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Executive Director

## LEHIGH VALLEY TRANSPORTATION STUDY

Wednesday, February 1 at 10:00am

LVPC Conference Room

### LVTS Coordinating Committee Minutes

The LVTS Coordinating Committee met for its regularly scheduled meeting on Wednesday, February 1, 2017 at 10:00am in the Lehigh Valley Planning Commission's conference room located at 961 Marcon Blvd., Suite 310, Allentown, PA 18109.

Mr. Rebert chaired the meeting.

**Members in attendance:** Becky Bradley, Brendan Cotter, Dave Hopkins, Jennifer McKenna, Matt Dorner, David Hopkins, Rick Molchany, Stan Rugis, Mike Rebert

**Members absent:** James Ritzman, Larry Shifflet, Steve Neratko, Michael Alkhal, Sal Panto, Tom Muller, John Brown, Owen O'Neil, Charles Everett

**Public present:** Dan Walston, Brian Hare, Richard Young, Carol Harper, Ralph Eberhardt, Kerry Fields, Jennifer Ruth, Steve Turoscy, George Kinney, Mike Donchez, Brian Hite, Erin Willis

**COURTESY OF THE FLOOR:** none

#### MINUTES

Mr. Rebert stated that the minutes of the December 19, 2016 joint Technical and Coordinating Committees are attached. Mr. Cotter made a motion to approve the Coordinating Committee minutes. Mr. Hopkins seconded the motion. The motion carried unanimously.

#### STATUS OF TIP HIGHWAY PROJECTS

Mr. Rebert gave a highway status report update. The I-78 Auxiliary Lane project is due to be let the tail end of April of this year. It is located at the I-78/Route 22 interchange in Fogelsville. The US 22 widening project has a let date of 2022. We're early in PE, going through the scoping field views. We're looking at a Divergent Diamond Interchange at MacArthur Road. This project runs from just short of 15<sup>th</sup> Street out to Route 378. The Route 100 Section 13M Betterment Project through the Fogelsville area has a tail end of 2018. One of the biggest things is the Maintenance & Protection of Traffic (MPT), reconstructing that road in concrete and maintain the level of service. The SR 222 and Shantz and 863 Improvements is approaching final design with right-of-way plans submitted and finishing up hydraulics. This intersection will have at least one roundabout, maybe two. The SR 309 Sec 14M Betterment where the 4-lane piece of Route 309, north of Route 22, ending up near the LCCC Campus, is going to add some turn lanes because of how difficult it is to get through there during rush hour traffic. The SR 309 & Tilghman Interchange project is working through alternatives right now after looking at a lot of different things out there trying to figure out the best way to move traffic in that limited space. The SR 412 Connector Road project team just met with the City of Bethlehem on these plans to see what we can do to move this forward as the project is idle currently. The SR 1004 Lehigh-Race Street Intersection in Catasauqua is still in preliminary engineering but there is a scope everyone has

agreed upon with widening on Race Street and Lehigh Street, and will try to add some turning lanes. The Schoenersville Road and Easton Avenue Corridor Improvements is trying to coordinate signals along the corridors to make traffic run smoother through there. The Center Street Betterment goes out later on this year which runs from the end of the Fahy Bridge out to Route 522 with a year of doing ADA ramps. Mr. Donchez asked about the schedule for the FedEx roadway improvement project. Mr. Rebert said he does not have the schedule with him but he can send it out. Mr. Rebert stated that this is two different projects for them. One being the permit work which will be going on Race Street and up Willowbrook by highway occupancy permit and then working on Airport Road which is being done as a department project with funding that was acquired out of Harrisburg. There was some back and forth on right-of-way along Airport Road. Ms. McKenna wanted to thank PennDOT for reconsidering the sidewalk on the Water Street Bridge in Hellertown. Mr. Rebert stated that they know there's a lot of pedestrians there and knows it's not an easy project but it's realized that they need to try to make that accommodation.

### **TIP AMENDMENTS**

Mr. Rebert stated that the Coplay-Northampton Bridge, which is co-owned by Northampton and Coplay, has a construction cost increase just shy of \$5 million. There was a pretty big increase on the Penn Street project down in the City of Reading and now this one here which has to do with the demolition of the existing bridges which concerns the contractors where our estimates are off from what they are able to do the work for. So an adjustment needs to be made on future projects. There's a couple more coming through here, one being the Tilghman Street Bridge which we'll be bidding on. For the Coplay-Northampton Bridge, there are river restrictions that needs to be put in place by early April.

Ms. Fields talked about the Coplay-Northampton Bridge having an increase in construction costs of over \$4 million. This is due to the removal of the existing bridge where blasting is not permitted. Also, the bridge is such a large project which changes the bid amount to more than what it came in as. It has limited access and they have to keep up with continual permit compliance. The funding sources for the project are The Hill-to-Hill Bridge and 309 Resurface along with Highway Bridge Reserve line item and the Urban line item. Funding sourced from these two projects will not slow down their project schedules. Mr. Molchany made a motion to accept the cost increase. Ms. McKenna seconded the motion. The motion passed unanimously.

