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BECKY A. BRADLEY, AICP
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 15th 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 1st @ 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 8th 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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Executive Director

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 8th through May 12th 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 6th that goes thru April 19th 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 'Enthusied 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 22nd 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 12th with Equipment + Worker Safety with 32 students signed up for that, April 18th is Pavement Preventative Maintenance, May 3rd is Asphalt Roads Common Maintenance and May 11th is Road Surface Management. Mr. Hite also mentioned having a local technical assist on May 5th 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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Treasurer

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Executive Director

LEHIGH VALLEY TRANSPORTATION STUDY

Wednesday, October 4 at 10:00am

LVPC Conference Room

LVTS Coordinating Committee Minutes - Draft

The LVTS Coordinating Committee met for its regularly scheduled meeting on Wednesday, October 4, 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: Rick Molchany, Larry Shifflet, Mike Rebert

Members absent: James Ritzman, Ed Pawlowski, Craig Messinger, Robert Donchez, Michael Alkhal, Sal Panto, Dave Hopkins, Tom Muller, John Brown, Stan Rugis, Owen O'Neil, Becky Bradley

Public present: Carl Manges, Ted Berger, Mike Donchez, Jen Ruth, Matt Szuchyt, Nancy Wilt, Matt Malozi, Richard Young, Carol Halper, Ken Navitsky, Gene Clater, Ralph Eberhardt, Marta Gabriel, Matt Assad, Tracy Oscavich, Amanda Raudenbush, George Kinney, Brian Hite, Ray Green, Matthew Dorner, Erin Willis

MINUTES

Mr. Rebert stated that the minutes of the August 2, 2017 Coordinating Committee are attached. Mr. Shifflet made a motion to approve the Coordinating Committee minutes. Mr. Dorner seconded the motion. The motion carried unanimously.

TIP AMENDMENTS

There are no TIP amendments to report this month.

NEW BUSINESS

Multi-Modal Transportation Working Group

Mr. Donchez talked about how with the push for multi-modalism in the Lehigh Valley, particularly as it pertains to bike and pedestrian activity, starting next year, we will be conducting a bike/ped plan for the Region. Sidewalk connectivity, trail connectivity, connecting gaps together and how that dovetails into transit stops. This is coupled with updating the Long-Range Transportation Plan with adoption in 2019 along with the interest in the TASA program – these modes of transportation are becoming more and more on the forefront. With all of this going on, we would like to develop a Multi-Modal Transportation Working Group to specifically focus on addressing issues regarding bicycling, pedestrian, transit and interconnectivity. There is a resolution for this working group. A few things stated in the resolution is that the Lehigh Valley Transportation Study (LVTS) is responsible for

coordinating transportation policy development and implementation per federal and state laws, LVTS advises other entities on an on-going basis on mobility and air quality issues, LVTS has a legislative requirement to address transit, pedestrian, bicycle, multimodal and air quality issues, etc. Therefore we would like to create the Lehigh Valley Transportation Study Multimodal Working Group which shall advise the LVTS on the development of a functional and efficient bicycle, pedestrian and transit system and the intersection of these modes with other vehicular traffic. The working group shall facilitate discussions and provide input on policies, plans and projects to support local, regional and state bicycle, pedestrian and transit system along with safety, access and mobility throughout the Lehigh Valley. The working group will participate as an advisory body to the MPO in multimodal strategic action planning efforts and will make an annual report to the LVTS on the status of its work program and achievement of its goals. The working group shall be composed of all LVTS members along with members that represent the cycling community, pedestrian community, transit community, businesses, organizations and public agencies that depend on bicycle, pedestrian and transit and also residents with an interest in improving any of these communities. This resolution was adopted by the LVTS Technical Committee on September 25th and recommended adoption to the LVTS Coordinating Committee. Mr. Molchany made a motion to approve the Lehigh Valley Transportation Study Multimodal Working Group resolution. Mr. Shifflet seconded the motion. The motion passed unanimously.

BuildLV Annual Development Outlook

Ms. Raudenbush talked about how the Comprehensive Planning Department sees every subdivision and land development application that happens in the Lehigh Valley anything from a lot line adjustment to a million square foot warehouse facility. The BuildLV is the annual report of this information. This report summarizes the building activity over the last 12 months of the year, gives a summary of the first 6 months of this year and then an outlook of where plan activity is going to go and what's actually happening. Ms. Raudenbush then went through the plan with the LVTS Coordinating Committee.

