



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

LVTS TECHNICAL COMMITTEE MEETING Wednesday, May 15, 2024, at 9:00 am Virtual Meeting Agenda

Roll Call

Courtesy of the Floor

Minutes

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

Old Business

1. *INFORMATION ITEM*: 2023-2026 Transportation Improvement Program Administrative Actions (JR)
2. *INFORMATION ITEM*: DRAFT 2025-2028 Transportation Improvement Program Timeline Update (BB, HM)
3. *INFORMATION ITEM*: Lehigh Valley Passenger Rail Study LVTS Special Meeting (BB)
 - May 15 at 10 AM www.tinyurl.com/LVTSPR0524

New Business

1. *INFORMATION ITEM*: TASA Awards (EG)

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. Eastern PA Freight Alliance – Freight Infrastructure Plan
4. Vision Zero Application (EG)

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 May 6: The Draft Transportation Improvement Program with PennDOT District Executive Chris Kufro and LVTS Chairperson Rick Molchany
 - b. June 3: Next show airs 6:30 PM
 - <https://www.wdiy.org/show/plan-lehigh-valley>
2. *INFORMATION ITEM*: PennDOT Connects 2024 Municipal Outreach Meeting (BH)
 - May 16: PennDOT District 5 Offices 1002 Hamilton Street, Allentown / Virtual, 1 pm to 3 pm
 - <https://attendee.gotowebinar.com/register/3785757509681925207>

3. *INFORMATION ITEM: Grants (BD)*
- Active Transportation Infrastructure Investment Program (ATIIP)
 - https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
 - Safe Streets and Roads for All (SS4A)
 - <https://www.transportation.gov/grants/SS4A>
 - Bridge Investment Program (FY 2025)
 - <https://www.fhwa.dot.gov/bridge/bip/>

Adjournment

Next LVTS Meetings:

Lehigh Valley Passenger Rail Study Special Meeting
May 15, 2024, at 10:00 am
LVTS Joint Technical and Coordinating Committee Meeting
June 12, 2024, at 9:00 am
LVTS Technical Committee Meeting
July 17, 2024, at 9:00 am

Meetings will be held virtually.

Meeting participation information can be found here:
<https://lvpc.org/lvts-committee-meetings>

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



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

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

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

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

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

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

LVTS Coordinating Committee

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

Members Absent:

Technical Committee

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

LVTS Coordinating Committee

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

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

Public Present: Lee Rackus, Brian Hare, Evan Jones, Dan Glennon, Brett Webber, Sherri Penchichsen, Shawn Reppert, Michael Emili, Scott Slingerland, Brian Miller, Heather Heeter, Gene Porochniak, Scott Vottero, Andrew Samy

Courtesy of the Floor

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

Mr. Molchany noted that Mr. Mosca will be replacing Mr. Hare as the PennDOT Central Office representative on the Coordinating Committee. Mr. Mosca expressed his appreciation for the relationship between LVTS and PennDOT Central Office, and that he looks forward to following in Mr. Hare's footsteps. Mr. Molchany thanked Mr. Hare for his service to the region and the commonwealth. Mr. Hare noted that it was an honor to serve on the LVTS Coordinating Committee, and that he would continue to stay involved as a member of the public.

Mr. Molchany also noted that Mr. Porochniak was the LVTS' new Federal Highway Administration (FHWA) liaison, who had previously served in this role. Mr. Porochniak introduced himself as a Community Planner with the Pennsylvania Division Office at FHWA, and said he looks forward to working with the LVTS and the region going forward.

Minutes

Mr. Cotter stated that the last Technical Committee was held on March 20, 2024. Ms. Milagio noted the actions voted on.

- Minutes from the February 21, 2024, meeting
- TIP Amendment #1 INFRA Funding for LNAA Freight Project to 2023-2026 TIP and the Draft 2025-2028 TIP
- Priority Climate Action Plan + Implementation Grant
- Adjournment

Mr. Cotter asked for a motion to approve the minutes from the Technical Committee Meeting on March 20, 2024. Mr. Hopkins made the motion for approval of the Technical Committee Meeting minutes, and the motion was seconded by Mr. Alas. Mr. Cotter then asked if there were any questions or comments from members and the public. There were none. Mr. Cotter asked Ms. Milagio to call for a vote and the motion was approved.

Mr. Molchany moved on to the approval of the minutes from the Coordinating Committee meeting on February 21, 2024. Ms. Milagio noted the actions voted on.

- Minutes from the January 17, 2024, meeting
- TIP Amendment #1 LANTA PM Maintenance
- TIP Amendment #2 Route 309 + Tilghman Street Interchange Demolition
- TIP Amendment #3 Route 309 + Tilghman Street Interchange Reconstruction
- Public Participation Plan Adoption
- Limited English Proficiency Plan Adoption
- Title VI Program Document Adoption
- 2024-2025 Unified Planning Work Program Adoption
- Adjournment

Mr. Molchany asked for a motion to approve the minutes from the Coordinating Committee Meeting on February 21, 2024. Mr. Kufro made the motion for approval of the Coordinating Committee Meeting minutes, seconded by Mr. Stoudt. Mr. Molchany asked for any questions or comments from the members

and the public. Hearing none, Mr. Molchany asked Ms. Milagio to call for a vote and the motion was approved.

