the transportation network through planning, resilience improvements, community resilience and evacuation routes.

**The Pennsylvania Transportation Alternatives Set-Aside Program (TASA)**

provides funding for projects and activities for multimodal transportation. These projects include pedestrian and bicycle facilities, community improvement activities, environmental mitigation, trails used for transportation and safe routes to school.

**The Multimodal Transportation Fund (MTF)**

provides an annual multimillion-dollar stream of state funding for ports, rail freight, aviation projects and bicycle and pedestrian improvements.

# HOW IS THE COMMUNITY INVOLVED WITH LVTS?

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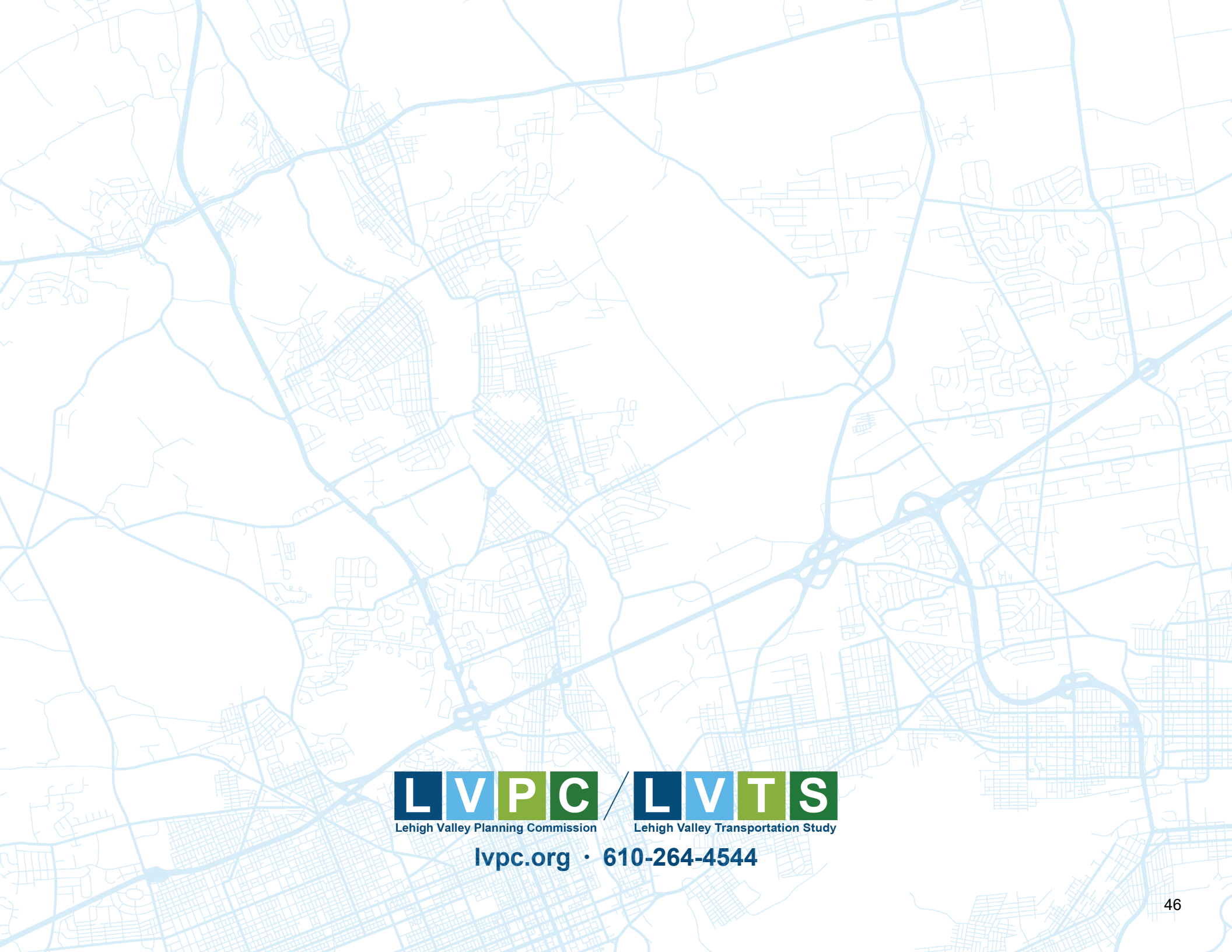
**Public participation is essential to LVTS and its planning products. All LVTS committee meetings are open to the public, and all LVTS work products have public comment periods. In accordance with federal and state laws, the LVTS has adopted a Public Participation Plan that outlines how the MPO engages the community in its work.**

Public participation begins early in the planning process and continues throughout each of the planning stages, helping to avoid, minimize and mitigate project impacts while providing the best solutions. This helps LVTS to:

- Inform the public of transportation meetings, issues and other relevant events. The public needs to be aware of their role in the transportation planning and decision-making process.
- Include all communities in the region to inform and involve those communities with people who have been underrepresented and/or underserved.
- Involve the public by providing opportunities throughout the transportation planning and decision-making process.
- Improve the public participation process by identifying and incorporating new tools and strategies.

Updated Public Participation and Limited English Proficiency Plans can be found at <https://lvpc.org/>.





Lehigh Valley Planning Commission

Lehigh Valley Transportation Study

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Lehigh Valley Planning Commission

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Vice Chair

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Treasurer

BECKY A. BRADLEY, AICP  
Executive Director

## MEMORANDUM

**DATE:** February 13, 2024  
**TO:** Lehigh Valley Planning Commission and Lehigh Valley Transportation Study  
**FROM:** Steve Neratko, Chief Planner  
**CC:** Staff  
**REGARDING:** Draft Priority Climate Action Plan Internal Consistency Review

## INTRODUCTION

As part of regular processes when developing organizational plans and/or policies and considering them for adoption, LVPC staff not involved in the development of the plan and/or policy conduct an internal review of consistency against the bi-county comprehensive plan, *FutureLV: The Regional Plan*, and other related LVPC and LVTS plans and documents. LVPC staff have conducted a review of the Draft LVPC Priority Climate Action Plan against *FutureLV*, *Walk/Roll-LV: Active Transportation Plan*, *Moving LANTA Forward* and the *LANTA Enhanced BRT Strategy*.

## REVIEW

The draft Priority Climate Action Plan (PCAP) makes several direct connections to other LVPC plans and documents, particularly *FutureLV: The Regional Plan* and the *Walk/Roll-LV: Active Transportation Plan*. Considerations for equity and the impact of measures on low-income and disadvantaged communities are woven throughout the document, which serves to equitably invest transportation resources, improve health outcomes, and increase access to opportunities for low-income communities, communities of color, and communities experiencing the greatest environmental impacts as a result of climate change (of Policy 2.6).

The PCAP outlines six priority greenhouse gas (GHG) reduction measures specifically intended for transportation decarbonization. Decarbonizing transportation supports a key objective of *FutureLV: The Regional Plan* to reduce greenhouse gas emissions, and each of the proposed measures serves to improve regional air quality and mitigate impacts of climate change (of Policies 3.2 and 3.4). Each proposed measure also fulfills additional aspects of *FutureLV* and supporting documents:

### **Measure 1: Implementing priority Bicycle Commuting Corridors and Catalytic Projects and Priority Sidewalk Gaps as proposed in Walk/Roll-LV.**

Providing the opportunity for non-automobile travel modes reduces the amount of greenhouse gas emissions from vehicles while also establishing mixed-transportation corridors (Policy 1.2, 2.1), improving connections between mass transit and walk/roll infrastructure (of Policy 2.3),

expanding access to education and job training (of Policy 4.1) and improving mixed-transportation access to areas with high or growing employment opportunities (of Policy 4.3).

Prioritizing alternative modes of transportation also strengthens sidewalk, bike route and trail infrastructure (of Policy 5.3), ensures transportation accessibility for all persons (of Policy 5.2) and supports reducing bicycle and pedestrian fatalities towards zero (of Policy 5.1).

Measure 1 also serves to implement the *Walk/Roll-LV: Active Transportation Plan* by directly referencing projects and recommendations outlined within the Plan.

**Measure 2: Increasing transit ridership above current levels in the Lehigh Valley.**

Land use and public transportation are directly impacted by each other. The LVPC and Lehigh and Northampton Transportation Authority (LANTA) are in a memorandum of understanding that ensures both are able to work toward meeting the goals of *FutureLV* as well as the goals of the LANTA Regional Public Transportation Development Plan, *Moving LANTA Forward*.

Increasing transit ridership encourages enhanced transit connections to improve mobility and job access (Policy 2.3), improves mixed-transportation access to areas with high or growing employment opportunities (of Policy 4.3), ensures transportation accessibility for all persons, integrates mixed-transportation into public space design and improves connections between bus stops and pedestrian and bicycle infrastructure (of Policy 5.2). Additionally, this aligns with the LANTA Enhanced Bus BRT Study, which identifies benefits to current riders and expanding transit ridership as goals of the Enhanced Bus Service in the Lehigh Valley.

**Measure 3: Increasing deployment of alternative fuel vehicles (AFVs) of all types in the region from 2022 baseline figures.**

Transitioning to vehicles with clean and sustainable fuel options is imperative to reducing transportation emissions and aligns with the intent of *FutureLV* to advance deployment of alternative fueling infrastructure (of Policy 2.5). While supporting all types of AFV's is a commendable goal, the lack of standardization within the industry causes increasing costs, as a number of different technologies may need to be supported.

**Measure 4: Increasing the number and geographic distribution of alternative fueling stations in the region.**

Increasing deployment of AFVs requires adequate infrastructure to support transition across the region. A significant transition to AFV's would require a substantial number of new alternative fueling stations, either at home or open to the public, particularly as EV plug standardization is still an ongoing concern. Increasing the opportunity to efficiently refuel AFV's is imperative expanding their adoption. Overall, this measure supports the advancement of autonomous, artificial intelligence, and alternative-fueled vehicle technologies (of Policy 2.5), furthers renewable energy and diversification of sources (of Policy 3.4), incorporates environmentally sensitive transportation technologies (of Policy 3.4), expands equitable access to technology (of Policy 4.3) and coordinates infrastructure investments that support Centers and Corridors (of Policy 4.6).