OLD BUSINESS

LVTS Public Participation Plan

Mr. Donchez talked about the plan outlining the LVTS practices to generate public input through various plans and programs. There were a couple of outdated items in the plan that need to be updated. There is an item relating on how to handle TIP amendments that come through LVTS and how those amendments need to partake in a 30-day public review and comment period. This can potentially impact projects schedules. Some research was conducted into what other MPOs do and it showed that other MPOs do not take their amendments out for a public review but did post them electronically on their website for public consumption. We consulted with Federal Highways on this subject and the conclusion is that when there is a TIP amendment for LVTS, we will make it publically available for review on LVPC's website and provide an opportunity for comment that way. Other things that were updated was the electronic outreach practices through social media and dropped a couple of outreach practices that are no longer utilized. Federal Highways wanted this to go out for a 45-day public review and comment period which occurred on August 7th and closed on September 21st. There was a public meeting held on September 13th as well. There were no comments received. The plan will be put up on the website. Mr. Molchany made a motion to approve the plan. Mr. Shifflet seconded the motion. The motion passed unanimously.

Local Technical Assistance Program

Stormwater Facility Operations + Maintenance will be held on October 6th from 8:00am-12:00pm, Roadside Vegetation Control will be held on December 12th from 8:00am-12:00pm and Work Zone Temporary Traffic Control will be held on January 9th from 8:00-12:00pm.

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

The upcoming LVGA courses, Zoning will be held on Wednesday, October 4th, 11th, and 18th and Subdivision + Land Development will be held on Wednesday, November 1st, 8th, and 15th.

Reaching for the Future: Financing + Development Outlook

There is an Urban Land Institute event coming up on October 5th at 7:30am at Symphony Hall.

4th Annual Lehigh Valley Awards Gala

Save the date for the 4th Annual Lehigh Valley Awards Gala being held on October 17th at DeSales University.

Future Forces Event

The Future Forces Event will be held on December 6th at Lehigh University.

CORRESPONDENCE

Marta Gabriel and Carol Halper briefed the LVTS on the Transportation funding issues being discussed at the federal government level.

COURTESY OF THE FLOOR

ADJOURN

Mr. Molchany made a motion to adjourn the meeting. Mr. Rebert adjourned the meeting.

Submitted by,
Erin Willis, Executive Secretary, LVPC



Lehigh Valley Planning Commission

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LEHIGH VALLEY TRANSPORTATION STUDY

Monday, December 18, 2017 at 9:00am

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 Monday, December 18, 2017 at 9:00am at the Lehigh Valley Planning Commission.

Mr. Rebert chaired the meeting.

Technical Members in attendance: Ray Green, Christopher Kufro, Darlene Heller, Dave Hopkins, Brendan Cotter, Ryan Meyer, Becky Bradley, Mike Donchez

Coordinating Members in attendance: Becky Bradley, Mike Rebert, Ray Green, Dave Hopkins, Rick Molchany, Owen O'Neil, Becky Bradley

Members absent: Larry Shifflet, Ed Pawlowski, Robert Donchez, Michael Alkhal, Sal Panto, Tom Muller, John Brown, Stan Rugis, Douglas Stewart, Craig Messinger

Public present: Ted Berger, Matthew Dorner, Jen Ruth, Craig Kackenmeister, Erin Willis, Brian Hite, Whitney Burdge, George Kinney, Matt Assad, Ralph Eberhardt, Carol Halper, Tom Shortell, Percy Dougherty, Steve Turoscy, Bob Stifler, Dave Edinger, Kim Schaffer, John Schubert, Bryan Smith, Scott Slingerland

COURTESY OF THE FLOOR: none

MINUTES

Mr. Rebert stated that the minutes of the November 27, 2017 Technical Committee and the October 4, 2017 Coordinating Committees minutes are attached. Mr. Cotter made a motion to approve the Technical Committee minutes. Mr. Hopkins seconded the motion. The motion carried unanimously.

Mr. Green made a motion to approve the Coordinating Committee minutes. Mr. O'Neil seconded the motion. The motion passed unanimously.