Mr. Cotter noted that the Special LVTS Meeting on the Lehigh Valley Passenger Raily Feasibility Study was held on March 27, 2024, and the minutes from that meeting were included in the meeting packet. Mr. Cotter asked for a motion to approve the minutes from that meeting. Mr. Petrik made a motion to approve the minutes from the Special LVTS Meeting on March 27, 2024, and it was seconded by Mr. Meyer. Mr. Cotter asked if there were any comments from members or the public, and there were none. Ms. Milagio called for the vote, and the motion was approved.

Mr. Molchany noted that the Special LVTS Meeting on the Lehigh Valley Passenger Raily Feasibility Study was held on March 27, 2024, and the minutes from that meeting were included in the meeting packet. Mr. Molchany asked for a motion to approve the minutes from that meeting. Mr. O'Neil made a motion to approve the minutes from the Special LVTS Meeting on March 27, 2024, and it was seconded by Mr. Petrik. Mr. Molchany asked if there were any comments from members or the public, and there were none. Ms. Milagio called for the vote, and the motion was approved.

Old Business

ACTION ITEM: DRAFT 2025 – 2028 TIP Amendment #1 Allentown-Bethlehem-Easton (ABE) Airport Northside Logistics and Cargo Complex (MPMS #121443)

Mr. Molchany noted that, per guidance from FHWA, the ABE Northside Logistics and Cargo Complex project could not be added to the current 2023 – 2026 Transportation Improvement Program (TIP) because the Interagency Consultation Group (ICG) has not yet determined in the project is regionally significant for air quality analysis. If the ICG determines that the project is regionally significant, it must be modeled for air quality conformity, and a conformity analysis report and conformity determination must be completed. If the ICG finds that the project is not regionally significant, LVTS can vote to amend the 2023 – 2026 TIP.

Mr. Meyer noted that, as part of the Nationally Significant Multimodal Freight and Highway Projects (INFRA) grant requirements, the project needs to be added to the TIP. He provided an overview of the project, which is a single cargo facility that consolidates existing operations. The overall project cost is approximately \$80 million, \$40.8 million of which will be covered by the INFRA grant. Mr. Meyer noted that the project is in the final stages of the National Environmental Policy Act (NEPA) review documentation in coordination with FHWA and the Federal Aviation Administration (FAA). He reminded participants that this funding comes from a competitive federal source and will be an addition to the TIP, not a project that taps into the regional allocation of TIP funding.

Mr. Molchany asked if the local match associated with the project would be incrementally requested from the LVTS, or if there were other sources of funding for the local match. Mr. Meyer stated that the Lehigh Northampton Airport Authority (LNAA) and a public-private partnership are funding the local match. Mr. Molchany asked if it would be safe to assume that this project would expand the TIP's investment in the region without requiring any funding from the LVTS' regional allocation, and Mr. Meyer confirmed that this was correct. Mr. Mosca added that these would be additional funds to the TIP above the federal/state allocation of funding to the region. He stated that the region is required to report the awarded and matching funds on the TIP to utilize and obligate the federal funds.

Mr. Molchany asked Mr. Porochniak if he was available to comment on this addition. Mr. Porochniak stated that any project that requires federal action, including NEPA review, those projects must be added to the TIP, regardless of its funding source. Mr. Molchany thanked Mr. Mosca and Mr. Porochniak for their contributions to the conversation that support the LVTS' understanding of the addition to the TIP and the vote that is needed to add the project to the TIP.

Ms. Bradley noted that it is critical to add the project to the Draft 2025-2028 TIP project list so it can go to the ICG for air quality determination, which will allow the process to add it to the current 2023-2026 TIP to begin. At this time, the staff do not foresee this impacting the public comment schedule for the Draft 2025-2028 TIP if the project is added to the list now.

Mr. Cotter asked if there were any questions from the Technical Committee or the public about the ABE Northside Logistics and Cargo Complex project, and there were none. Mr. Cotter asked for a motion to recommend the addition of the ABE Northside Logistics and Cargo Complex project to the Draft 2025 – 2028 TIP to the Coordinating Committee. Ms. Ruth made a motion to recommend the ABE Northside Logistics and Cargo Complex project to the Draft 2025 – 2028 TIP to the Coordinating Committee, seconded by Ms. Bradley. Ms. Milagio called for a vote, and the motion was approved.

Mr. Molchany asked for a motion to add the ABE Northside Logistics and Cargo Complex project to the Draft 2025 – 2028 TIP. Ms. Bradley made the motion to add the ABE Northside Logistics and Cargo Complex project to the Draft 2025 – 2028 TIP, seconded by Mr. Mosca. Mr. Molchany asked if there were any comments from members of the Coordinating Committee and the public, and there were none. Ms. Milagio called for a vote and the motion was approved.