**Measure 5: Reimagining and retrofitting major transportation corridors, including Route 22, Route 33, 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.**

Mitigating the impacts of climate change involves the development of more resilient infrastructure (*FutureLV* Climate Change Special Section) and will require creative solutions to mitigate growing traditional transportation impacts. Retrofitting major transportation corridors with green spaces will serve to incorporate resiliency into planning and design (of Policy 5.1) and improve access to green spaces that improve one’s physical and mental health and wellbeing (of Policy 5.3). This measure would protect the quality and quantity of surface water and groundwater (of Policy 3.2) and utilizing native, climate-adaptive and carbon-sequestering landscaping (of Policy 3.4). Utilizing native plants along heavily visited corridors will help to strengthen the awareness of their use. Additionally, greening transportation corridors supports actions of the Lehigh County and Northampton County *Livable Landscapes* open space plans, including to coordinate the planning and development of greenway networks with transportation.

**Measure 6: 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.**

The Lehigh Valley Transportation Study is responsible for measuring, monitoring, and revising strategies to mitigate congestion and improve air quality, as outlined in *FutureLV*. Emerging technologies are being used in both the public and private sphere, for transportation and transit purposes, including within regional municipalities. The City of Allentown has an expanded traffic adaptive system, which regulates downtown traffic signals for congestion or emergencies. The further implementation of Intelligent Transportation Systems (ITS) within the region supports the expansion of technology to reduce travel demands, optimize traffic flow, and prepare for the next generation of jobs. This measure aligns with the intent of *FutureLV* to incorporate environmentally sensitive transportation technologies (of Policy 3.4), which will be imperative as the region’s population continues to grow.

**CONCLUSION**

The draft LVPC Priority Climate Action Plan fulfills several goals and policies outlined in *FutureLV: The Regional Plan* as well as the *Walk/Roll-LV: Active Transportation Plan*, the *Livable Landscapes* open space plans for Lehigh and Northampton Counties, and LANTA plans and studies including *Moving LANTA Forward* and the *LANTA Enhanced BRT Strategy*. Within *FutureLV*, the LVPC is tasked with researching, writing and implementing specific plans and the development of the Priority Climate Action Plan fulfills this role.



# Unified Planning Work Program

of the

Lehigh Valley Transportation Study  
in Collaboration and Partnership with  
Lehigh Valley Planning Commission (LVPC)  
and

Lehigh and Northampton Transportation Authority (LANTA)

**July 1, 2024 through June 30, 2025**

**Adoption:**

LVPC Executive Committee: XXX  
LVTS Coordinating Committee: XXX

## TABLE OF CONTENTS

	<b>Page</b>
<b>Preface</b>	3
<b>Lehigh Valley Transportation Study (LVTS) Transportation Management Area (TMA)</b>	
Introduction	4
Committee and Agency Responsibilities	5
Priorities for 2024-2025	7
Milestones	8
Work Program Development	9
Constrained Funding	11
Budget Tables Year 1	12
<b>Unified Planning Work Program Tasks</b>	
Task I – Operations, Administration and Collaboration	13
Task II – Land Use Planning, Plans, Projects and Guidance	17
Task III – Data Collection, Analysis and Surveillance	23
Task IV – Local Technical Assistance Program	25
Task V – Safe and Accessible Transportation Options	26
<b>Appendices</b>	
Appendix A – Transit, Lehigh and Northampton Transportation Authority	28
Appendix B – FAST Act Planning Factors and LVTS Task Matrix	31

## PREFACE

On October 28, 1993, the U.S. Department of Transportation, under the joint sponsorship of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), released updated regulations covering the urban transportation planning and programming process. These regulations specified that:

- (a) In Transportation Management Areas (TMAs), the TMA(s), in cooperation with the State and operators of publicly-owned transit, shall develop unified planning work programs (UPWPs) that meet the requirements of 23 CFR Part 420, Subpart A and:
  - (1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation related air quality planning activities (including the corridor and subarea studies discussed in 450.318 of this part) anticipated within the area during the next one or two-year period, regardless of funding sources or the agencies conducting the activities. The description should indicate who will perform the work, the schedule for completing it and the products that will be produced.
  - (2) Document planning activities to be performed with funds provided under Title 23, U.S.C., and the Federal Transit Act (Federal Register, Vol. 58, No. 207, p. 58040).

The Infrastructure Investment and Jobs Act and signed on November 15, 2021 and Fixing America's Surface Transportation (FAST) Act signed on December 4, 2015, continues the Metropolitan Planning Program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

Within Lehigh and Northampton counties in Pennsylvania, the transportation planning process is conducted through the Lehigh Valley Transportation Study (LVTS). The purpose of this document is to describe the transportation planning and programming activities for the period July 1, 2024 through June 30, 2025 in Lehigh and Northampton counties and to comply with the Federal Planning regulations identified above. At the request of PennDOT, this document will cover a one-year period. The work order that results from this work program will cover the same one-year period.

## **LEHIGH VALLEY TRANSPORTATION STUDY (LVTS) TRANSPORTATION MANAGEMENT AREA (TMA)**

### **Introduction**

- A. The Unified Planning Work Program (UPWP) describes the transportation-related work activities that the Lehigh Valley Planning Commission (LVPC) and Lehigh and Northampton Transportation Authority (LANTA) (with the aid of a planning consultant, if necessary) will perform in the 2024 state fiscal year for the two-county area.
- B. The Lehigh Valley Transportation Study (LVTS) is designated as the transportation management area (TMA) for the Lehigh Valley.
- C. As the federal designated metropolitan planning organization for Lehigh and Northampton Counties, LVTS must respond to the planning requirements of federal laws, including the Infrastructure Investment and Jobs Act (IIJA), the FAST Act and the Clean Air Act Amendments of 1990 (CAAA). The IIJA adopted November 15, 2021 and The FAST Act, adopted in December 2015, continue many of the regional transportation planning programs advanced in MAP-21. Under this legislation, the MPO is a partner in the planning for the use of all federal transportation funds allocated within their region. The IIJA and The FAST Act require the MPO to produce and oversee a Transportation Improvement Program (TIP), the regions short-range capital investment plan, which must be consistent with and serve to implement the region's Long-Range Plan. The TIP prioritizes the Lehigh Valley's transportation-related projects within the constraints of federal and state funding that Pennsylvania can reasonably expect to receive within four years.

The Metropolitan Planning Regulations promulgated from the FAST Act identify ten planning factors that must be considered in the metropolitan planning process. The ten planning factors are integrated within the tasks of the Program Areas and Projects detailed throughout this work program. Please see Appendix B for the Planning Factors matrix.

In 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning jointly identified Planning Emphasis Areas (PEAs) that must be considered in the metropolitan planning process. These include: Climate, Clean Energy, Resiliency, Equity, Justice40, Complete Streets, Public Involvement, Strategic Highway Network Coordination, Federal Land Management Agency Coordination, Planning and Environmental Linkages, and Data. These PEAs have been integrated within the tasks of the Program Areas and Projects detailed throughout this work program.

- D. The vision for LVTS's FY 2024-2025 UPWP, based on the region's work program and Long-Range Plan, *FutureLV: The Regional Plan*, is to support a seamless transportation network through high-quality transportation planning activities that are in accord with federal and state regulations. The transportation activities will be balanced, accurate, inclusive and provide timely and reliable information, data, analysis and guidance as it relates to relevant aspects of the Lehigh Valley Community.

### Committees and Agency Responsibilities

- A. The LVTS is comprised of two main committees - the Technical Committee and Coordinating Committee. The Technical Committee is an advisory body to the Coordinating Committee, reviewing plans, programs, and various other items brought before them for review and recommendation to the Coordinating Committee. The Coordinating Committee is the policy body which formally considers adoption/approval of items reviewed by the Technical Committee. The LVTS also has two advisory committees on specific topic areas of Freight and Multimodal transportation.

Technical Committee Voting Members and number of votes in parenthesis:

City of Allentown	(1)
City of Bethlehem	(1)
City of Easton	(1)
Lehigh and Northampton Transportation Authority (LANTA)	(1)
Lehigh-Northampton Airport Authority (LNAA)	(1)
Lehigh Valley Planning Commission (LVPC)	(3)
Pennsylvania Department of Transportation – Central Office	(1)
Pennsylvania Department of Transportation – District 5	(1)

Coordinating Committee Voting Members and number of votes in parenthesis:

Lehigh County	(3)
Northampton County	(3)
City of Allentown	(2)
City of Bethlehem	(2)
City of Easton	(2)
Lehigh and Northampton Transportation Authority (LANTA)	(1)
Lehigh-Northampton Airport Authority (LNAA)	(1)
Lehigh Valley Planning Commission (LVPC)	(1)
Pennsylvania Department of Transportation – Central Office	(1)
Pennsylvania Department of Transportation– District 5	(1)

The Freight Advisory Committee (WorkshopLV: Freight) is advisory to the LVTS on goods movement issues, studies and projects, and the development of a functional and efficient freight system. The Committee will consider the movement of freight to and from manufacturing sites, cities/downtown areas, intermodal facilities, warehouses, and utilities, as well as the region's freight transportation network (i.e., highways, railroads, ports, airports, and pipelines). Additionally, the Committee is a platform for information sharing and building of the region's knowledge base on goods movement issues and needs. The Freight Advisory Committee consists of all members of LVTS, a truck driver, a law enforcement official, CDL training organizations, a freight insurance/risk management provider, a freight shipper/receiver, Class I and short line railroads, trucking firms and associations, a third party logistics/supply company, Lehigh Valley Industrial Parks, Federal Highway Administration, Pennsylvania Motor Truck Association, Lehigh Valley Economic Development Corporation, Greater Lehigh Chamber of Commerce, a private and regional bus operator, a developer. Neighboring regions and associated entities like the Pennsylvania Turnpike Commission are invited. All meetings are open to the public.

The Multimodal Working Group (WorkshopLV: Multimodal) is advisory to the LVTS on the development of a functional and efficient bicycle, pedestrian and transit system and the intersection of these modes with other vehicular traffic. The working group facilitates discussions and provides input on policies, plans and projects to support the local, regional and state bicycle, pedestrian and transit system along with safety, access and mobility. The working group participates as an advisory body to the MPO in multimodal strategic action planning efforts. The working group is composed of all LVTS members along with members that represent the cycling community, pedestrian community, transit community, businesses, organizations and public agencies that depend on bicycle, pedestrian and transit and also residents with an interest in improving any of these communities. All meetings are open to the public.