**OLD BUSINESS** - None

### **NEW BUSINESS**

*Freight Advisory Committee Meeting – February 1<sup>st</sup> @ LVPC @ 11:30am*

Mr. Rebert stated that there will be a Freight Advisory Committee meeting following the Coordinating Committee today at 11:30am. Mr. Kinney said they will be going over the adoption of the Critical Urban Freight Corridors, talking about the process and recommendations from our MPO to PennDOT Central Office. Then there will be a presentation on autonomous vehicles along with what Mr. Kinney and Ms. Bradley learned at the Mega-Region Conference they attended a few months ago. Finally there will be a presentation by Kevin Stewart, President of the Pennsylvania Motor Truck Association about truck parking studies that were conducted. At a future Freight Advisory Committee, there will be a doctor from New York to talk about deliveries and logistics and how they occur in urban areas with complete streets. Ms. Bradley stated that there will be another future presentation on June 8<sup>th</sup> at the Transportation Summit by Edward Humes, who wrote *Door to Door*, which explains the transportation system in an easy to read style for anyone. He uses really good examples like how many countries the iPhone goes through before it gets to your door and what it takes to get a cup of coffee to your local coffee shop. It

explains the global economy and how that affects us since clearly freight is one of our biggest issues. Ms. Bradley said that we are hoping to have 300 attendees at that event which will be held at ArtsQuest. Mr. Rebert asked about the time frames for the state corridors, about when a determination will be made. Mr. Kinney stated he expects it to get up to the federal level in late spring, early summer. Ms. Bradley said that we have been meeting with the state legislators and we're trying to schedule with federal legislators on what the CUFC's are and what that means for us.

**CORRESPONDENCE** - None

### **COURTESY OF THE FLOOR**

Ms. Harper mentioned that Ms. Elaine Chao was confirmed as the new Secretary of Transportation so hopefully that will bring some stability to the transportation roles in Washington. Congressman Charlie Dent was appointed to the Transportation/HUD Subcommittee of Appropriation.

Mr. Rugis brought up the MPO consolidation and asked Ms. Bradley what else there is that we can do to make sure we are not in Philly or Northern New Jersey. The County Executives are a little afraid of what this could mean. Ms. Bradley said that this is now policy at the USDOT, so unless that is undone by an act of congress, there isn't a whole lot we can do. It also affects LANta which would have a forced consolidation with SEPTA as a result of that. It is all contingent on each states governor at the time. 2024 is when this will all take official affect so we will be required to create a joint TIP, joint planning documents, basically joint everything which means we will have to pool our money. We may get one seat on a DVRPC board or JTPA board. We would lose all control of our money that's on the table. If the governor in 2024 says it's fine because the counties are already coordinating, the next governor can come in and say no, it's not fine which would create government issues. Then there's the national situation where, what do you do with DVRPC overlapping the North Jersey Transportation Authority – North Jersey Transportation Authority overlaps into New York State – New York State overlaps Connecticut – Connecticut goes into Rhode Island. Then there's the reverse with Delaware going into Maryland into Virginia into DC. It needs to be undone and the severity of what the former Transportation Secretary did at the end of his reign is bad for us as a region but at least there is broad-based support amongst our entire Federal representation in the house and senate. Ms. Harper stated that Secretary Chao has a wealth of information that came through and is just in her place now so there are a lot of other items in the National Agenda right now but they are not hers since she is Transportation. So the hope is that she focuses on transportation and this MPO Reform will be brought to her attention.

### **ADJOURN**

Mr. Rebert asked for a motion to adjourn the meeting. Mr. Cotter made a motion to adjourn with Mr. Hopkins seconding that motion.

Submitted by,  
Erin Willis, Executive Secretary



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## LEHIGH VALLEY TRANSPORTATION STUDY

Wednesday, April 5 at 10:00am

Lehigh Valley Planning Commission  
961 Marcon Blvd., Suite 310, Allentown

### LVTS Technical + Coordinating Committee Minutes

The LVTS Technical + Coordinating Committee met in a joint session on Wednesday, April 5, 2017 at 1:00am at the Lehigh Valley Planning Commission.

Mr. Rebert chaired the meeting.