ACTION ITEM: DRAFT 2025 – 2028 TIP Amendment #2 Allentown Center Square (MPMS #119989)

Mr. Dinkel noted that the Allentown Center Square project focuses on the rehabilitation of Center Square, focusing on significant traffic and pedestrian improvements at the intersections of Hamilton Street and 7th Street (State Route 145), as well as the next intersection to the north, Linden Street and 7th Street (State Route 145), within the City of Allentown, Lehigh County. It was not included in the initial project list for the Draft 2025 – 2028 TIP, but it needs to be added now to access funding. A vote to add the project to the Draft 2025 – 2028 TIP project list is not required, but a vote is asked for in order to promote transparency. Ms. Bradley clarified that the funding was allocated by the PennDOT Secretary specifically for this project, and it does not impact or compete with the fiscal constraints of the Draft 2025-2028 TIP.

Mr. Molchany asked Mr. Petrik if he had any additional comments. Mr. Petrik stated that he appreciates the transparency in voting for the project to be added to the TIP, as well as the time that was put in to present the project to the LVTS.

Mr. Cotter asked if there were any questions from members of the Technical Committee or the public, and there were none. Mr. Cotter asked for a motion to recommend adding the Allentown Center Square project to the Draft 2025 – 2028 TIP to the Coordinating Committee. Mr. Meyer made the motion to recommend adding the Allentown Center Square project to the Draft 2025 – 2028 TIP to the Coordinating Committee, seconded by Mr. Alas. Ms. Milagio called for the vote, and the motion was approved.

Mr. Molchany asked for a motion to add the Allentown Center Square project to the Draft 2025 – 2028 TIP. Mr. Stoudt made the motion to add the Allentown Center Square project to the Draft 2025 – 2028 TIP, seconded by Mr. Alkhal. Mr. Molchany asked if there were any comments from Coordinating Committee members or the public, and there were none. Ms. Milagio called for the vote, and the motion was approved.

INFORMATION/ACITON ITEM: Climate Pollution Reduction Implementation Grant for the Lehigh Valley Green Transportation Infrastructure Project

Mr. Assad reminded meeting participants that the Lehigh Valley's Priority Climate Action Plan (PCAP) was presented at the last Joint Technical and Coordinating Committee meeting on February 21. He noted that the staff sought the Coordinating Committee's adoption of the PCAP as the official transportation decarbonization policy of the Lehigh Valley, and for the Coordinating Committee's urging of the

Environmental Protection Agency (EPA) to award Climate Pollution Reduction Implementation Grant funds to the Lehigh Valley Green Transportation Infrastructure Project.

Mr. Assad provided an overview of the key themes and measures outlined in the PCAP, directly support the Lehigh Valley Green Transportation Infrastructure Project grant application. The application was submitted on April 1 and creates green stormwater infrastructure along 19 sites on major regional highways, including Routes 22, 33 and 378, as well as improvements to the William Penn Park and Ride along Route 33. If funded, the project would improve 522 acres of public rights-of-way, and reduce more than 10,000 metric tons of carbon dioxide by 2030 and over 53,000 metric tons of carbon dioxide by 2050.

Mr. Molchany asked if the Technical Committee voted on to recommend this item to the Coordinating Committee at its March meeting, and Mr. Cotter confirmed that this was true. Mr. Molchany asked for a motion from the Coordinating Committee to adopt the Lehigh Valley PCAP as its official transportation decarbonization policy plan and to urge the EPA to award the Climate Pollution Reduction Implementation Grant to the Lehigh Valley Green Transportation Infrastructure Project. Mr. O'Neil made the motion, seconded by Mr. Alkhal.

Mr. Molchany asked if there were any questions or comments from members of the Coordinating Committee. Mr. McClure expressed Northampton County's support for the grant application and asked how this project, should the grant be awarded, be incorporated into the Route 22 study and the improvements that the study will recommend. Mr. Assad commented that both projects would be occurring simultaneously and that, if the grant is awarded, the Green Transportation Infrastructure project would certainly be considered in the development of the Route 22 study. Mr. Molchany added that the study, which is also an additional source of funding to the region, would include the Green Transportation Infrastructure project as a key component of the Route 22 study. Mr. Dinkel added that the grant application specifically avoided areas and interchanges on Route 22 that would need to be addressed in future years. Mr. Molchany asked a representative from PennDOT District 5 to confirm that the Route 22 study would include the Lehigh Valley Green Transportation Infrastructure project to support a cohesive plan for the region's stormwater infrastructure. Mr. Vottero confirmed that this was true. Mr. McClure asked if the areas and interchanges avoided are already considerations for future projects or anticipated future projects, as the Route 22 study has not yet begun work. Mr. Vottero noted that the grant application covers locations that are already in existing public rights-of-way, and any potential widening project would require acquisition of new right-of-way. He also stated that certain interchanges were avoided because of size limitations and existing development. Mr. Molchany noted that, going forward, the LVTS will need to make sure that both projects are taken into consideration during its decision-making processes, rather than executing the projects in isolation of each other and other transportation infrastructure investments.