- B. The LVPC serves as technical staff for LVTS and is responsible, in cooperation with PennDOT and LANTA, for providing information, analyses, and plan and program recommendations to the committees for their action. The staff of LVPC coordinates the required planning tasks to ensure that LVTS is meeting the federal transportation requirements and receiving federal and state funds to make necessary improvements to the transportation infrastructure. The staff assess data, congestion, feasibility, land use, transportation system performance and operations, safety and security, travel demand, freight and environmental linkages to develop plans for the reliable movement of people and goods. The planning efforts consult and coordinate with the Lehigh Valley Planning Commission, local, county, state and federal governments, transit operators, adjacent regions, transportation advocates, trail partners, the mobility-impaired, environmental justice communities and the public.
- C. The role of LVTS and other supporting agencies is to promote transportation policies, programs, and projects consistent with locally adopted regional comprehensive plan, transportation plan and transportation improvement program that are in accord with federal and state regulations. Specific studies and plans on goods movement, safety, transportation-land use connections, multi-modalism, congestion management, roadway functional classifications, highway performance monitoring, etc. are core roles, and work to enhance the long-range transportation plan, transportation improvement program and support optimal decision and policy-making by the LVTS. All LVTS Meetings are advertised and open to the public.

**Priorities for 2024-2025:** The top priorities for the LVTS during the FY 2024-2025 UPWP include:

1. Monitoring, education and implementation of the bi-county comprehensive general plan and long-range transportation plan, titled *FutureLV: The Regional Plan*.
2. Coordinate, facilitate and participate in *FutureLV: The Regional Plan* implementation efforts, like the development of multi-municipal plans and ordinances, model municipal guides and trainings, focused efforts on water management, climate action and infrastructure resiliency, support of sustainable infrastructure funding programs and, future forces planning such as electric and autonomous infrastructure studies.
3. Refine the organizational strategic plan to support the prioritization, facilitation and implementation of transportation plans and initiatives including, *FutureLV: The Regional Plan*.
4. Monitoring, education, implementation and possible revision of Transportation Performance Measures.
5. Implementation of the PennDOT Connects process with PennDOT and support of educational and capacity-building efforts, such as the Local Technical Assistance Program and Lehigh Valley Government Academy.
6. Implementation of the 2025-2028 Transportation Improvement Program (TIP).
7. Coordination with neighboring MPOs to address “Mega-Regional” needs through the Metropolitan Planning Area (MAP) Forum, among other venues and activities.
8. Educate, organize partner entities and begin implementation of the *Walk/RollLV: Active Transportation Plan*, through forums like the LVTS Multi-modal Working Group and The Link Trail Partnership.
9. Continue to improve the Regional Traffic Safety Program and the Congestion Management Process program.
10. Support the implementation *Moving LANTA Forward Plan* and the *Enhanced Bus/Bus Rapid Transit Study* by the Lehigh and Northampton Transportation Authority.
11. Continue the focus, dialogue, writing and leadership on freight issues as the Lehigh Valley has the fastest new freight facility growth in the nation, according to Transwestern Development Corporation. Strengthen these efforts through the Freight Advisory Committee and thorough municipal education and outreach on the transportation-land use connection.
12. Continue to work on the Eastern PA Freight Alliance with neighbor MPO’s to complete and implement the Eastern PA Freight Plan that will provide guidance on goods movement, community impacts, safety and overall mobility.
13. Implement the *new LVTS Public Participation Plan and Limited English Proficiency Plan* to reflect the enhanced outreach and engagement already occurring and increase inclusion of environmental justice populations to improve overall equity.
14. Continue to monitor transportation system changes through the Highway Performance Monitoring and Segment Inventory System, National Highway System connector modifications, functional classification system and publishing transportation trends information. Continue to implement DataLV, online and interactive data sharing and economic-transportation modeling system to better communicate information and build a more collaborative approach to transportation planning and investment.
15. Continue and build new partnerships with agencies like the Workforce Investment Board, to enhance the knowledge base and discussion-making around mobility, the economy and the environment.



**Milestones**

Generally, the LVTS has targeted the following deliverable milestones in the work program:

<b>Product</b>	<b>Update Cycle</b>	<b>Current Adoption/Completion</b>	<b>Next Adoption/Completion</b>
Unified Planning Work Program (UPWP)	2 Years*	February 21, 2024	January 2025
Long-Range Transportation Plan (LRTP)	4 Years	November 15, 2023	September 2027
Transportation Improvement Program	2 Years	June 30, 2024	June 30, 2026
Public Participation Plan	As Needed	February 2024	June 30, 2029
Limited English Proficiency Plan	As Needed	February 2024	To Be Determined
Title VI Policy and Procedures	As Needed	February 2024	To Be Determined
Traffic Safety Plan	As Needed	December 2024	2026
Active Transportation Plan	As Needed	June 2020	To Be Determined
Freight Plan	As Needed	October 2015 (stand alone plan); LRTP updates November 2023	June 30, 2024
Local Coordinated Transit Plan	5 years	2024	2029
Annual List of Obligated Projects	1 Year	December 30, 2024	December 30, 2025
Local Technical Assistance Program (LTAP) Annual Report	1 Year	November 2024	November 2025
Highway Performance Monitoring System (HPMS)	1 Year	December 2024	December 2025
Federal Certification Review	4 Years	Spring 2024	Spring 2028

\*In 2023, the Pennsylvania Department of Transportation along with the Federal Highway Administration, decided to allow for a one-year UPWP for FY2024-2025; LVTS will return to the two-year UPWP cycle after this fiscal year.

## Work Program Development

LVPC staff initiated the development process of the FY 2024-2025 UPWP in 2023. Through all the engagement LVPC staff have with various partners and stakeholders, feedback is gathered to determine the transportation needs and opportunities within Lehigh and Northampton Counties.

Through the land development that is reviewed on a monthly basis at LVPC, the volume and rate of activity is the highest and most complex the region has seen. With the tremendous growth in industrial and logistics facilities, the conversations always include transportation impacts. The commissioners of LVPC are passionate and provide staff with feedback on the potential impacts. The public has participated in these meetings as well and have provided feedback about the impacts they've experience due to land development decisions. LVPC holds an all-municipal General Assembly twice annually for the elected officials of each 62 municipalities in Lehigh and Northampton Counties with the purpose of discussing planning topics and issues.

LVPC has produced four multi-municipal comprehensive plans and is currently developing a fifth, covering 39 municipalities in the Lehigh Valley. Each one of these efforts looks to transportation planning to support their vision of maintaining what they love about their communities. Each planning effort has utilized different forms of public engagement throughout the planning process to identify the vision and goals. This feedback received has a dual benefit of informing their own plan updates as well as the transportation planning program of the staff of LVPC. The staff has a solid understanding of the transportation needs and concerns each of the multi-municipal planning areas has and has ensured that those planning needs and concerns are being looked at through the UPWP.

LVPC is also a member of the Metropolitan Area Planning Forum (MAP Forum) mega-region. The MAP Forum includes: Capital Region Council of Governments, Connecticut Metropolitan Council of Governments, Lehigh Valley Planning Commission, Lower Connecticut River Valley Council of Governments, Naugatuck Valley Council of Governments, New York Metropolitan Transportation Council, North Jersey Transportation Planning Authority, Orange County Transportation Council, South Central Regional Council of Governments and the Western Connecticut Council of Governments. This group meets on a bi-annual basis with several topic-specific committees that meet more frequently. The MAP forum members discuss issues that transcend the boundaries of any one MPO. These topics and issues include resiliency, freight, data and funding.

LVPC also has participated in external groups such as the Greater Lehigh Valley Chamber of Commerce (GLVCC) Board of Governors, Public Policy Committee, Transportation Committee and Energy and Environment Committee. The GLVCC has held meetings and events centered around transportation funding, alternative fuel sources to diversify energy as well as growth related to freight and industry. LVPC has participated at every step of the way with this business community forum for feedback and provided education where appropriate.

Feedback and input on transportation issues has also been provided by other external groups LVPC has participated, presented or attended meetings with, including the American Society of Civil Engineers, Urban Land Institute, The Lehigh Valley Partnership, United Way of the Greater Lehigh Valley and the Workforce Board LV.

LVPC staff also contacted PennDOT Central Office and LANTA on several occasions regarding the specifics of the FY 2024-2025 UPWP update during the fall of 2023. Specific meetings/workshops/conferences throughout 2023 include:

- National Association of Regional Councils
  - National Conference of Regions – February 2023
- All Community General Assembly – meeting of all 62 municipalities, presentation of regional issues and open forum to discuss needs and issues of the communities:
  - 3/29/2023; 11/29/2023
- Multimodal Working Group (WorkshopLV: Multimodal)– specific work group to focus on bicycle and pedestrian needs.
  - 4/23/2023
- Freight Working Group (WorkshopLV: Freight) - specific work group to focus on regional freight initiatives and plans.
  - 12/12/2023
- Climate Action and Carbon Reduction Working Group (Joint meetings of WorkshopLV: Environment and Transportation)
  - 10/18/2023
  - 11/15/2023
  - 12/20/2023
- The meetings and conversations with the following organizations have occurred:
  - LVTS Joint Technical and Coordinating Committees: February 15, April 19, June 21 July 19, September 20, October 18, November 15 and December 20.
  - LVTS Technical Committee: January 18, March 15 and May 17. LVTS Joint Technical and Coordinating Committee Workshops: June 16, June 23, June 30, August 3, December 4, December 7, December 11
  - LVPC Board meetings:
    - Environmental Planning: January 25, February 22, March 22, April 26, May 24, July 26, September 27, October 25, December 20
    - Comprehensive Planning: January 24, February 21, March 21, April 25, May 23, June 20, July 25, August 22, September 26, October 24, November 14, December 19
    - Transportation Planning: January 26, February 23, March 23, April 27, May 25, June 22, July 27, August 24, September 28, October 26, November 16, December 21
    - Full Commission: January 26, February 23, March 23, April 27, May 25, June 22, July 27, August 24, September 28, October 26, November 16, December 21
  - Lehigh County
    - Council of Governments: September 27
    - Board of Commissioners/General Services Committee: April 26, December 13
  - Northampton County Council: August 16, October 11, December 7
  - LANTA Board Meetings: January 10, February 14, March 14, April 4, May 9, June 13, August 8, September 12, , October 3, November 13, December 5 and December 13

All of the above discussed meetings, workshops, webinars and groups have provided feedback on what transportation needs are in the Lehigh Valley. Staff have ensured that planning for those needs is captured throughout this UPWP.