**Technical Members in attendance:** Michael Donchez, George Kinney, Becky Bradley, Steve Neratko, Darlene Heller, Brendan Cotter, Dave Hopkins, Ray Green, Chris Kufro

**Coordinating Members in attendance:** Becky Bradley, Craig Messinger, Mike Rebert, Dave Hopkins, Charles Everett, Jr., Rick Molchany, Stan Rugis, Ed Pawlowski, John Brown, Owen O'Neil

**Members absent:** Ryan Meyers, James Ritzman, Larry Shifflet, Robert Donchez, Michael Alkhal, Sal Panto, Tom Muller

**Public present:** Jen Ruth, Kerry Fields, Matt Szuchyt, Gene Clater, Ed Hozza, Hayden Phillips, Tom Nolan, Nathan Jones, Candice Williams, Melissa Shafer, Jim Milot, April Niver, Carol Halper, Nancy Wilt, Tina Roseberry, Bob Lammi, Christine Weaver, Matthew Dorer, Tom Petrucci, Chris Howsare, Jay McGee, Heather Heeter, Joe Romano, Richard Young, Matt Malozi, Matt Boyer, Stacy Newcomer, Charles Unangst, Andrew Kleiner, George Lewis, Ralph Eberhardt, Scott Slingerland, Andy Wagaman, Brian Harman, Bill MacNair, Brad Flynn, Gene Porochniak, James Brady, Edgardo Colon, Brian Miller, Erin Willis, Brian Hite

**COURTESY OF THE FLOOR:** none

#### MINUTES

Mr. Rebert stated that the minutes of the January 30, 2017 Technical Committee and the February 1, 2017 Coordinating Committees minutes are attached. Mr. Cotter made a motion to approve the Technical Committee minutes. Mr. Donchez seconded the motion. The motion carried unanimously.

Mr. Molchany made a motion to approve the Coordinating Committee minutes. Ms. Bradley seconded the motion. The motion passed unanimously.

#### NEW BUSINESS

*PennDOT Connects – Presentation by PA Secretary of Transportation Leslie Richards*

Ms. Richards gave a presentation on a new project PennDOT has been working on over the last few years called PennDOT Connects. She stated that for the first time ever, they have a Transportation Investment Plan that's based in metrics. They are making sure that the money invested by the MPOs and RPOs are directly connected to the number of structurally deficient bridges in those areas as well as asset management needs in those areas. That is something the

numbers have never been tied to before but it is very important in tackling these challenges. The Transportation Performance Report shows how they are doing and making sure the investments are where they need to be or show where adjustments need to be made. The PennDOT Road Map is a \$2.1 billion investment in maintenance and preservation of the roads. For the first time ever, there is a concerted effort on the rural roads that have less volume of cars and trucks. There is a lot of initiatives with RAP (recycling asphalt pavement materials) in making sure they can pave more miles than ever before because of reusing products for other projects and extending the area that can be impacted. PennDOT Connects is truly investing in the communities through a comprehensive collaboration. PennDOT Connects is also about mobility choices with making sure everyone has as many choices as they can to get to wherever they need to go, and it all begins with planning. All users are considered who want to ride a bike, walk, ride motorcycles, drive cars or ride on transit. This is happening by building partnerships, collaborating with township and borough managers, making sure to take into consideration economic vision of these communities and where they want to be 5, 10, 15 years from now. Comprehensive Plans will be looked at along with economic development and open space plans will all be taken into consideration to make sure there is full awareness of the community being worked in. They need to make sure to leverage resources appropriately and are delivering projects that improve economic competitiveness, access to work and overall quality of life. Every project on the 2017 TIP that has not already gone through preliminary design will be going through the PennDOT Connects process. Every single project on the 2019 TIP will go through this process. They will be looking for the first time at ITS, for every project, which is real-time data – whether it tells you how many parking spots are available at a nearby transit parking garage, or when the next train's coming or when the next bus is coming. It will take different roles in different projects where each project will have a discussion to figure out what can be done and what can't be done. There will be enough time to talk about it upfront so different funding solutions or grant programs can be discussed. The long-range transportation guidance will be complete in June of this year and there will also be Connects meetings where there will be training and outreach with regards to Planning 360° and Engineering 360°. Better projects are an investment in better communities. Ms. Richards then showcased some projects currently being worked on in utilizing PennDOT Connects. Ms. Richards made a note that for the first time this year in the budget, there is a significant pot of money available for assets to any township, borough or county that is in a county that has activated the \$5 registration fee.

#### **STATUS OF TIP BRIDGE PROJECTS**

Mr. Cotter stated that the last update was presented in October of 2016. There has not been a whole lot of movement in the past 6 months on the capital end of the projects. Still waiting on 16 buses to arrive this summer in June or July. Approx. 20 paratransit vans are replaced annually and the existing contract for those had expired, so once the new contract is signed, there will be a request for vehicles. LANta is also in the process of getting a compressed natural gas fueling facility in the Allentown garage which will be completed in the July/August timeframe. There is a service building which will allow for fair box probing and maintenance of their vehicles which will go into design late summer/fall with construction starting shortly after that.