Mr. Molchany asked if there were any other comments from the Coordinating Committee. Mr. O'Neil added that the Green Transportation Infrastructure grant would be an implementation grant, while the Route 22 project will be a study, and that the LVTS will need to ensure that future projects that come out of the Route 22 study do not undo the implementation of the Green Transportation Infrastructure grant. Mr. Molchany agreed

Mr. Molchany asked if there were any additional comments from the public, and there were none. Ms. Milagio called for the vote, and the motion was approved.

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

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

Mr. Molchany added that amendments or modifications to the TIP are financially constrained; an addition to one project would create a subtraction in another, and the whole value of the TIP remains the same. This can further complicate the decision-making process, and modifications to the TIP are required for projects that receive the highest priorities. Mr. Dinkel noted that amendments or modifications often come from line items that aren't dedicated to a specific project. Mr. Porochniak also added that the addition of federal funding to a project requires an amendment on the TIP, and that there is no dollar amount threshold to that addition.

Mr. McClure asked how the LVTS would find the money to help with a project that is currently unfunded. Mr. McClure brought up the example of Zucksville Road (State Route 2036) in Forks Township often floods, and the Township has requested PennDOT's assistance to alleviate the flooding. He noted that a PennDOT spokesperson has noted that this would be a \$10 million project, and that funding is unavailable for that project at this time. Mr. Dinkel noted that there is a new funding source, Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) which allocates funding for transportation infrastructure that is resilient to natural hazards. Mr. Mosca noted that funding limitations make project prioritization challenging, but PROTECT funding could be used as a source for climate-related projects in the region. Mr. Molchany noted that the region continues to have issues that are not on the Long-Range Transportation Plan, including roadway flooding, and funding opportunities need to be identified to address these needs.

Ms. Milagio read Mr. Porochniak's comment on the conversation: "Yes, a location that is experiencing reoccurring flooding events is a good candidate for PROTECT funding if the improvement will prevent the events from reoccurring in the future (in other words, the work being done is making the bridge or roadway more resilient to these events)." Mr. Molchany asked Mr. Dinkel to provide an update to the LVTS on PROTECT funding.

Ms. Ruth stated that, from February 10 to April 5, 2024, there were four statewide administrative actions, one Interstate administrative actions and eight District 5-0 administrative actions. Mr. Molchany asked if there were any questions from members or the public, and there were none.

***INFORMATION ITEM: 2023 – 2026 Transportation Improvement Program Project Update
Concerning Route 309 + Tilghman Street Interchange Reconstruction***

Mr. Glennon, Mr. Reppert and Mr. Samy from RK&K presented a detailed review of the Route 309 and Tilghman Street Interchange Reconstruction project. They noted that the purpose of the project is to improve safety, relieve congestion, increase accessibility and mobility, and mitigate/eliminate facility deficiencies in the interchange. Based on analysis of existing and future conditions, improvements to this interchange are needed to accommodate economic development while also mitigating future congestion along the corridor. They reviewed safety issues and their mitigation strategies at the interchange:

- Interchange geometry will be mitigated by a new loop ramp, acceleration and deceleration lanes, and eliminating the cloverleaf design.
- The bridges at the interchange will be adjusted to provide required underclearance with Manual for Assessing Hardware (MASH) compliant parapets and shoulder widths.
- Guide rail and concrete barriers will be upgraded and MASH compliant.
- Signage will be updated to address night-time visibility and reduce driver indecision.
- Roadway widths will be standardized to 12 feet, right shoulder widths will be increased from 8 feet to 12 feet, and the median shoulder widths will be increased from 1 foot to 4.75 feet.
- Lighting will be updated with partial lighting at all conflict points and intersection lighting at all new/replaced signalized intersections.
- Pedestrian access will be improved with push-buttons and Americans with Disabilities Act (ADA) compliant ramps provided at all intersections.

- Traffic signal modifications will be improved at the Tilghman Street and Hausman Road and Tilghman Street and Parkway intersections.
- Pavement condition will be addressed with new pavement and upgraded cross slopes and superelevation.
- Drainage systems will be upgraded.
- Little Cedar Creek flooding will be addressed through stream restoration, and include downstream improvements not previously addressed.

The team noted that the final contract documents are with PennDOT for final review, and the advertisement of June 6 and a let date of July 25.

Mr. Molchany asked who the project contact would be if there were additional questions, and Mr. Samy noted that he is the contact for the project. Mr. Molchany noted that the project has been on the docket for some time, and has attracted attention from state and federal legislators. He also stated that this area of the region has outgrown the existing infrastructure, and the project will be essential to reduce the number of accidents (approximately 200) and improving pedestrian access at this interchange.