**Constrained Funding**

**Total Constrained Funding for Year 1**

Federal/State Sources	FY 2023 Actual	FY 2024 Proposed	Total
			Proposed
Motor License Funds (MLF)	\$112,000.00	\$112,000	\$112,000
Federal Highway Administration (FHWA) Metropolitan Planning Funds (PL)	\$852,000.00	\$848,000	\$848,000
Federal Transit Administration (FTA) Distribution	\$114,000.00	\$120,000	\$120,000
FHWA Local Technical Assistance Program (LTAP) Supplement	\$25,000.00	\$25,000	\$25,000
FHWA Eastern Regional Freight Alliance Supplement	\$89,652.59	\$0	\$0
FHWA Safe and Accessible Transportation Options	\$21,925.00	\$22,000	\$22,000
			\$1,127,000

Funding Source	Year 1
Federal/State	\$1,127,000
Local	\$130,000
Total by Year	\$1,257,000
<b>UPWP Total</b>	<b>\$1,257,000</b>

**Budget Summary - Year 1  
 July 1, 2024 – June 30, 2025**

TASK		TOTAL TASK	HIGHWAY			TRANSIT	
			Planning Funds	Motor License Funds	Local Funds	Metropolitan Planning Program Funds	Local
I	Operations, Administration and Collaboration	\$381,150.00	\$267,120.00	\$35,280.00	\$31,500.00	\$37,800.00	\$9,450.00
II	Land Use Planning, Plans, Projects and Guidance	\$605,000.00	\$424,000.00	\$56,000.00	\$50,000.00	\$60,000.00	\$15,000.00
III	Data Collection and Surveillance	\$223,850.00	\$156,880.00	\$20,720.00	\$18,500.00	\$22,200.00	\$5,550.00
<b>Subtotal</b>		<b>\$1,210,000.00</b>	<b>\$848,000.00</b>	<b>\$112,000.00</b>	<b>\$100,000.00</b>	<b>\$120,000.00</b>	<b>\$30,000.00</b>
<b>SUPPLEMENTAL FUNDS</b>							
IV	LTAP	\$25,000.00	\$25,000.00	\$0	\$0	\$0	\$0
VI	Safe and Accessible Transportation Options	\$22,000.00	\$22,000.00	\$0	\$0	\$0	\$0
<b>Subtotal</b>		<b>\$47,000.00</b>	<b>\$47,000.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL BUDGET</b>		<b>\$1,257,000.00</b>	<b>\$895,000.00</b>	<b>\$112,000.00</b>	<b>\$100,000.00</b>	<b>\$120,000.00</b>	<b>\$30,000.00</b>

## TASK I – OPERATIONS, ADMINISTRATION AND COLLABORATION

<b><u>Estimated Cost</u></b>	<b><u>2024-2025</u></b>
<b>Federal Highway Administration</b>	<b>\$ 267,120</b>
<b>Federal Transit Administration</b>	<b>\$ 37,800</b>
<b>Pennsylvania Department of Transportation</b>	<b>\$ 35,280</b>
<b>Local Highway</b>	<b>\$ 31,500</b>
<b>Local Transit</b>	<b>\$ 9,450</b>
<b>Total</b>	<b>\$ 381,150</b>

Task I – Operations, Administration and Collaboration is the overall management task for the UPWP. This task handles all the contracting, budgeting, progress reporting and compliance for the agreements with PennDOT and USDOT. This task also includes LVTS committee management as well as public engagement.

Committee management includes all required committee meetings and associated tasks that are required and recommended for the Technical and Coordinating committees. All public engagement such as presentations, information dissemination and media are captured under this task. With the purpose of the public engagement being to inform the people of Lehigh and Northampton Counties about the transportation program and educate when possible, about the process and ways to be involved.

<b>Category</b>	<b>Tasks and Deliverables</b>	<b>Responsible Entity/Entities + Collaborators</b>	<b>Completion Date</b>
General Office, Unified Planning Work, Program Management, Contracting and Compliance	Develop monthly, quarterly and annual progress reports and invoices for PENNDOT and other partners	LVPC	Monthly, quarterly, annually by report type
	Coordinate and collaborate on the development of the 2025-2027 Unified Planning Work Program	LVPC, PENNDOT, USDOT	January 2025
	Proposal development, implementation and contracting	LVPC	As needed
	Work with PENNDOT, LANTA and other partners to review and update relevant cooperative planning and information sharing agreements	LVPC, LANTA	As needed
	Continue to expand the use of technology to more efficiently coordinate and collaborate	LVPC	As needed
	Address Disadvantaged Business Enterprise (DBE) requirements during procurement of services	LVPC	As needed
	Participate in equal opportunity, non-discrimination, DBE and other trainings offered by PENNDOT, FHWA and FTA as appropriate	LVPC, LANTA	As needed
	Evaluate Indirect Cost Allocation Plan (ICAP) and update	LVPC	Annually

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Lehigh Valley Planning Commission (LVPC) and Lehigh Valley Transportation Study (LVTS) Committees	Coordination and participation in LVPC and LVTS Committee Meetings, including preparation and review of agendas, meeting minutes, notices, website updates, documents, presentations, and support	LVPC	Monthly
	Coordination and participation in Freight Advisory Committee meetings, including preparation and review of agendas, meeting minutes, notices, website updates and support	LVPC, PENNDOT	Quarterly
	Coordination and participation in the General Assembly and any associated sub-regional working groups on the transportation-land use connection, including preparation and review of agendas, meeting minutes, notices, website updates and support	LVPC, Municipal Officials	At least twice per calendar year, sub-regional meetings as needed
	Coordination and participation in the Multi-Modal Working Group and any ad hoc or specific issue meetings, including preparation and review of agendas, meeting minutes, notices, website updates and support	LVPC	As needed
	Coordination and participation in the WorkshopLV: Climate on carbon reduction issues and any specific issue meetings, including preparation and review of agendas, meeting minutes, notices, website updates and support	LVPC	Monthly, through 2025
	Continue organizational strategic plan to support the prioritization, administration, facilitation and implementation of FutureLV: The Regional Plan and adapt to the changing world	LVPC, PENNDOT, FHWA, Partners	2024-2025
	Provide meeting notices, agendas and meeting materials via website posting and email no less than one week prior to a meeting	LVPC, LANTA	On-going
	Keep orientation package for new LVTS committee members current	LVPC	As needed; Review Annually

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Training	Coordinate and participate in Lehigh Valley Local Government Academy training	LVPC	Annually
	Develop, collaborate and participate with partners to deliver transportation training programs	LVPC, PENNDOT, Partners	At least Annually
	Training for staff such as webinars, conferences, meetings that provide professional development as well as expanded transportation planning skills	LVPC	On-going As needed

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Agency and Partner Collaboration and Coordination	Attend Planning Partner and transportation-related meetings and workshops	LVPC	Annually
	Collaboratively work with educational institutions and non-profits to share and promote innovative transportation planning ideas and concepts that might evolve from teaching, training and research opportunities	LVPC, Partners	As needed
	Coordinate planning activities with neighboring Metropolitan Planning Organizations, transportation planning agencies, transit agencies and governments	LVPC, PENNDOT, USDOT, Partners	Generally, quarterly
	Participate in committee and board meetings related to LANTA activities and planning studies	LVPC, LANTA	Monthly
	Continue to support the Commonwealth's efforts in modernizing the public outreach campaigns for the State Transportation Commission and the Twelve-Year Program through promotion of opportunities to participate in online surveys	LVPC	As needed



Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Public Information	Provide data and information as requested by partners and the public	LVPC	On-going
	Procure support services for data and information as needed and appropriate to meet the spirit and intent of the LVTS' Title VI Program Document, Planning for All, which is in compliance with the FTA's Title VI Circular 4702.1B. Planning for All adoption is anticipated for February 2024. Planning for All aims to provide and facilitate participation of minority, non-English speaking and Limited English Proficiency (LEP), low-income, and disabled populations	LVPC	As needed
	Solicit public input and conduct public meetings	LVPC	On-going
	Evaluate and work to mitigate the impacts of plans and programs on environmental justice communities	LVPC	On-going
	Meet with community leaders and groups, including under-represented populations, to obtain input and collaborate on transportation issues	LVPC	On-going
	Implement the to-be adopted Title VI Program Document, which includes the revised Public Participation Plan and Limited English Proficiency Plan and review and evaluate the effectiveness of procedures and strategies and modify document, process and procedures to reflect actual engagement	LVPC	On-going; With each Planning Project and Program
	Evaluate if updates are needed, maintain and implement the Title VI Program Document.	LVPC	As needed

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Media/Articles/ Newsletters	Complete comprehensive overhaul of the LVPC website to ensure accessibility and user-friendliness.	LVPC	2024
	Maintain, update and utilize the LVPC website (DATALV) and social media accounts to support participation in programs and plans and disseminate transportation information	LVPC	On-going

## TASK II – LAND USE PLANNING, PLANS, PROJECTS AND GUIDANCE

<u>Estimated Cost</u>	<u>2024-2025</u>
<b>Federal Highway Administration</b>	<b>\$ 424,000</b>
<b>Federal Transit Administration</b>	<b>\$ 60,000</b>
<b>Pennsylvania Department of Transportation</b>	<b>\$ 56,000</b>
<b>Local Highway</b>	<b>\$ 50,000</b>
<b>Local Transit</b>	<b>\$ 15,000</b>
<b>Total</b>	<b>\$ 605,000</b>

Task II – Land use planning, plans, projects and guidance includes infrastructure legislation and funding, freight, future forces, planning, plan integration, project collaboration (PennDOT Connects), safety, LRTP and TIP processes. This is the primary planning task that integrates land use with transportation planning and considers other factors such as land development, housing, equity, complete streets and climate change. This task works closely with LANTA to ensure transit components throughout all activities are being considered.

The required LRTP and TIP creation and maintenance activities are included in this task as well and include the following for the FY2024-2025 planning year: coordination with LANTA, PENNDOT, FHWA and FTA on project progress; ensuring fiscal constraint in monitoring and developing the 2025-2028 TIP; prepare and deliver Annual Obligations Report of TIP highway and transit projects. Additionally, this task encompasses engagement with the public and stakeholders, coordination with state, federal, and local partners to set performance targets, and ensuring air quality conformity as per federal regulations.