#### **TIP AMENDMENTS**

None

#### **NEW BUSINESS**

##### *Population + Employment Projections*

Ms. Bradley stated how we do these projections every 4-5 years for the transportation program. This information is fed directly into our travel demand model so when we do have proposals to add to the Transportation Improvement Program for funding through LVTS, we have to model the effects of those projects. We have just finished revising those using Regional Economic Models, Inc. (REMI) which is the industry's standard for economic projections. Ms. Bradley then went on to show the Projections website which showcases the data from the study as well as interactive maps detailing the population and employment density per municipality. For the first time, all three cities will be adding

more people with an overall growth for the Lehigh Valley at a 25.6% increase. Ms. Bradley noted that the Lehigh Valley has become very attractive for the 55 and older age community because Pennsylvania is one of few states that does not tax retirement income. Top population growth for Lehigh County is the City of Allentown, Upper Macungie Township, Upper Saucon Township, North Whitehall Township and Whitehall Township. Top population growth for Northampton County is the City of Bethlehem (both LECO + NOCO), Bethlehem Township, Forks Township, City of Easton and Palmer Township. Top employment growth for Lehigh County is Upper Macungie Township, City of Allentown, Whitehall Township, Lower Macungie Township and Upper Saucon Township. Top employment growth for Northampton County is the City of Bethlehem (LECO + NOCO), Bethlehem Township, Lower Nazareth Township, Fork Township and Palmer Township. Projected Growth per Industry Sector is suggesting that Transportation + Warehousing (81%) along with Health Care + Social Assistance (62%) as the largest growth. With the Projected Job Increase – Health Care + Social Assistance (31,764) is shown as the largest growth with Administrative coming in at (12,924). Ms. Bradley encouraged everyone to read through the Population + Employment Projections report along with going to the Projections website and utilizing the interactive maps so you can go back to your municipality to discuss how you want the future to be within that community.

#### *PA Department of Environmental Protection Clean Diesel Grant Program*

Mr. Donchez talked about the grant program called the PA State Clean Diesel Grant Program which had a round of funding late last year with only one application which DEP funded, so they are now opening up for another round of funding. The application will open up from April 8<sup>th</sup> through May 12<sup>th</sup> and have about \$397,000 available for clean diesel technology. Eligible project types are exhaust controls, engine upgrades, verified idle reduction technologies, verified aerodynamic technologies and low rolling resistance tires, certified engine repowers, vehicle and equipment replacements, and clean alternative fuel conversions. Eligible applicants include businesses, private sectors, non-profits, school districts, municipal gov'ts along with other state agencies. The decision will be made later this summer on the awarding of grants.

#### *State Transportation Commission 12-Year Program Update*

Mr. Green talked about promoting the 2019 12-Year Program and how the 2017 Transportation Performance Report was just released. This is a snapshot of the model transportation state-wide from highway to bridgework to transit to airports, things that are compatible and viable to the network. There is an outreach effort which started on March 6<sup>th</sup> that goes thru April 19<sup>th</sup> where the public can take an online survey to share their interests, opinions and concerns about the networks within the Lehigh Valley. One tool to use is the MPMS-IQ. It is a map-based software where you can find your county, township or borough to see what projects will be worked on. Any concerns or issues can be submitted.

Ms. Bradley noted that Ben Lee won a contest between MPOs around the state that PennDOT created, where photographs were submitted from around the state. She also encouraged everyone to go online and take the survey to share your interests and concerns within your communities.

#### *New Jersey Bicycle & Walking Summit*

Ms. Burdge talked about attending the New Jersey Bicycle & Walk Summit 2017 in Princeton and wanted to share a summary of the discussions. The first session, "Is That A Parklet In Your Parking Space?" presented by Bike & Walk Montclair, highlighted potential activities in parklets including: eating, celebrating, relaxing, creating, working and playing. Parklets are reutilizing existing parking spaces for a temporary use which increases public space and supports walking and biking opportunities. They can be reactivated seasonally to support downtown activity and provide a platform to local artists for demonstrations. This can encourage people to socialize and linger more which could help boost nearby businesses.

The next session featured "NJDOT Complete Streets Design Guide Summary" update presented by NJDOT and Parsons Brinkerhoff. Complete Streets is a design approach that requires streets to be accessible for all users including pedestrians, bicyclists, motorists and transit. It provides equal access to opportunities, safety, physical health and environmental quality and also improves community and economic vitality. A survey was conducted to find which of 4 categories participants identified themselves with in regard to 'Strong and Fearless', 'Enthusied and Confident', 'Interested but

Concerned' or 'No Way, No How'. The participants were broken down by demographics - gender, age, income, education and race. Some of the findings revealed Asians as having the highest percent of 'Strong and Fearless' cyclists at 10%, only 3% of Females as feeling 'Enthused and Confident', and 32% of Gen-Xers along with 41% of White people identify themselves in the 'No Way, No How' category. Most people across all demographics are 'Interested but Concerned'.

The third session was "Real Estate Development + Promotion of Active Transportation," presented by US Green Building Council (USGBC). One of the programs talked about Parksmart, a program promoting the design of parking structures to be sustainable or potentially flexible to future uses. SITES is another program of the USGBC, promoting certification of landscapes to reduce water demand, stormwater runoff and energy use while also providing wildlife habitats, improved air quality and outdoor recreation opportunities. Cities and communities can become LEED Certified and an attendee proposed that LEED green building checklist be submitted with plan reviews to increase pressure to keep in line with standards.