Mr. Molchany asked if there were any questions from LVTS members and the public. Mr. Slingerland noted that Route 309 is a limited access highway, and that Tilghman Street and Broadway are becoming decreasingly available to pedestrians and cyclists. He asked how bicyclist and pedestrian connectivity would be addressed through the project, given the width of the roadway and the increased traffic. Mr. Reppert said that there is shoulder provided on Tilghman Street to facilitate bicycle traffic. The intersections themselves will have signals, which would function for both pedestrians and cyclists, so no additional considerations were taken. Mr. Molchany asked if the lights at the intersections would accommodate a more beneficial movement of pedestrians and cyclists. Mr. Reppert confirmed that this is true. Mr. Slingerland noted that these corridors are very important for pedestrians and cyclists travelling from Allentown to Western Lehigh County municipalities because many corridors connecting these two areas of the region are restricted access or high-speed highways. Mr. Molchany noted that the footprint for this project includes the safety features identified in the presentation. He noted that the foundation of pedestrian and cycling safety improvements in this project will be something that can be scoped into future projects throughout the Lehigh Valley.

INFORMATION ITEM: Lehigh Valley Passenger Rail Study

Ms. Milagio noted that there was a presentation from PennDOT and WSP, the project consultant, on the Lehigh Valley Passenger Rail Study on March 27. The study outlines potential routes to New York, Philadelphia and Reading, and was distributed at the March 27 meeting and online at www.lvpc.org. A follow up virtual meeting for further discussion and questions has been scheduled for May 15th at 10 AM.

Mr. Molchany reminded participants that there would be no comments on the study presented at today's meeting, but that a comment box was established at www.lvpc.org and comments were collected. He asked if these comments and their responses would be available for review for the May 15 meeting, and Ms. Milagio confirmed that they would. Mr. Molchany noted that he has received feedback from community members that the study results were underwhelming. He commented that this first step in potentially establishing a passenger rail project is to undertake a scope of work that is approved by the federal government. This PennDOT-funded feasibility study did fit the federal requirements and answered the questions required to move forward in the process. Future steps in the process may require local funding for more detailed studies. A decision on these future steps will not be made at the May 15 meeting, but that meeting will help guide those decisions for the LVTS.

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

INFORMATION ITEM: FutureLV: The Regional Plan Implementation, Vision Zero Application

Mr. Gardi noted that the LVTS adopted a Vision Zero Resolution in concurrence with the Long-Range Transportation Plan update adoption in October 2023. The staff began the process of applying for national recognition within the Vision Zero organization, which is extensive and requires commitment to reducing traffic-related deaths to 0 in the Lehigh Valley. The national Vision Zero recognition further pushes ideals set-forth in *FutureLV: The Regional Plan* and *Walk/RollLV: Active Transportation Plan*, and will coincide with the Traffic Safety Plan update.

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

DISCUSSION ITEM: Status of Joint Meetings between LVTS Coordinating Committee and Technical Committee

Mr. Molchany reminded participants that the reevaluation of the meeting schedules for the LVTS Technical and Coordinating Committees was brought up at an earlier meeting. Mr. Molchany asked Mr. Cotter if the Technical Committee had enough time to do their reviews. Mr. Cotter stated that the Technical Committee discussed this topic at their March meeting. He noted that previous schedules of the LVTS committees had separate meetings, requiring travel for individuals who were part of both committees. He also noted that meeting jointly allowed the Coordinating Committee members to confer with the members of the Technical Committee on their opinions and decisions. Mr. Cotter noted that the Technical Committee also discussed virtual and hybrid format meetings.

Mr. Cotter stated that the calendar for the meetings, which includes dates, times and formats, is voted on in the last two months of the calendar year. Since the 2024 calendar has already been voted on, Mr. Cotter recommends that the LVTS keeps the calendar as it stands for the rest of the 2024 calendar year, and continue this discussion in November when the new schedule would be reviewed. He also noted that, since the LVTS meetings have become virtual, they have had the highest level of participation for members of the LVTS and members of the public.

Mr. Molchany stated that the intention of this discussion was to ensure that the Technical Committee had enough time for their reviews and that, by meeting jointly with the Coordinating Committee, those reviews and decisions were not being rushed. He asked Mr. Cotter and the Technical Committee to provide a recommendation at the end of the year as to whether they would like to continue meeting jointly or have separate meetings in the months that the Coordinating Committee meets.

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

New Business

INFORMATION ITEM: LVPC Office Move

Mr. Assad stated that, effective April 22, the LVPC office will be located at 615 Waterfront Drive, Suite 201 Allentown, PA 18102.

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

Status Reports

Mr. Molchany noted that the PennDOT District 5 Highway Projects Status Report, the Monthly Traffic Report and a memo on the Eastern Pennsylvania Freight Alliance's Freight Infrastructure Plan were included in the meeting packet. He asked if there were any questions from members or the public, and there were none.

Public Engagement, Grants and Education

Mr. Molchany stated that updates on public engagement, grants and education were available on the meeting agenda. Mr. Molchany asked Mr. Assad if he had any additional comments on the public engagement and grants update. Mr. Assad noted that there were several grant opportunities that would be beneficial to municipal partners, most of which have a deadline of May 31. He noted that there was a handout in the packet that explained each opportunity and provided links.

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

Adjournment

Mr. Molchany stated that the next LVTS meeting would be a Technical Committee meeting to be held virtually on May 15, 2024 at 9 AM. The next Joint Technical and Coordinating Committee meeting would be held virtually on June 12, 2024, at 9 AM. Mr. Mosca made a motion to adjourn, and the meeting was adjourned.