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Infrastructure Legislation and Funding	Review previous selection criteria for Transportation Alternatives Set-Aside (TASA) program requests and refine to reflect Safe and Accessible, and revised safety goals	LVPC	2024-2025
	Solicit, prioritize, evaluate, program, monitor and administer Transportation Alternatives Set-Aside (TASA) program requests	LVPC, PENNDOT	On-going
	Share information and support the use of infrastructure funding programs such as the Pennsylvania Infrastructure Bank (PIB), Multi-Modal Transportation Fund, and public-private partnerships	LVPC	On-going
	Explore and plan for the development of new, restructured, sustainable and increased funding for infrastructure maintenance and improvements	LVPC, PENNDOT, Partners	On-going
	Assist organizations and communities with transportation funding efforts, including support letters, coordinated partner meetings and joint development of funding strategies, as necessary	LVPC, PENNDOT, Partners	On-going

Infrastructure Legislation and Funding (cont'd)	Develop project selection and prioritization processes for the bridge line items in the TIP consistent with LRTP and federal and state funding requirements	LVPC	2024-2025
	Develop project selection and prioritization processes for Carbon Reduction line items in the TIP consistent with LRTP and federal and state funding requirements and plans	LVPC	2024-2025
	Monitor current discussion and implement (when appropriate) final rulemaking/legislation as related to reauthorization of transportation legislation	LVPC, LANTA, PENNDOT, FHWA	On-going

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Freight and Future Forces Planning	Implement Eastern PA Freight Infrastructure Plan through monitoring and coordinating critical freight, multi-modal transportation facilities and connectors that support the economy, deployment of new and future technologies and connections to employment centers, workforce catchment areas, national markets, and international markets	LVPC, PENNDOT, Adjacent MPOs, Mega Region Partners	On-going
	Refine functional classification system based on new Eastern Pennsylvania Freight Infrastructure Plan	LVPC, PENNDOT, Adjacent MPOs, Mega Region Partners	2024-2025
	Coordinate the development of a strategic freight corridor program and begin exploring alternative fueling, connected and autonomous vehicle corridors for infrastructure management, safety and maintenance. Specific tasks include: <ul style="list-style-type: none"> <li>Collect and distribute data</li> <li>Seek potential partners and funding</li> </ul>	LVPC, PENNDOT, Partners, PPL Electric Utilities/Utility Partners	On-going
	Designate industrial, recharge and connectivity zones to assist in better transportation movement	LVPC, Municipalities, Partners	On-going
	Participate in member groups and contribute to the greater knowledge base and problem solving on freight, technological, fueling and other transportation advancements' needs and issues. Examples include: PENNDOT Comprehensive Freight Movement Plan Update; PENNDOT Truck Parking Stakeholder Group; PENNDOT Freight Working Group; USDOT Talking Freight ; other governmental, non-profit and private partner collaborative initiatives	LVPC, PENNDOT, USDOT, Municipalities	On-going

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
<p style="text-align: center; font-size: 2em; opacity: 0.5;">D</p> <p style="text-align: center;">Transportation Planning + Plan Integration</p>	Support and assist in the development of municipal access management plans and access control implementation	LVPC, PENNDOT, Municipalities, Partners	On-going
	Review and comment on street vacation requests, transportation impact assessments, transportation plan reviews, and transportation impact studies	LVPC	On-going
	Support and coordinate efforts associated with the continued implementation of the Moving LANTA Forward development program and transit studies, including the Local Human Services Transit Plan	LVPC, LANTA	On-going
	Solicit and coordinate transit (LANTA) and airport (LVIA) review and comments on Land Developments, Comprehensive Plans and Zoning Ordinances	LVPC, LANTA	Monthly
	Work with the Lehigh and Northampton Airport Authority (LNAA) to develop a formal Memorandum of Understanding for regionally significant land development proposal coordination	LVPC, LNAA	2025
	Implement recommendations from the Enhanced Bus/Bus Rapid Transit Study	LVPC, LANTA	On-going
	Coordinate, facilitate and support regional bicycle, pedestrian, last steps to transit, multi-modal and commuter corridor identification and designation, and other multi-modal activities	LVPC, PENNDOT, LANTA, Municipalities, Partners	On-going
	Integrate transportation planning with land-use planning in cooperation with local, county, state and federal partners	LVPC, PENNDOT, USDOT, LANTA, Municipalities, Partners	On-going
	Identify livability, sustainability, equity and resiliency planning strategies to tie the quality and location of transportation facilities and services to broader opportunities	LVPC, LANTA, PENNDOT, Municipalities	On-going
	Prioritize, develop and prepare corridor master plans and implementation strategies for those areas subject to growth pressures, redevelopment and access management issues	LVPC, Municipalities, Partners	On-going
	Collaborate with the Lehigh and Northampton Airport Authority on infrastructure improvements, enhanced logistical operations and implementation and, as consistent with land-use policy, implementation of the Airport Master Plan	LVPC, Airport Authority	On-going

Transportation Planning + Plan Integration (cont'd)	Support corridor urban/community design programs that guide corridor planning initiatives and engages stakeholders locally and regionally	LVPC, PENNDOT, LANTA, Municipalities, Partners	On-going
	Review and comment on Highway Functional Classification and update the National Highway Performance Program using the newly defined urbanized area (UZA) incorporate any changes into transportation planning and project work	LVPC, PENNDOT, USDOT	Fall 2024
	Maintain the Congestion Management Process (CMP) by reviewing high priority corridors, emphasizing freight trends and impacts, conducting studies, identifying mitigation strategies, developing action and after-action plans, assisting local governments in congested corridors, and providing guidance related to alternative access and circulation; data updates complete in 2023; further implementation after the completion of the Eastern PA Freight Infrastructure Plan, 2024.	LVPC, PENNDOT, Municipalities, Partners	2024-2025
	Internal coordination and development of transportation-related content to LVPC regional planning documents, including the Comprehensive Plan, multi-municipal area plans, environmental management, housing and parks, recreation and open space plans	LVPC	On-going
	Partner with PENNDOT and other relevant parties to advance opportunities to manage travel demand	LVPC, PENNDOT, Partners	On-going and as needed

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Project and Plan Collaboration and Delivery	Review and comment on PENNDOT reports and initiatives, including pilot projects, guidance reports, and operational plans	LVPC, PENNDOT	On-going
	Participate in and attend Planning Catalyst Team and other relevant PENNDOT committee meetings	LVPC, PENNDOT	On-going
	Assist PENNDOT with implementing the Pennsylvania Climate Change Action Plan and coordinate this effort with the <i>Lehigh Valley Hazard Mitigation Plan, ClimateLV: A Regional Climate Assessment</i> , any future climate action work and integrated water resources management efforts	LVPC, PENNDOT	On-going

Project and Plan Collaboration and Delivery (Cont'd)	Create and begin implementation of a formal regional Carbon Reduction Strategy/Plan in conformance with the Pennsylvania Plan and the Lehigh Valley Priority Climate Action Plan which may include specific projects	LVPC, LANTA, PENNDOT, Municipalities	2024-2025
	Work with PENNDOT to meet Linking Planning and the National Environmental Protection Act (NEPA), Congestion Mitigation and Air Quality requirements including analysis and reporting	LVPC, PENNDOT	On-going
	Coordinate, facilitate, participate in and support meetings between project sponsors, PENNDOT and the public, including PENNDOT Connects to assist with the implementation of the Program Development and Project Delivery Process	LVPC, PENNDOT, LANTA, Municipalities, Partners	On-going
	Through coordination and information from PENNDOT and USDOT, integrate Cultural Resources into the planning process	LVPC, PENNDOT, USDOT	On-going

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Safety Programs	Continue an outreach program to solicit input and promote and address walking and rolling safety issues	LVPC, PENNDOT, LANTA, Partners	Annually or more frequently
	Monitor and implement the Traffic Safety Plan and comprehensively update the plan	LVPC	On-going; update 2024
	Prioritize, select areas, develop safety strategies and program capital improvement recommendations for the Highway Safety Improvement Projects (HSIP) and other programs as funding allows	LVPC, PENNDOT, LANTA, Municipalities	Annually
	Explore the creation of a Traffic Incident Management Task Force	LVPC, PENNDOT, PennTIME, Fire, Police, EMS, Partners	On-going; as needed

Category	Tasks and Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Transportation Improvement Program (TIP) & Long-Range Transportation Plan (LRTP/FutureLV)	Coordinate with PENNDOT, FHWA, and FTA on the preparation and adoption of the 2025-2028 TIP utilizing performance-based planning language and/or explanations of how the project implements goals identified in the Transit Asset Management (TAM) plan and LRTP	LVPC, PENNDOT, USDOT	2024
	Monitor and advance non-traditional projects, evaluate projects that are likely to cause region-wide work zone impacts, and advance projects that promote or enhance transportation management plans	LVPC	On-Going
	Work with PENNDOT to document the process for coordinating changes to the TIP and LRTP/FutureLV to ensure fiscal constraint	LVPC, PENNDOT	As Needed
	Review the TIP and LRTP/Future LV updates and present them to LVTS, LVPC, the Counties and the public	LVPC	As Needed
	Incorporate performance metrics into the planning and decision-making processes of the TIP and LRTP/FutureLV	LVPC	On-Going
	Incorporate overview of the Interstate TIP Lehigh Valley Region, analysis of local federal – aid routes and future needs, environmental mitigation strategies, into the planning and decision-making processes of the LRTP/FutureLV	LVPC	With LRTP Update 2023
	Provide Annual Obligations Reports for TIP highway and transit projects	LVPC, LANTA, PENNDOT	Annually by Dec. 29
	Enhance the usability, communication and understanding of the LRTP/FutureLV and TIP processes and projects	LVPC, PENNDOT	On-Going
	Conduct Environmental Justice (EJ) analysis using the EJ Core Elements approach on the TIP and LRTP as part of the update process	LVPC	During updates
	Develop, collaborate on, review and implement performance metrics and other new or enhanced portions of federal transportation legislation	LVPC, PENNDOT, USDOT, LANTA, Partners	On-going and as Needed
	Utilize PENNDOT’s Extreme Weather Vulnerability Assessment tool to incorporate flooding resiliency into TIP projects, enhance county hazard mitigation planning and improve emergency preparedness	LVPC, PENNDOT, Counties, Partners	On-going and as needed
	Participate in Regional Planning Operations	LVPC, PENNDOT	As needed

### TASK III – DATA COLLECTION, ANALYSIS AND SURVEILLANCE

<b><u>Estimated Cost</u></b>	<b><u>2024-2025</u></b>
Federal Highway Administration	\$ 156,880
Federal Transit Administration	\$ 22,200
Pennsylvania Department of Transportation	\$ 20,720
Local Highway	\$ 18,500
Local Transit	\$ 5,550
<b>Total</b>	<b>\$ 223,850</b>

Task III – Data collection, analysis and surveillance includes all of our data management. This includes gathering and creation of data. This task will accomplish the traffic count collection and segment inventory activities required by PennDOT and USDOT. This task also includes all the data modeling, travel demand modeling and overall management and maintenance of the public facing data portal, DATALV.