The last session was "Conducting Walkability Audits" presented by NJ Safe Routes to School Organization. Their sample Walk to School Assessment included questions like "Do you have a comfortable place to walk?" "Did you feel safe crossing the street?" These questions and more help to start the discussion on walkability within the community.

#### *PA Vanpool Incentive Program*

Mr. Green talked about the Pennsylvania Vanpool Incentive Program which will provide an incentive to create new vanpools by subsidizing vanpool user fees for a 3-year period. Maximum reimbursement for a standard vanpool is \$800/month and \$1,200/month for ADA accessibility. The contingency is 60% capacity at all times or funding will be pulled and it is noted that this is for working trips only. Users must pay a minimum of \$25/month which serves as proof of membership.

#### *Bike to Work Week – May 13-May 21, 2017*

Ms. Oscavich noted that Bike to Work Week is from May 13-21 and wanted to let everyone know what the Coalition for Appropriate Transportation (CAT) has in store for activities for that week. Mr. Slingerland mentioned that there are about 650,000 people living in our region and we know approx. 1% will ride their bikes on a regular basis which is about 6,000 people. However there are many more people interested but concerned so this program can help in educating those interested people so they have more experience and knowledge on the road. Mr. Slingerland stated that there are 3 parts to the program. The first part is a contest where riders can register online and will be able to track their trips to enter for end of the week prizes. The second part is to share your stories and photos on the Facebook Event Page or website. The third part is to attend the many on-the-ground events being held throughout the region. He encourages everyone to look at the flyer and participate where you can.

#### *Freight Advisory Committee Meeting – May 22, 2017*

Mr. Kinney stated that the next Freight Advisory Committee will be held on May 22<sup>nd</sup> and will have a featured speaker, Dr. Allison Conway, a doctor for the City College of New York, who has been working with the New York City Department of Transportation, to put together a policy guidance document on delivery logistics in complete street situations.

## **OLD BUSINESS**

#### *MPO Coordination Rule – Senate Passes Bill to Repeal MPO Coordination Rule*

Ms. Bradley talked about the Senate passing the repeal of the Metropolitan Planning Organization Coordination Rule. The House Infrastructure Committee, with zero changes, voted to send the Senate bill to the House floor. Ms. Niver stated that it has passed out of the committee last week and is expected to come to the floor of the House sometime this month. Ms. Bradley will inform everyone as soon as it is official.

#### *Transportation Summit – June 8, 2017 – Edward Humes guest speaker*

Ms. Bradley stated that this is a joint event with the LV Chamber of Commerce Transportation Committee, LANta and the LV Airport Authority in bringing Pulitzer Prize Winner, Edward Humes of the

book called Door to Door. This is an easy-to-read, thoughtful book on the transportation system being multi-modal, letting us know how transportation happens around the globe. She is encouraging anyone who has not registered to please do so.

*LTAP Quarterly Report*

Mr. Hite said that the first quarter this year held four classes averaging 25 students per class. The next set of classes is April 12<sup>th</sup> with Equipment + Worker Safety with 32 students signed up for that, April 18<sup>th</sup> is Pavement Preventative Maintenance, May 3<sup>rd</sup> is Asphalt Roads Common Maintenance and May 11<sup>th</sup> is Road Surface Management. Mr. Hite also mentioned having a local technical assist on May 5<sup>th</sup> with Upper Macungie, Lower Macungie and South Whitehall for the Hamilton Boulevard Corridor project.

*Correspondence*

None

*Courtesy of the Floor*

Mr. Boyer, the Executive Director of Commuter Services talked about the commuter services their organization provides in the surrounding MPOs.

Mr. Rebert asked for a motion to adjourn the meeting. Mr. Molchany made the motion with Ms. Bradley seconding. The meeting is adjourned.

Submitted by,  
Erin Willis, Executive Secretary





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## LEHIGH VALLEY TRANSPORTATION STUDY

Wednesday, August 2 at 10:00am

LVPC Conference Room

### LVTS Coordinating Committee Minutes

The LVTS Coordinating Committee met for its regularly scheduled meeting on Wednesday, August 2, 2017 at 10:00am in the Lehigh Valley Planning Commission's conference room located at 961 Marcon Blvd., Suite 310, Allentown, PA 18109.

Mr. Rebert chaired the meeting.

**Members in attendance:** Becky Bradley, Rick Molchany, Mike Rebert, Owen O'Neil

**Members absent:** James Ritzman, Larry Shifflet, Craig Messinger, Robert Donchez, Michael Alkhal, Sal Panto, Dave Hopkins, Tom Muller, John Brown, Stan Rugis, Owen O'Neil, Charles Everett

**Public present:** Dan Walston, Mike Donchez, Brian Hite, Matt Assad, Ray Green, Matthew Dorer, Michael Dee, Ken Navitsky, Ziad Sayegh, Steve Turoscy, Jen Ruth, Gene Porochniak, Matt Malozi, Ralph Eberhardt, Mark Boris, Heather Heeter, Carol Halper, Jay Finnigan, John Diacogiannis, Gene Clater, Gordon Campbell

#### MINUTES

Mr. Rebert stated that the minutes of the April 5, 2017 Coordinating Committee are attached. Mr. O'Neil made a motion to approve the Coordinating Committee minutes. Mr. Dorer seconded the motion. The motion carried unanimously.