LVTS Metropolitan Planning Organization

FISCAL CONSTRAINT TABLE

FFY 2023-2026 TIP Highway and Bridge Element

Technical Committee

TIP Modifications from April 6, 2024 through May 3, 2024

MPO Tech Meeting: May 15, 2024

MPO Coord Meeting: June 12, 2024

Administrative Action #5				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 (\$)					
611 Retaining Wall Rehab - Easton 611 - RWR Northampton County	110179	PE	Before	STU					0			0									0.00	Increase to build upon the alternatives analysis to complete preliminary engineering.			
			Adjust	STU						171,220			42,805											214,025.00	
			After	STU						171,220			42,805												214,025.00
Urban Line Item Reserve Lehigh County	82810	CON	Before	CRP					554,000			571,000			588,000							1,713,000.00	Source.		
			Before	CRPU						1,712,948			1,747,207			1,782,151								5,242,306.00	
			Before	STU						795,698			443,531			63,342				75,423,615					76,726,186.00
			Adjust	STU						(171,220)															(171,220.00)
			After	CRP						554,000			571,000			588,000									1,713,000.00
			After	CRPU						1,712,948			1,747,207			1,782,151									
			After	STU				624,478			443,531			63,342				75,423,615				76,554,966.00			
Statewide 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 (\$)					
Coopersburg Streetscape Phase 6 2045 - CS6 Lehigh County	118434	CON	Before	TAP		400,000			600,000													1,000,000.00	Increase to cover low bid.		
			Adjust	TAP						534,014															534,014.00
			After	TAP		400,000				1,134,014															
TAP Reserve Line Item Central Office	60560	CON	Before	TAP		347,224			1,097,920			6,841,238			27,994,000							36,280,382.00	Source.		
			Adjust	TAP						(534,014)															(534,014.00)
			After	TAP		347,224			563,906			6,841,238			27,994,000								35,746,368.00		
Before FFY Totals						747,224	349,584	0	29,368,872	3,121,086	0	16,877,324	3,479,009	0	55,768,929	6,742,028	0	734,013,947	267,156,384			1,117,624,387	Actions do not affect the project delivery schedules or air quality conformity.		
FFY Adjustment Totals						0	0	0	0	0	42,805	0	0	0	0	0	0	0	0	0	0	0		42,805	
After FFY Totals						747,224	349,584	0	29,368,872	3,121,086	42,805	16,877,324	3,479,009	0	55,768,929	6,742,028	0	734,013,947	267,156,384			1,117,667,192			

NOTES: Non zero Adjustment due to local match.



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

April 29, 2024

Suzanne Dobel, Public Works Project Manager
Public Works City of Allentown
641 South 10th Street
Allentown, PA 18103
suzanne.dobel@allentownpa.gov

Dear Suzanne Dobel:

I am pleased to inform you that Public Works City of Allentown has been awarded \$1,500,000 in federal Transportation Alternatives Set-Aside (TASA) funding for the City of Allentown - School Zone Traffic Safety Upgrades Project.

Safety and proven capacity of applicants to implement their projects in a timely manner were major considerations in the selection of your project for funding. As such, and as stated in the program guidance, all TASA projects must have contract documents that are ready to be advertised as soon as feasibly possible, but no later than May 2026. The Pennsylvania Department of Transportation (PennDOT) District 5 staff will assist you through the PennDOT project delivery process to secure these approvals and ensure federal funding is secured by the above referenced May 2026 deadline.

A Project Manager from PennDOT District 5 will be contacting you in the following weeks to schedule a project kick-off meeting to define the scope and responsibilities for the steps required to advance your project. *Please be advised that you cannot proceed with any element of this project for which you expect to be reimbursed until after the Project Manager notifies your office that you have authorization to proceed. Activities conducted prior to receiving notification from the District's Project Manager may render your project ineligible for reimbursement and/or significantly delay implementation.*

Suzanne Dobel
Page 2
April 29, 2024

Thank you for your interest in the TA Set-Aside, and I look forward to the successful implementation of your project. If you have additional questions, please contact Justin Cambric of my staff at 717.705.1532 or jcambric@pa.gov.

Sincerely,

A handwritten signature in black ink that reads "Kristin A. Mulkerin". The signature is written in a cursive style with a large, prominent 'K' and 'M'.

Kristin A. Mulkerin
Deputy Secretary for Planning

Suzanne Dobel

Page 3

April 29, 2024

5200/JMC/lrk

[S:\Planning\Planning and Contract Management\TAP\2023 Statewide Application Cycle\Approval Letters](#)

bcc: Mark Tobin, Director, Center for Program Development and Management
Bradley AICP, Becky, Executive Director, LVTS MPO
Kufro P.E., Christopher, District Executive, District 5
Kerri Cutright, District TASA Coordinator, District 5
Jessica Clark, Center for Program Development and Management
Mike Rimer, Center for Program Development and Management
Justin Cambric, Center for Program Development and Management
Lauryn Knuth, Center for Program Development and Management
Eliza Roper, Office of the Deputy Secretary's Office
Deputy Secretary's Reading File



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

April 29, 2024

Kenneth Mohr, Community & Economic Development Volunteer
The Borough of Coopersburg
5 North Main Street
Coopersburg, PA 18036
kmohr@mohrmr.com

Dear Kenneth Mohr:

I am pleased to inform you that The Borough of Coopersburg has been awarded \$1,337,316 in federal Transportation Alternatives Set-Aside (TASA) funding for the Borough of Coopersburg Streetscape - Phase 9 Project.