Category	Specific Task + Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Transportation Counts and Segment Inventory	Collect and submit PENNDOT assigned traffic counts in accordance with PENNDOT’s Traffic Counting Safety and Assistance Program (TCASP) procedures	LVPC, PENNDOT	Annually, first Friday in Dec
	Verify, update and submit roadway segment inventory and performance measures as assigned by PENNDOT	LVPC, PENNDOT	Annually, first Friday in Dec
	Attend Highway Performance Monitoring System (HPMS) and Traffic Workshop training provided by PENNDOT.	LVPC, PENNDOT	As Available
	Participate in bi-annual quality reviews and any Traffic County Safety Assistance Program (TCASP) reviews.	LVPC, PENNDOT	As Available
	Prepare, report and communicate findings detailing the LVPC’s traffic counting program, traffic findings, and traffic trends (DataLV)	LVPC	Annually
	Collect key counts that assist in monitoring and managing the transportation-land use connection	LVPC	Annually
	Explore the potential of establishing a bicycle and pedestrian count program	LVPC	As Needed



Category	Specific Task + Deliverables	Responsible Entity/Entities + Collaborators	Completion Date
Data, Modeling and Information Systems	Develop, maintain and enhance transportation GIS coverages, including the creation of new coverage for locally owned, non-federal aid roadways, multimodal corridors, LANTA routes, rail lines and other transportation systems	LVPC	On-Going
	Investigate and implement alternatives and conflict scenario modeling to support land-planning and transportation projects	LVPC	On-Going
	Maintain and update the MOVES modeling software (Regional Travel Demand Model)	LVPC, PENNDOT	On-Going
	Explore the availability and attainability of new data resources that directly support the transportation program. Integrate them into safety, congestion management, project selection and other relevant processes	LVPC	On-Going
	Continue to develop alternative and future growth scenarios and their impact on the transportation network	LVPC	On-Going
	Build in capacity and utilize Regional Economic Modeling (REMI) to support the transportation program, improve metrics and impact understanding and decision-making	LVPC	On-Going
	Develop and maintain a comprehensive, publicly accessible online data portal (DataLV) on the transportation system and land use connection for the Lehigh Valley	LVPC	Bi-Annually
	Explore the potential development of an air-quality monitoring program to support Carbon Reduction goals	LVPC	2025

## TASK IV – LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP)

<u>Estimated Cost</u>	<u>2024-2025</u>
<b>Federal Highway Administration</b>	<b>\$ 25,000</b>
<b>Federal Transit Administration</b>	<b>\$ -</b>
<b>Pennsylvania Department of Transportation</b>	<b>\$ -</b>
<b>Local Highway</b>	<b>\$ -</b>
<b>Local Transit</b>	<b>\$ -</b>
<b>Total</b>	<b>\$ 25,000</b>

Task IV – Local Technical Assistance Program (LTAP) includes all activities to host and hold the educational programming provided by PennDOT. This education and training are widely marketed to the appropriate audiences and highly sought after. In-person classes returned to the LVTS in 2023, and 105 students connected with training across six classes. Nine classes were hosted by municipal partners in that same time, which reached an additional 237 students. LVTS also targets assisting communities with specific technical assistance on a particular issue they may have through direct help.

Category	Specific Task + Deliverables	Responsible Entity/Entities and Collaborators	Completion Date
Local Technical Assistance Program (LTAP)	Survey the municipalities and communities to identify regional training needs to be scheduled annually	LVPC	Ongoing
	Communicate the value of the LTAP program through the creation of materials to be distributed either in hard copy or electronic format	LVPC	Annually
	Participate in the LTAP Annual Meeting and other meetings and trainings	LVPC	As Needed
	Prepare and submit quarterly and annual reports to PENNDOT detailing project activities	LVPC	Quarterly and Annually
	Coordinate, promote and participate in LTAP technical assistance to Lehigh Valley municipalities	LVPC	Annually
	Plan, coordinate and execute a Lehigh Valley Annual Participant Meeting	LVPC	Annually

## TASK V – Safe and Accessible Transportation Options

<u>Estimated Cost</u>	<u>2024-2025</u>
Federal Highway Administration	\$ 22,000
Federal Transit Administration	\$ -
Pennsylvania Department of Transportation	\$ -
Local Highway	\$ -
Local Transit	\$ -
<b>Total</b>	<b>\$ 22,000</b>

Task VI – Safe and Accessible Transportation Options – as identified in the IIAJ Section 11206 for increasing Safe and Accessible Transportation Options, this task will support planning activities that address and support: Complete Streets, LANTA’s Enhanced Bus/ BRT plan, Transit-Oriented Development, WalkRoILV implementation and equity through transportation options for all. This task will also support PENNDOT in the Lehigh Valley Passenger Rail Analysis.

Category	Specific Task + Deliverables	Responsible Entity/Entities and Collaborators	Completion Date
Safe and Accessible Transportation Planning	Assess, revise and contribute to other plans and programs (Walk/RoILV, Transportation Alternatives Set-Aside, Trail Gap Analysis, Traffic Safety Plan) updates and partner projects; for example: <ul style="list-style-type: none"> <li>• Revise regional TASA allocation policies</li> <li>• Revise the prioritization of the Trail Gap Analysis</li> <li>• Incorporate Safe and Accessible Transportation Options into Traffic Safety Plan Update (2024)</li> </ul>	LVPC, PENNDOT, Counties, Partners	Ongoing
	Assess and update existing regional trail prioritization for multimodal and complete streets project prioritization	LVPC, PENNDOT, Counties, Partners	Ongoing
	Assess local land use and regulations in support of LANTA’s enhanced bus/ BRT plan system and transit-oriented development and recommend updates to municipal governments	LVPC, LANTA, PENNDOT	2024
	Support PENNDOT as a project partner in the Lehigh Valley Passenger Rail Analysis	LVPC, LANTA, PENNDOT	2024
	Support planning activities that address transit-oriented development; for example: <ul style="list-style-type: none"> <li>• Through the continuation of the on-site municipal technical assistance program</li> <li>• Through promoting municipal regulations that support and are consistent with the policies in FutureLV</li> </ul>	LVPC, LANTA, PENNDOT, Municipalities	2024-Ongoing

Safe and Accessible Transportation Planning (cont'd)	Support and coordinate efforts associated with the continued implementation of WalkRollLV: Active Transportation Plan and Age-Friendly Communities Lehigh Valley Plan; for example: <ul style="list-style-type: none"> <li>Implementation of the Walk Audit Program in partnership with the AARP Pennsylvania and The United Way of the Greater Lehigh Valley</li> </ul>	LVPC, PENNDOT, LANTA, Municipalities, Partners	2024-Ongoing
	Coordinate, facilitate and support multi-modal activities that increase safe and accessible options for people of all ages and abilities in accordance with Justice40 by incorporating new requirements into the Long-Range Transportation Plan update as well as all other MPO plan and program updates; partner Justice40 data into LVPC's Equity Analysis and online mapping tool	LVPC, PENNDOT, LANTA, Municipalities, Partners	2024-Ongoing

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## **Appendix A - TRANSIT**

### **Lehigh and Northampton Transportation Authority (LANTA)**

#### **TASK I - ADMINISTRATION**

A portion of the program is directed toward routine administrative functions and overhead costs. Supported tasks are accounting, general program administration, facility-related costs and other items associated with LANTA's cost allocation plan.

#### **TASK II - PUBLIC INFORMATION**

Activities necessary for the formation and implementation of a public involvement process and the provision of customer information are included under this work task. LANTA will coordinate its public transportation information efforts with those of LVTS in order to enhance both public involvement processes.

LANTA's public information and involvement process is ongoing and extensive. The following items are part of this overall effort: Provision and maintenance of service information through printed and online media; public hearings and meetings; public outreach efforts that include meetings that target specific interest groups (e.g., Center for Independent Living, local planning and municipal bodies, employer organizations, economic development organizations, etc.) and direct contact to under-represented individuals, including senior citizens, disabled, minorities, etc.; the distribution of specific announcements relative to planning and other program adjustments through on-board, direct mail or other similar procedures; other online communication methods as opportunities arise; and continued research and implementation of real-time service information tools.

LANTA's procedures for outreach and public participation are extensive and inclusive. Components of this program are available to LVTS and PennDOT District 5 to assist in the gathering of input on topics that are intermodal.

The primary goal of the public information program for this work year will be the continuous improvement of all phases of LANTA's suite of real-time bus information tools, including the Transit App. This includes web page, social media, telephone call center and smart phone application-based utilities.

#### **TASK III – SURVEILLANCE/ASSET MANAGEMENT**

LANTA will maintain and enhance its public transportation management system and will participate, as appropriate, in the MPO's development of the congestion management process and the intermodal management system. Particular components of the public transportation management system will include: market research of both users and non-users of the public transportation system; maintenance of route ridership information and system-wide operating data through manual and automated collection methodologies; maintenance of equipment and facility inventory and condition information reflecting the Federal Transit Administration's (FTA) required Transit Asset Management (TAM) Plan; the development of special surveys and in-house reviews and the compilation of various database elements; the identification of necessary performance measures and the routine evaluation of system performance; the development, evaluation and routine monitoring of Americans with Disabilities Act (ADA) paratransit performance systems; and the collection and monitoring of information relative to major transportation

terminals at key transfer points and intermodal interface points.

LANTA will utilize these data systems in planning for changes and revisions to the public transportation system and the required capital support. The data sets are available in usable form for necessary input into regional and statewide management systems.

In addition, data collected by LANTA will be shared with the LVPC for modeling purposes such as transit demand by bus stop location and average bus running speeds by corridor segment. With this data, the LVPC can also provide LANTA with demographic analysis and land use information along high performing corridors and around high performing stops, which will allow it to determine the mix of demographic and land use conditions that most effectively create transit demand in the service area.

#### **TASK IV - SYSTEM PLANNING**

The system planning component of LANTA's efforts will be directed toward the development of short and long range plans. Elements of these plans will address necessary metropolitan and system planning. Much of LANTA's efforts in these program years will involve continuous service improvement efforts based on its adopted LANTA Bus Service and Performance Guidelines. LANTA prepares an Annual Service Performance Report which compares its current service to its adopted guidelines. Findings from this report guide planning actions for the subsequent year.