#### STATUS OF TIP HIGHWAY PROJECTS

Ms. Ruth talked about the status of the Highway/Bridge projects. US 22 Widening has a let date of August 2022 and is on schedule. They are continuing work with PE phase. SR Route 100 Section 13M has a let date of September 27, 2018 with the design field approved and on-going coordination with Upper Macungie Township about possible inclusion of aspects of their quadrant road project into this project. SR 222 and Shantz Road and 863 Improvements is on schedule for November 2018 let. The highway plan has been approved and there was just a pre-app meeting in June. SR 309 Section 14M Betterment on schedule for a let of February of 2021. Line and grade plans were finalized and sent to PennDOT and they are currently revising it based on meeting held back in April of 2017. SR 309 and Tilghman Interchange is on schedule for a December 2020 let. Alternatives analysis has been complete and is working on line and grade. SR 412 Connector Road has no let date. The project is idle and not covered in the 2017 TIP. SR 1004 Lehigh-Race Street intersection has a let of January 2020. Revised Draft Effects Report was received and is under review. SR 1009-01S Schoenersville Road Corridor Improvements is on schedule for this November. The Traffic Control plans are complete and Signing and Pavement Markings to be completed in the next few weeks. Right-of-Way claims negotiations are ongoing. SR 2020-04S Easton Avenue Corridor Improvements has a let of October 2018 with the design field view is approved conditionally and right now working on a signal traffic control, signing and pavement markings.

## **TIP AMENDMENTS**

There are no TIP amendments to report this month.

## **NEW BUSINESS**

### *Multi-State Memorandum of Understanding*

Ms. Bradley talked about how the LVPC has been working together with all the Metropolitan Planning Organizations in the surrounding MPO's in the Greater Northeast – New York Metropolitan Transportation Council, North Jersey Transportation Planning Authority, Western Connecticut Council of Governments, Connecticut Metro Council of Governments, Naugatuck Valley Council of Governments, South Central Regional Council of Governments, Lower Connecticut River Valley Council of Governments, Orange County Transportation Council, Lehigh Valley Planning Commission – who share transportation management zones that overlap, is included in this agreement. In order for LVTS to allocate money appropriately, have good information and build the economy of scale that we need to build in order to do our jobs, we need to start sharing data. We would work together as a northeast mega-region which ensures coordination of plans and decision making in these metropolitan areas. This requires the LVPC to share information regarding the Unified Planning Work Program (UPWP), Modeling and Data, the Long-Range Transportation Plan, the Transportation Improvement Program (TIP) and Transportation Conformity. This is a concerted effort by all the MPOs in the northeast region to come together and further the collaborative efforts when developing products and programs. Ms. Bradley noted that the LVPC and LVTS operate under the administrative function of the Lehigh Valley Planning Commission's Executive Committee. There were a couple in depth conversations on how this may or may not benefit LVPC and LVTS and the Executive Committee said that if both LVTS Technical and Coordinating Committees are okay with the agreement, then the executive Committee is okay with the agreement. Mr. Molchany asked about South Jersey and Philadelphia not being on this agreement. Ms. Bradley said that they were asked to be part of this agreement but declined as they are a bi-state MPO already. Mr. Molchany made a motion to endorse the agreement. Mr. Dorner seconded the motion. The motion passed unanimously.

### *2017 Earmarks Available for Repurposing*

Mr. Rebert stated that this started back in 2016 as part of the FAST Act, moving earmarks that haven't been moving or the funds weren't being used into projects that are being moved. The only earmark in the Lehigh Valley is funding that was available from the Route 222 Trexlertown bypass project for a total of \$13,517 which has been added to the Route 22-400 construction project. Mr. Kinney added that the state did a great job last year in getting into what was available with over 197 earmarks statewide totaling about \$128 million for repurposing with our region grabbing \$2.7 million of that last year. Compared to last year, there are only 17 earmarks statewide this year.