Safety and proven capacity of applicants to implement their projects in a timely manner were major considerations in the selection of your project for funding. As such, and as stated in the program guidance, all TASA projects must have contract documents that are ready to be advertised as soon as feasibly possible, but no later than May 2026. The Pennsylvania Department of Transportation (PennDOT) District 5 staff will assist you through the PennDOT project delivery process to secure these approvals and ensure federal funding is secured by the above referenced May 2026 deadline.

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Kenneth Mohr
Page 2
April 29, 2024

Thank you for your interest in the TA Set-Aside, and I look forward to the successful implementation of your project. If you have additional questions, please contact Justin Cambric of my staff at 717.705.1532 or jcambric@pa.gov.

Sincerely,

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Kristin A. Mulkerin
Deputy Secretary for Planning

Kenneth Mohr
Page 3
April 29, 2024

5200/JMC/lrk

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

April 29, 2024

Trevor Pinho, Grant Administrator
The City of Easton
123 S. 3rd St
Easton, PA 18042
tpinho@easton-pa.gov

Dear Trevor Pinho:

I am pleased to inform you that The City of Easton has been awarded \$930,118 in federal Transportation Alternatives Set-Aside (TASA) funding for the Lehigh Canal Abbott Street Bridge Project.

Safety and proven capacity of applicants to implement their projects in a timely manner were major considerations in the selection of your project for funding. As such, and as stated in the program guidance, all TASA projects must have contract documents that are ready to be advertised as soon as feasibly possible, but no later than May 2026. The Pennsylvania Department of Transportation (PennDOT) District 5 staff will assist you through the PennDOT project delivery process to secure these approvals and ensure federal funding is secured by the above referenced May 2026 deadline.

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Trevor Pinho
Page 2
April 29, 2024

Thank you for your interest in the TA Set-Aside, and I look forward to the successful implementation of your project. If you have additional questions, please contact Justin Cambric of my staff at 717.705.1532 or jcambric@pa.gov.

Sincerely,

A handwritten signature in black ink that reads "Kristin A. Mulkerin". The signature is written in a cursive style with a large, stylized 'K' and 'M'.

Kristin A. Mulkerin
Deputy Secretary for Planning

Trevor Pinho
Page 3
April 29, 2024

5200/JMC/lrk

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

April 29, 2024

Kim Schaffer, Executive Director
Community Bike Works
235 N Madison St
Allentown, PA 18102
kim@communitybikeworks.org

Dear Kim Schaffer:

I am pleased to inform you that Community Bike Works has been awarded \$440,000 in federal Transportation Alternatives Set-Aside (TASA) funding for the Youth Bike Education-Community Bike Works, Lehigh Valley Project.

Safety and proven capacity of applicants to implement their projects in a timely manner were major considerations in the selection of your project for funding. As such, and as stated in the program guidance, all TASA projects must have contract documents that are ready to be advertised as soon as feasibly possible, but no later than May 2026. The Pennsylvania Department of Transportation (PennDOT) District 5 staff will assist you through the PennDOT project delivery process to secure these approvals and ensure federal funding is secured by the above referenced May 2026 deadline.

A Project Manager from PennDOT District 5 will be contacting you in the following weeks to schedule a project kick-off meeting to define the scope and responsibilities for the steps required to advance your project. *Please be advised that you cannot proceed with any element of this project for which you expect to be reimbursed until after the Project Manager notifies your office that you have authorization to proceed. Activities conducted prior to receiving notification from the District's Project Manager may render your project ineligible for reimbursement and/or significantly delay implementation.*

Kim Schaffer
Page 2
April 29, 2024

Thank you for your interest in the TA Set-Aside, and I look forward to the successful implementation of your project. If you have additional questions, please contact Justin Cambric of my staff at 717.705.1532 or jcambric@pa.gov.

Sincerely,

A handwritten signature in black ink that reads "Kristin A. Mulkerin". The signature is written in a cursive style with a large initial 'K'.