In 2013, LANTA completed the Lehigh Valley Enhanced Bus/Bus Rapid Transit Study. Efforts in FY 2022 and 2023 and were directed toward implementing the recommendations of the study. In FY2024 and 2025, this will include in-house service planning as well as coordination with the LVPC and PennDOT to incorporate recommended elements into other transportation projects involving the study corridors, including signal retiming, signal prioritization studies and intersection reconstruction. In addition, LANTA will work closely with the LVPC to use the long-range transportation plan process to help identify priorities for the Enhanced Bus/Bus Rapid Transit Study recommendations and to then include these prioritized recommendations in the long-range plan document.

Other key areas of the system planning component will include: service planning and coordination efforts associated with the continued implementation of the Moving LANTA Forward program; outreach and coordination efforts with local municipal planning officials regarding transit-friendly land use development; planning and provision of passenger amenities and signage at bus stops and transit centers; planning for safe and convenient access to bus stops and transit centers through the identification of needed improvements to the pedestrian environment; routine reassessment and planning of route adjustments throughout the fiscal year affecting the LANTA Bus division; capital improvement program analyses and updates for use in TIP development; the update and revisions to financial plans; maintenance of the strategic plan for system development; involvement in long range planning efforts per LVTS and other government agency requirements, including the preparation of the public transportation portion of the long range transportation plan ; the assessment of involvement of private carriers in program development efforts; the maintenance of clean air planning program elements; involvement in particular local projects related to community and industrial development, i.e. transit related components; the continuing assessment of transit system issues, including maintenance and operating procedures, safety and security, procurement, education and professional development; necessary updates to ADA implementation plans; and direct input to statewide plan efforts as required.

## **TASK V - TIP DEVELOPMENT AND MAINTENANCE**

The annual programming process is a key part of LANTA's planning efforts. This work relates directly to the LVTS process as well as the internal needs of LANTA's operations. Key programming elements include: LANTA's annual Program of Projects; input to the development of the TIP; annual financial capacity assessments and budget plans; and provision of long range programming elements affecting LVTS's LRTP and PENNDOT 'S TYP.

## **TASK VI - SPECIAL STUDIES AND LTAP**

Technical Support - LANTA will be involved as a liaison with projects that require major investment studies.

New Technology Applications - LANTA continues to explore new technology and how to employ it to make the transit system more efficient and more responsive to community needs. Staff work includes applications in the following areas:

- Data management and systems planning
- Geographic Information System (GIS) applications
- Automatic Vehicle Location (AVL) systems
- Computerized run-cutting programs for the LANTA Bus System

With LANTA's Advanced Transit Management System (ATMS) installed and functional, LANTA's efforts in these task years will include the continued optimization and improvement of the ATMS to maximize data quality and the continued incorporation of the data reporting capabilities of the system into planning and operations oversight processes.

Also, much of LANTA's work in this task will be directed towards the continued development of capabilities and procedures for fully automated run-cutting and schedule document preparation using fixed route scheduling software.

## Appendix B – FAST Act Planning Factors and LVTS Tasks Matrix

FAST Act Planning Factors	LVTS UPWP 2024-2025					Appendix A - Transit					
	Task I - Operations, Administration and Collaboration	Task II - Land Use Planning, Plans, Projects and Guidance	Task III - Data Collection, Analysis and Surveillance	Task IV - Local Technical Assistance Program (LTAP)	TASK V – Safe and Accessible Transportation Options	Task I - Administration	Task II - Public Information	Task III - Surveillance/Asset Management	Task IV - System Planning	Task V - TIP Development and Maintenance	Task VI - Special Studies and LTAP
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	✓	✓	✓	✓	✓			✓	✓	✓	✓
Increase the safety of the transportation system for motorized and non-motorized users.		✓	✓	✓	✓		✓	✓	✓	✓	✓
Increase the security of the transportation system for motorized and non-motorized users.		✓	✓	✓	✓			✓	✓	✓	✓
Increase accessibility and mobility of people and freight.		✓	✓	✓	✓			✓	✓	✓	✓
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	✓	✓	✓	✓	✓			✓	✓	✓	✓
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.		✓	✓	✓	✓			✓	✓	✓	✓
Promote efficient system management and operation.	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
Emphasize the preservation of the existing transportation system.	✓	✓	✓	✓	✓			✓	✓	✓	✓
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.		✓	✓	✓	✓			✓	✓	✓	✓
Enhance travel and tourism.	✓	✓	✓		✓		✓		✓		



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JANUARY 22, 2024

*Funding will improve day-to-day operations, movement of freight*

*Casey and Wild advocated for funding for the Lehigh Valley project  
With this funding, Lehigh Valley International Airport has received over \$95  
million in federal funding since the start of 2021*

*In 2023, 275,605,699 pounds of air cargo was processed through ABE*

Washington, D.C. – Today, U.S. Senators Bob Casey (D-PA) and John Fetterman (D-PA) and U.S. Representative Susan Wild (D-PA-7) announced Lehigh Valley International Airport (ABE) is receiving \$40,798,046 in new infrastructure funding from the U.S. Department of Transportation. The award is from the INFRA (Nationally Significant Multimodal Freight and Highway Projects) program, which is bolstered by the *Infrastructure Investment and Jobs Act*.

“I fought for this funding because Lehigh Valley International Airport is an economic engine that is critical to the success of the region,” said Senator Casey. “Investing in the airport’s freight capacity will create jobs, support Lehigh Valley businesses, and boost the airport’s status as a top transportation hub in Pennsylvania.”

“I am proud to announce this \$40 million investment in Lehigh and Northampton Counties’ infrastructure,” said Senator Fetterman. “This grant will help construct a consolidated multimodal cargo facility at Lehigh Valley International Airport that will significantly improve day-to-day operations and the movement of freight, leading to a stronger regional economy.”

“This historic funding will revolutionize the Lehigh Valley International Airport’s ability to process record-breaking amounts of cargo,” said Rep. Susan Wild. “Our region is perfectly situated to be a hub for the transportation of critical products. I look forward to continuing to support investments that grow our local economy and bring new jobs to the Greater Lehigh Valley.”

“This funding is critical to helping the Airport Authority address an immediate need for additional air cargo capacity – which has seen approximately an 800% jump since 2014. With the Airport located within the Critical Urban Freight Corridor, we anticipate our numbers will continue to trend upward as the airport is an important conduit to the movement of goods across Pennsylvania and the Northeast Region,” said Executive Director Tom Stoudt. “We are thankful for the strong support from Senator Casey, Senator Fetterman, and Congresswoman Wild in securing the INFRA grant, ensuring the airport can have the necessary infrastructure to remain an economic driver for the region and Commonwealth of Pennsylvania.”

The funding for ABE will support the Northside Logistics and Cargo Complex (NLCC) project, which will build new, on-airport cross dock facility, a direct truck-to-aircraft loading apron, and make road and intersection improvements to improve day-to-day operations and movement of freight. Casey, Fetterman, and Wild previously secured infrastructure funding for ABE to expand its security checkpoints and rehabilitate runways.

###

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

**Transportation Alternatives Set-Aside Projects**

**Allentown Martin Luther King Jr. Drive, City of Allentown (C-C. Barry)**

**MPMS 116849 – actual let November 2, 2023**

- Project was awarded to Wyoming Electric & Signal, Inc. on December 14, 2023
- Notice to proceed issued January 22, 2024
- Anticipated completion date is May 5, 2025

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

**MPMS 119824 – est. let January 30, 2025 (materials purchase)**

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

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

**MPMS 118404 – est. let July 25, 2024**

- Activities to obtain required clearances and plan development ongoing

**Coopersburg Streetscape Phase 6, Borough of Coopersburg (C-C. Barry)**

**MPMS 118434 – actual let February 1, 2024**

- Utility clearance received October 31, 2023
- Apparent low bidder Road-Con, Inc.
- Anticipated completion date is November 8, 2024

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

**MPMS 118439 – est. let August 8, 2024**

- Utility clearance received November 28, 2023
- Plan development ongoing along with activities to obtain required clearances

**Jordan Creek Greenway in Covered Bridge Park, South Whitehall Township (C-C. Barry)**

**MPMS 118438 – actual let December 7, 2023**

- Utility clearance received September 8, 2023
- Awarded to Grace Industries, Inc. on December 26, 2023
- Anticipated NTP March 4, 2024
- Anticipated completion date September 4, 2024

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

**MPMS 118436 – est. let August 22, 2024**

- Plan development ongoing along with activities to obtain required clearances

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

**MPMS 118437 – est. let May 9, 2024 (materials purchase)**

- Utility clearance received October 31, 2023
- Activities to obtain required ROW clearance in progress

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

**MPMS 118435 – est. let September 12, 2024**

- Plan development ongoing along with activities to obtain required clearances

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

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

- Project combined with the District’s Walnut Street Bridge project (MPMS 94680)
- Final Design phase ongoing
- ROW acquisition underway

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

- Sponsor has partnered with county redevelopment authority and continues looking for new development partner before beginning design

**Wilson Borough Improvements, Wilson Borough (C-C. Barry)**  
**MPMS 115769 – est. let August 8, 2024 (paper let)**

- Designer working on structural adequacy submission
- Sponsor continues working on ROW acquisition