### *State Route 22 Construction Overview*

Mr. Rebert presented an overview on the Route 22-400 construction project. The decks on the Canal Bridge is complete and the beams are all set on the River Bridge, deck pans are in place along with the steel beams. 5<sup>th</sup> Street Bridge was closed to traffic in early May and has now been removed. Fullerton Avenue is wide open with traffic moving pretty well. 5<sup>th</sup> Street is a Whitehall Township street but PennDOT owns the bridge so PennDOT will maintain the bridge while Whitehall Township will take back a couple state-owned roads. There was no under clearance on Route 22 for 5<sup>th</sup> Street or for Fullerton Avenue where there have been some horrible accidents. The adjacent roadways and bridge have to be moved up. Due to the grades, there will be a retaining wall going in on the north side of Route 22. There has been difficulty getting the piers in place where you need 10 feet of solid rock and since we are in a limestone region, it was a struggle to get what was needed. But all the

piers are now in place with the deck in place. Route 22 Eastbound Bridge is on scheduled to be opened in late October so all traffic will be shifted onto the new bridge by the end of the year. Then we start demolishing the old bridge and replacing it, with each bridge having acceleration and deceleration lanes for the Fullerton Avenue ramp so you won't have those short on and off ramps. Mr. Molchany brought up the various discussions held on this project where some say it's a widening to a three full solid lanes on each side while others say it may not be three full lanes of traffic. Mr. Rebert said the goal is to have three full lanes, but there may be designated axillary lanes with a barrier in between so people can come and go on and off the ramps. This design is being taken from Route 378 to 15<sup>th</sup> Street but are not doing the 15<sup>th</sup> Street interchange so the third lane will drop there.

#### *LANTa Capital Equipment Grant Application*

Mr. O'Neil talked about how LANTa is getting ready to submit a grant application to the Federal Transit Administration's Bus and Bus Facilities State of Good Repair and Competitive Rent Program for funding for 14 CNG powered busses. The bus fleet is 83 vehicles with busses lasting about 12 years, so LANTa should be buying 7-8 busses every year to be on a regular schedule of replacing busses as they reach their useful life. They did just receive their first shipment of 16 CNG busses which we will see in service within the next 4-6 weeks with another 8 busses on the way. The grant application asks for a purchase of 14 busses equaling a \$7.1 million grant ask. PennDOT agreed to a 20% match if LANTa is awarded. LANTa is asking authorization for the LVTS to issue a letter of support that acknowledges that the purchase of busses is already on the approved TIP and the LVTS's willingness and ability to amend the TIP to reflect the additional funding for the 14 busses if and when LANTa is awarded the grant. Mr. Kinney noted that this request was made to the LVTS Technical Committee at their previous meeting which was approved to move on to the Coordinating Committee. Ms. Bradley made a motion to approve the letter of support for the grant application. Mr. Molchany seconded the motion. The motion passed unanimously.

#### *Public Participation Plan Update*

Mr. Donchez talked about how during the review of the Public Participation Plan, it was noticed that there are specific items that are PPP and isn't keeping with the current public outreach practices. It was decided that an interim update be made to it. This will be updated and go out for a 45-day public review comment period which will start this upcoming Monday, August 7<sup>th</sup> and will run thru Thursday, September 21<sup>st</sup>. In the middle of this 45-day review will be a public meeting which is scheduled for Wednesday, September 13<sup>th</sup> at 4pm at LVPC. This has been advertised in the local newspaper and will be put up on LVPC website. It will be distributed to the typical review locations – PennDOT, LANTa, our offices and the three city libraries in Allentown, Bethlehem and Easton. This will be brought back to the Technical Committee for recommendation and then ultimately back to the Coordinating Committee in October.

### **OLD BUSINESS**

#### *LANTa Coordinated Public Transit Plan Update*

Mr. Donchez said that the Lehigh Valley Planning Commission is working to put together a Coordinated Public Transit Human Services Transportation Plan. This plan takes a look at the paratransit service in the Lehigh Valley. It's the van service that provides services to the elderly and persons with disabilities. The current plan was adopted back in 2007 and per FTA guidelines, there's a recommendation to update the plan every ten years. This plan will identify the existing transportation services that are out there – which includes all human service agencies that provide services to their clients – when they operate and how frequently, where they go and how many trips they take, to see what's existing in the field.

We will take a look at strategies identifying transit needs in the two county region and will be prioritizing the services for recommendations to fill those gaps which will all become part of the plan. This plan is important because it serves a certain segment of society by providing public transit trips for them and also because of an existing grant program (53-10 grant program) PennDOT has. This provides funds for the purchase of small paratransit vehicles and associated equipment to various agencies that allow them to provide transportation services for their clients. Right now there's about \$650,000 available to us annually of 53-10 money and PennDOT annually has a grant program that they award that money locally in the Lehigh Valley to different agencies including LANta. Benefits include improving services for those with disabilities and continued eligibility for 53-10 funding. In order to be eligible for 53-10 funds the projects that agencies are applying for to get money for vehicles, they need to address a gap that's identified in the plan. We are in the process of soliciting public comments. There were three meetings this past month – one with LANta's Committee meeting, one at the Lehigh County Government Center on July 10<sup>th</sup> and the last at Easton City Hall on July 20<sup>th</sup> – to solicit input into the plan. Some of the gaps identified was the need for accessible taxis, also the effects of autonomous vehicles and the impacts they might have on transportation within the Lehigh Valley. Another is a voucher program for same-day emergency service since right now there is no same-day service. Also the continued use of retired vehicles making them available to other agencies to purchase should they be short of vehicles. Scheduling gaps is another concern. Being able to schedule through personal computers or through iPhones and tablets is something that can be addressed. Also the opportunity to partner and share resources with other agencies and coordinating trips with the medical providers along with educating riders on the impacts of late running appointments and how that has an impact on the system. The next step is to compile this information and taking a look at the existing services, contacting the agencies to find out more information about their services and then trying to match the needs addressed. More information will be given at the future meetings. Mr. O'Neil talked a little about how this update will address the needs of service with a particular topic of same-day service which is the most asked about. Reservations must be made one day ahead, which is Pennsylvania Law. But this is something that is hoping will be changed in the future.