Kristin A. Mulkerin
Deputy Secretary for Planning

Kim Schaffer
Page 3
April 29, 2024

5200/JMC/lrk

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Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting May 15, 2024

Transportation Alternatives Set-Aside Projects

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

MPMS 119824 – est. let January 30, 2025

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

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

MPMS 118404 – est. let July 25, 2024

- Activities to obtain required clearances and plan development ongoing
- Proprietary approval for bollards received March 20, 2024
- Sponsor working on construction inspection agreement

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

MPMS 118439 – est. let August 8, 2024

- Plan development ongoing along with activities to obtain required clearances
- Sponsor working on construction inspection agreement

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 ROW clearance
- Environmental clearance received February 8, 2024
- Sponsor working on construction inspection agreement

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

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

- 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
- Sponsor working on construction inspection agreement

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)

Lehigh Valley Transportation Study
Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
Meeting May 15, 2024

MPMS 115769 – est. let August 8, 2024 (paper let)

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

Allentown 15th Street Traffic Signal Improvements, City of Allentown (C-C. Barry)

MPMS 116846 – est. let TBD (paper let)

- Environmental clearance received April 5, 2024
- Plan development ongoing along with activities to obtain required utility and ROW clearances

S. Church and Hickory Street Connections, Borough of Macungie (C-C. Barry)

MPMS 119779 – est. let TBD (paper let)

- Plan development ongoing along with activities to obtain required clearances

Bethlehem Township Emergency Traffic Signal (C-C. Barry)

MPMS TBD – est. let TBD (paper let)

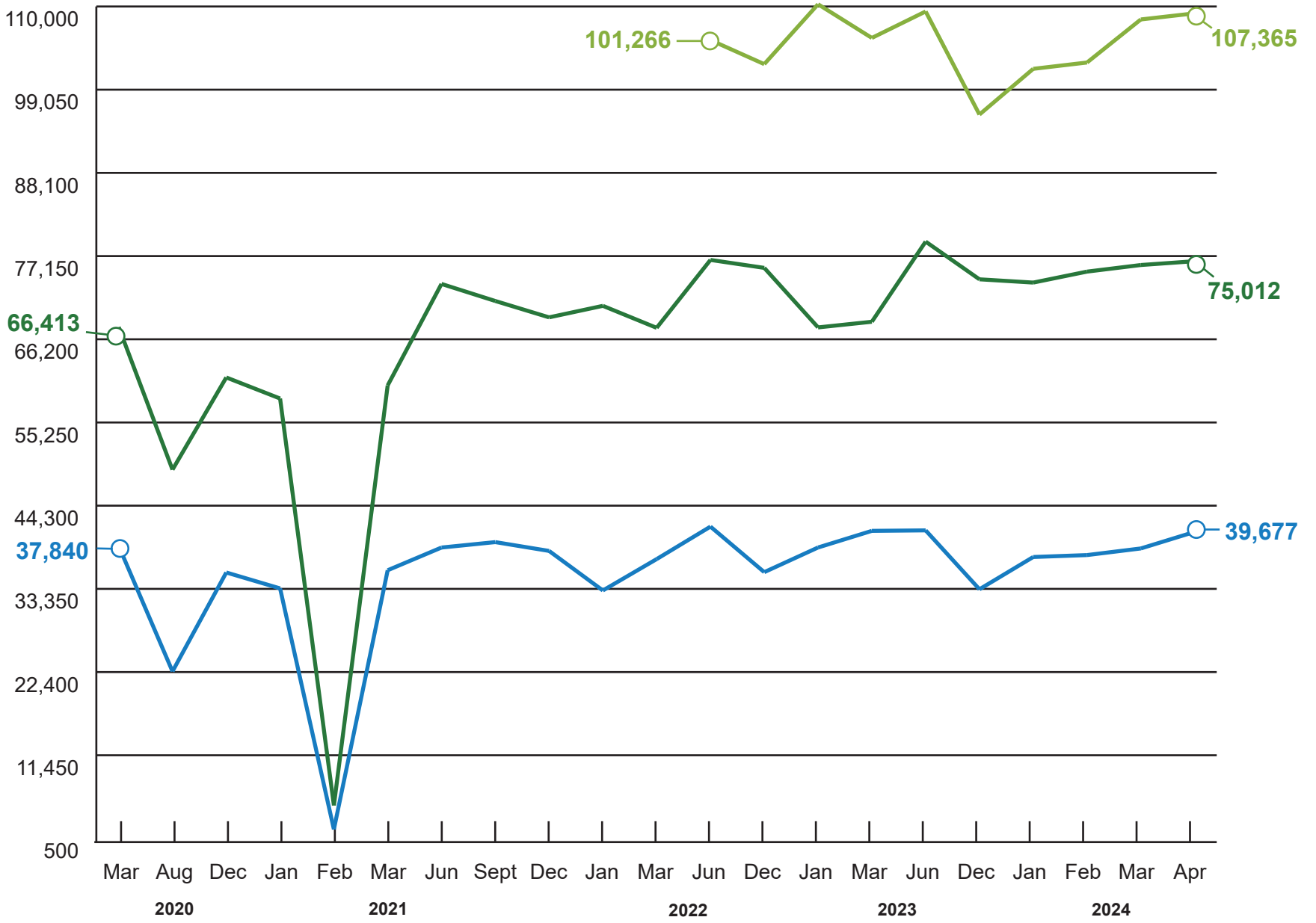
- Awaiting reimbursement agreement template from MTF Office

Lehigh Valley Transportation Study
 Transportation Alternatives Set-Aside & Multimodal Transportation Funded Projects
 Meeting May 15, 2024

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

TOTAL VEHICLE TRAFFIC

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



TOTAL TRUCK TRAFFIC

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