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

- Plan development ongoing along with activities to obtain required clearances

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

- Plan development begun along with activities to obtain required clearances

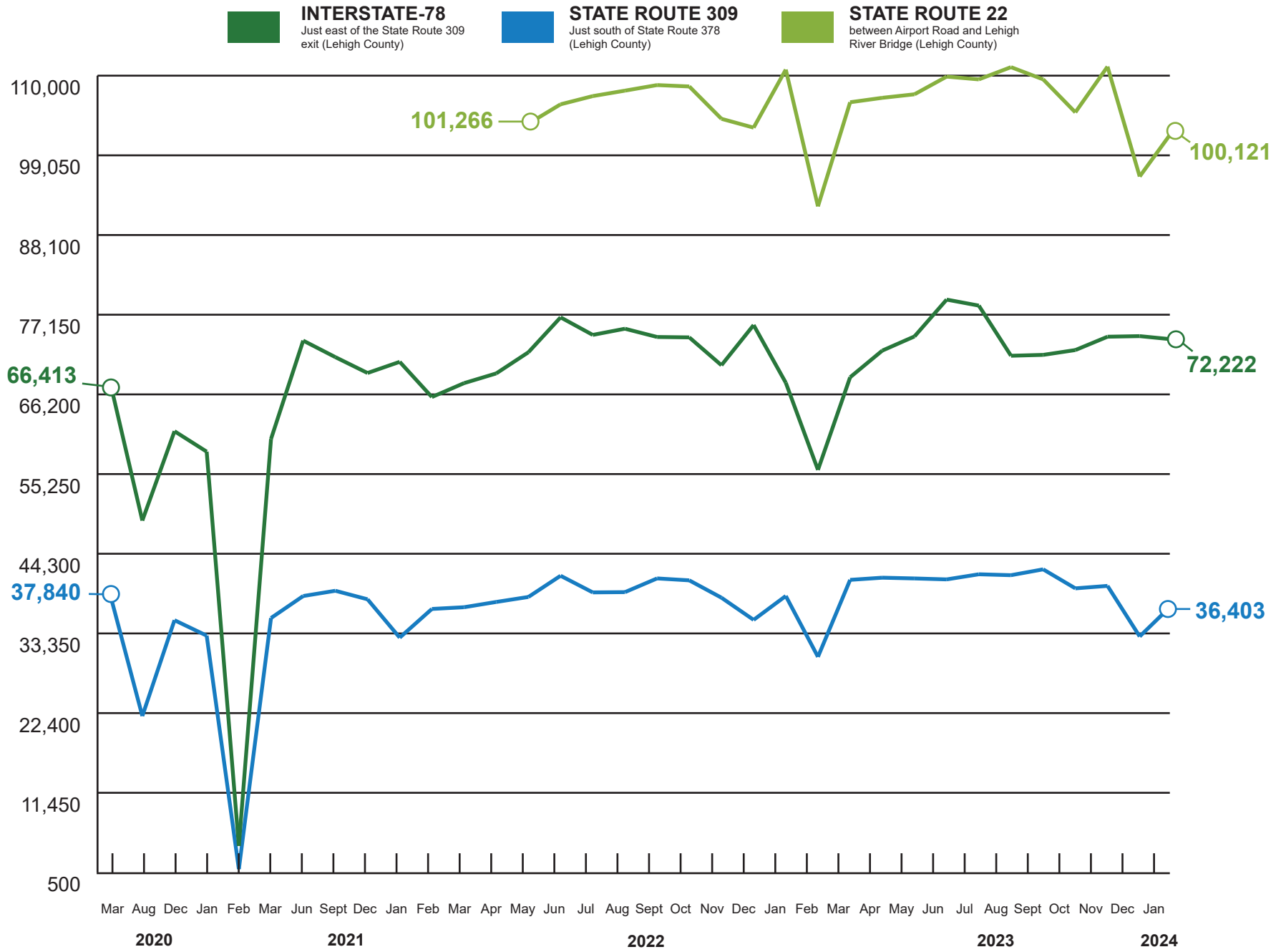
**Bethlehem Township Emergency Traffic Signal (C-C. Barry)**  
**MPMS TBD – est. let TBD (paper let)**

- Kick off meeting held December 14, 2023

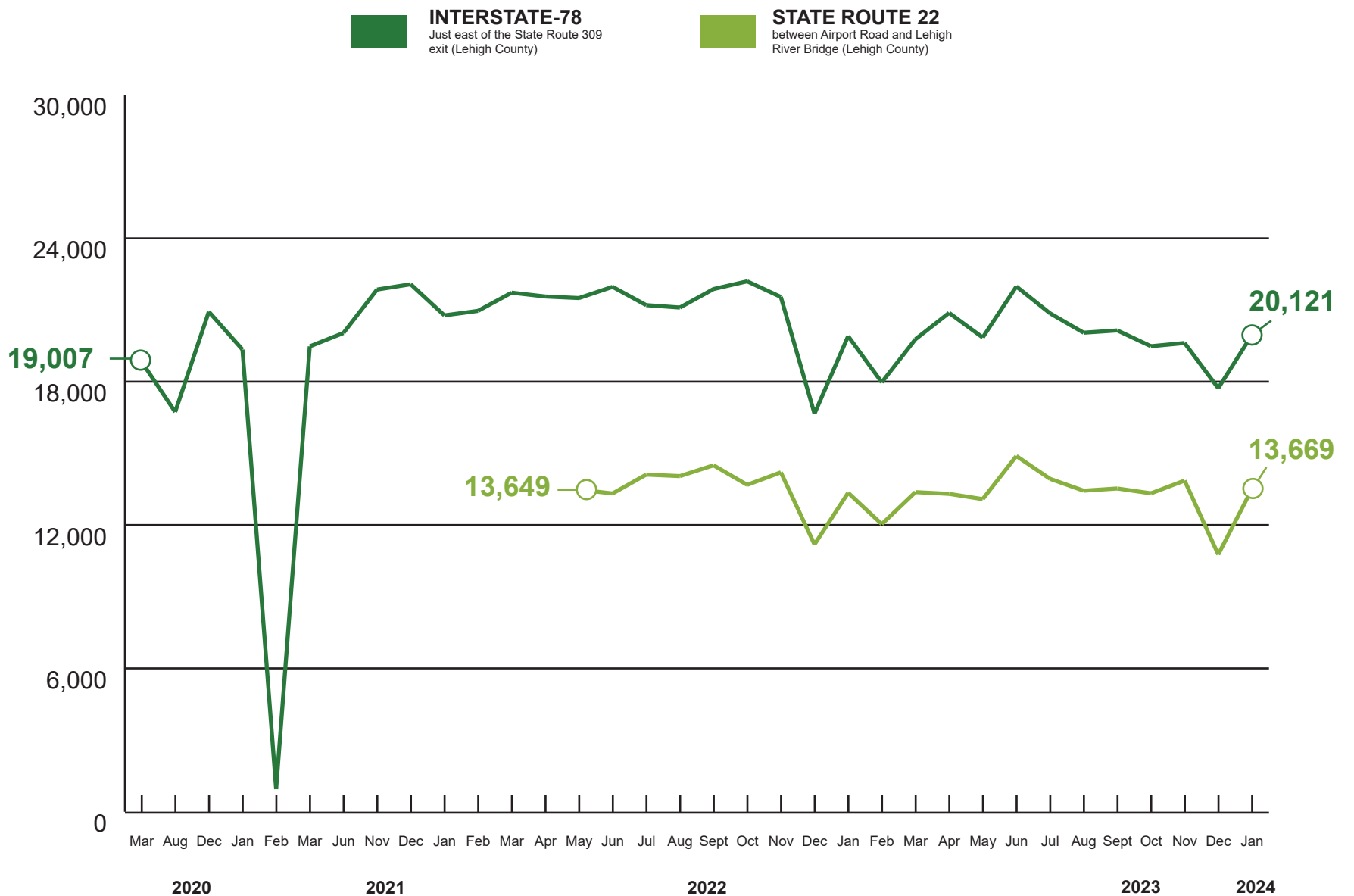
Lehigh Valley Transportation Study  
 Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects  
 Meeting February 21, 2024

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

# TOTAL VEHICLE TRAFFIC



# TOTAL TRUCK TRAFFIC





## 2024 Municipal Outreach Session

Through PennDOT Connects, the Pennsylvania Department of Transportation and its regional planning partners are strengthening their partnerships with communities by involving local government at the very beginning of the planning process so that land use, development, and transportation are better integrated and more effective.

### Enhance Your Community with PennDOT Connects: Free Resources & Municipal Support!

**Empower your municipality and improve local transportation:** Join us for an interactive workshop where you can **engage with PennDOT, collaborate with peers, and discover valuable resources** to enhance **your** community.

#### Learn about:

- **PennDOT Connects:** A collaborative planning process that **prioritizes your community's needs.**
- **Funding and Support:** **Grant opportunities and expert guidance** available through IIJA/BIL and state agencies.
- **Success Stories:** Hear from other municipalities about their **positive experiences with PennDOT Connects.**
- **Interactive Activities:** Share ideas, network, and **develop a vision for your community's transportation future.**

#### This workshop is perfect for:

- **Municipal officials, planners, and engineers.**
- **Community leaders and advocates.**
- **Anyone interested in improving their local transportation systems.**

#### Don't miss out on this chance to:

- **Make your voice heard and shape your community's transportation future.**
- **Access free resources and expert support to achieve your goals.**
- **Network with other municipalities and learn from their successes and find areas for collaboration.**

**Register today for a session near you!**

**Space is limited, so register early!**



<b>Date</b>	<b>District</b>	<b>Time</b>	<b>Facility, Format, Registration Link</b>	<b>City</b>
March 25	<b>District 2</b>	1-3 p.m.	<a href="#">PennDOT District 2 &amp; Virtual</a>	Clearfield, PA
March 27	<b>District 12</b>	1-3 p.m.	<a href="#">PennDOT District 12 &amp; Virtual</a>	Uniontown, PA
March 28	<b>District 11</b>	1-3 p.m.	<a href="#">All Virtual</a>	
April 22	<b>District 6</b>	1-3 p.m.	<a href="#">All Virtual</a>	
April 24	<b>District 1</b>	9-11 a.m.	<a href="#">All Virtual</a>	
May 7	<b>District 4</b>	9-11 a.m.	<a href="#">PennDOT District 4 &amp; Virtual</a>	Dunmore, PA
May 14	<b>District 8</b>	9-11 a.m.	<a href="#">PennDOT District 8 &amp; Virtual</a>	Harrisburg, PA
May 15	<b>District 9</b>	9-11 a.m.	<a href="#">All Virtual</a>	
May 16	<b>District 5</b>	1-3 p.m.	<a href="#">PennDOT District 5 &amp; Virtual</a>	Allentown, PA
May 28	<b>District 10</b>	1-3 p.m.	<a href="#">PennDOT District 10 &amp; Virtual</a>	Indiana, PA
May 29	<b>District 3</b>	1-3 p.m.	<a href="#">All Virtual</a>	

[District Map](#)

**Attendance Options noted for each district:**

- **In Person at District Office and Virtual** (Go-To-Webinar)
- **All Virtual** (Go-To-Webinar)

**Registration:** To register, click on the **Facility, Format, and Registration Link** above for the session you want to attend. The registration links will also be on the PennDOT Connects webpage soon.

<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>

*All sessions held at a district office will have a virtual attendance option through Go-To-Webinar. The sessions noted as virtual will only be available through a virtual connection.*