#### *NY/NJ Port Authority – Lehigh Valley Visit*

Previously the LVPC has toured the Port of NY/NJ to get a sense of their operations and how their operations can impact demand for freight travel in the Lehigh Valley. The Port Authority contacted us because they wanted to conduct a tour of the Lehigh Valley with their staff, first touring the Pocono area, then coming to the Lehigh Valley. The LVPC gave a PowerPoint presentation on why the Lehigh Valley is so attractive for warehousing and logistics centers for freight travel. Comparisons were shown of similar sized warehousing facilities, one in the Lehigh Valley and one in the greater New York/New Jersey area with regard to what their rental fees cost, what taxes are and other statistics related to the cost of doing business. The significant takeaway on that is the costs are less in the Lehigh Valley then they are in the metropolitan areas of New York/New Jersey. The LVPC took them on a tour of the Lehigh Valley, starting at the FedEx site, then showed them the Fogelsville area of Shantz Road and the industrial parks concluding with Lehigh Valley Rail Management giving a guided tour of the Bethlehem Inter-Modal facility showing their operations. It was a great opportunity to further coordinate with the Port in our ongoing planning efforts and give them a better perspective of what the capacities and capabilities are here and why the Lehigh Valley is seeing such growth in freight. It was a great visit and very informative. Mr. Kinney added that with the lifting of the Bayonne Bridge and the dredging work done, they are taking back the Panama Ship Canal. With previously being able to accept only 8,000 TEU vessels before the bridge was lifted, now they can take 13,000 with capabilities of up to 18,000. Places are needed to store cargo and to move cargo which the Lehigh Valley being

a logical choice with Norfolk Southern's main line running through the Bethlehem Intermodal site and I-78 and I-80 being viable corridors.

*Local Technical Assistance Program*

Mr. Kinney noted that Traffic Sign Basics will be held on September 28<sup>th</sup> from 8:00am-12:00pm. The Salt + Snow Management course which brought in some of the MS4 requirements and was sold out on August 1<sup>st</sup>.

*Lehigh Valley Government Academy @ LVPC Office – 5:30pm-9:00pm*

Mr. Kinney mentioned that the upcoming LVGA courses are Community Planning being held on Tuesday, September 12<sup>th</sup>, 19<sup>th</sup>, and 26<sup>th</sup>. Zoning will be held on Wednesday, October 4<sup>th</sup>, 11<sup>th</sup>, and 18<sup>th</sup>. Subdivision + Land Development will be held on Wednesday, November 1<sup>st</sup>, 8<sup>th</sup>, and 15<sup>th</sup>.

*4<sup>th</sup> Annual Lehigh Valley Awards Gala – Tuesday, October 17<sup>th</sup> @ DeSales University*

Mr. Kinney encouraged everyone to save the date for the 4<sup>th</sup> Annual Lehigh Valley Awards Gala coming up in October.

*FutureLV – Move Into The Future – Wednesday, December 6<sup>th</sup>*

Mr. Kinney talked about how this Future Forces event will take place of the last Freight Advisory Committee meeting. There will be experts brought in to talk about specific topics and then the hope it to engage into more in depth conversations for the Comprehensive Plan update. Some of the specific topics include Transit, Technology and Automated Vehicles.

**CORRESPONDENCE** - None

**COURTESY OF THE FLOOR**

Mr. Clater ????????

Mr. Molchany mentioned how the push in Europe, specifically them eliminating diesel and gas by around 2040. In the Lehigh Valley, there is one charging station in South Whitehall Township. Does the LVTS see using money to explore alternative options or alternative plans for changing from gas and diesel to keep up with Europe? Mr. Rebert said that maybe as the State of Pennsylvania PennDOT but here in the Lehigh Valley, no. That would have to be looked at from a state-wide perspective and FHWA perspective.

Mr. Molchany asked if there is official documents or information that can be given to business men and women who believe the infrastructure improvements are impacting their businesses. Mr. Rebert said to speak to the Right-of-Way unit but that verbiage and information needed can be given. He also said that additional signs can be made mentioning the business district.

**ADJOURN**

Mr. Rebert asked for a motion to adjourn the meeting. Mr. ??? made a motion to adjourn with Mr. ??? seconding that motion.

Submitted by,  
Erin Willis, Executive Secretary, LVPC