STATUS OF TRANSIT PROJECTS

Mr. Cotter talked about placing some purchase orders for new paratransit vehicles. Last week an order was placed for 20 which should be arriving in the late spring/early summer of 2018 which goes in line with the 11 vehicles being received in January/February of 2018. In November, the board approved an order of 10 compressed natural gas busses which will replace diesel busses which have reached the end of their life and should receive them in May/June of 2019. These are in addition to 8 CNG busses that will arrive in May/June of 2018. 16 busses were just received over the summer of 2017. 40% of the fleet will be CNG powered, 28% diesel and 32% hybrid/electric. The CNG facility construction began in late July of 2017 at the Allentown Headquarters. It is nearly complete and will be in use in late January of 2018. Design of a service building has started and will begin construction once the CNG facility is complete.

TIP AMENDMENTS

None

NEW BUSINESS

Major Projects Underway or Completed in 2017

Mr. Rebert talked about the highlights the past year. Roadway and bridge-wise in the 6-county area, there was almost 200 miles of roadway resurfaced, 41 bridges were repaired or replaced. He touched base on a few of the projects in the Valley. The interchange at Fullerton Avenue and replacing the River Bridge on US 22 – a \$65 million project – currently has four lanes of traffic open on the bridge. Rehabilitation of the Fahy Bridge over the Lehigh River has been completed. The entire superstructure had to be replaced – a \$23 million project. The Messinger Street Bridge was replaced over Martins Creek at \$6.26 million.

Transportation Alternatives Set-Aside Program Awards

Mr. Donchez went over the award winners of the Transportation Alternatives Set-Aside Program. The review committee consisted of Lehigh Valley Planning Commission staff, PennDOT District 5 staff and consultant, LANTA, LNAA and Hanover Township. 15 projects were reviewed seeking a total of \$10,048,716 in funding. The TASA allocation to the Lehigh Valley totals \$1.322 million. Projects were reviewed against LVTS-approved criteria for cost reasonableness, deliverability, and compliance with comprehensive plan and long range transportation plan goals and policies. The following are the recommended projects:

- South Bethlehem Corridor Connections (City of Bethlehem) – \$500,000
- Community Bike Works Bike Education (Community Bike Works) – \$160,000
- Coalition for Appropriate Transportation Bike Education for Children (CAT) – \$136,100
- Main Street Pedestrian Safety Initiative (Hellertown) – \$200,000
- Geiger's Covered Bridge (Lehigh County) – \$325,900

Projects that were partially funded or not funded under the regional \$1.322 million allocation will be forwarded to PennDOT Central Office for funding consideration from the statewide \$55 million reserve. Recommendation from the LVTS Technical Committee and approval from the LVTS Coordinating Committee is requested. Mr. Cotter made a motion to move this for approval to the LVTS Coordinating Committee. Mr. Donchez seconded the motion. The motion passed with Ms. Heller abstaining. Mr. Green made a motion to approve the project funding for the LVTS Coordinating Committee. Ms. Bradley seconded the motion. The motion passed with Mr. Molchany abstaining.

Statewide and MPO Performance Measures

Mr. Donchez talked about the five performance metrics for the Highway Safety Improvement Program. They are number of fatalities; rate of fatalities; number of serious injuries; rate of serious injuries; number of non-motorized fatalities and serious injuries. MPOs have an option to either adopt the statewide performance metrics that were developed or the MPOs can create their own performance metrics. It is recommended that we adopt the statewide performance metrics that were developed for Lehigh and Northampton Counties. Those performance metrics are based on the rolling five-year window of time. The five-year baseline stands 2012-2016. The target was established for 2014-2018. The targets represent a 2% reduction in fatalities and crashes. It is suggested to the Technical Committee that we adopt the PennDOT statewide performance measures and follow them with the development of the TIP and Long-Range Plan. Ms. Heller made a motion to move this adoption for approval to the LVTS Coordinating Committee. Mr. Cotter seconded the motion. The motion passed unanimously. Mr. O'Neil made a motion to approve the adoption for the LVTS Coordinating Committee. Mr. Molchany seconded the motion. The motion passed unanimously.

Multimodal Planning at the Megaregional Scale

Ms. Bradley talked how the Lehigh Valley is in the northeast megaregion. In August, Ms. Bradley participated in a megaregion forum in Rhode Island that included everyone from Maine down to Philadelphia. Both LVTS Technical and Coordinating Committees along with the Executive Committee supported a data sharing agreement between a bunch of MPOs adjacent to the Lehigh Valley. Mr. Donchez and Ms. Oscavich attended a megaregion forum in New York City. There were interesting round table discussions on the Hudson Tunnel project in which the tubes were inundated with water during hurricane Sandy so the tunnel was shut down. Ever since then, on the weekends, the tunnel is shut down from Friday night until late Sunday for maintenance work. They can't close the tunnel permanently because the demand is so high for traffic to get on and off the island. They are looking to construct another tunnel initially for transferring freight, but after further discussions it was decided that freight might be the primary use of it but to make it truly multimodal, there needs to be an additional tunnel to take passengers to and from the main land. NYMTC and NJTPA also gave presentations on their long-range transportation plan update. There are four forums a year for the megaregion.

Future Forces Event Report

Ms. Bradley said that the Future Forces Event was held on December 6th at Lehigh University. Mr. O'Neil moderated the Transportation panel. The point of this event was to help understand what the future of the region might be but also how that affects the transportation planning program as well as the comprehensive plan program. There were talks about the effects of vehicle automation along with the planning for it. Mobility issues in transit and incorporating standards for age-friendly communities were other topics of discussion. The second panel was on the Economy covering everything from the workforce to where the global markets are. Next up was keynote speaker Peter Leyden, former Managing Editor for Wired Magazine. He delivered an amazing eye-opening presentation on what the future can bring. The last panel was on Design + Climate. DataLV was also released during the event which is the story of the Lehigh Valley currently, where the Valley is from economy to transportation to population to tourism, arts, culture, education – which is the evolution of the Profile + Trends. This is up on the website and will be updated with new data when received.

2018 LVTS Meeting Dates

Ms. Oscavich noted that the biggest change for 2018 is coordinating all committees on the same day to hopefully help with scheduling for those who attend. These will be held on the first Wednesday of each month with Technical Committee meeting monthly starting at 9:00am, Coordinating Committee meeting every other month at 10:00am and Freight Advisory Committee meeting four times annually at 11:30am. It is recommended that the Technical Committee move this for approval by the Coordinating Committee. Mr. Cotter made a motion to move the meeting dates for approval by the Coordinating Committee. Ms. Heller seconded the motion. The motion passed unanimously. Mr. Molchany made a motion to approve the meeting dates by the Coordinating Committee. Mr. Hopkins seconded the motion. The motion passed unanimously.

OLD BUSINESS

Local Technical Assistance Program (LTAP) @ LVPC Office

The upcoming Local Technical Assistance Program classes are Work Zone Temporary Traffic Control on January 30 from 8am-12pm, Stop Signs + Intersection Traffic Control on February 6 from 8am-12pm and Safe Driver on February 15 from 8am-12pm – all at LVPC.

Active Transportation Plan

Ms. Bradley mentioned that the LVPC is gearing up for this plan in the beginning of 2018.

Correspondence

None

Courtesy of the Floor

Mr. Molchany talked about receiving calls, from municipalities within Lehigh County, concerned that there isn't representation from various municipalities on Technical Committee. He asked if there can be shift within the three cities so to include municipalities that will be greatly impacted with lots of infrastructure improvements within the next two years. Ms. Bradley said the LVPC represents all the communities on Technical Committee and Coordinating Committee and Mr. Molchany represents all the Lehigh County townships and boroughs on Coordinating Committee. If the municipalities want more representation, they can talk to Ms. Bradley or Mr. Molchany or they can come to the meetings to participate in the discussions. Mr. Molchany expressed concern that the three cities have representation on the Technical Committee but not either County. Ms. Bradley stated that the Technical Committee is the planning committee in which the planners are on it and then the decision making body is the Coordinating Committee in which both Counties have representation. Mr. Rebert said that if these municipalities are that concerned with sitting on the Technical Committee, they need to start showing up to the meetings and participate before you can get on the committee.

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

Submitted by,
Erin Willis, Executive Secretary