



## Lehigh Valley Transportation Study

**MICHAEL REBERT**  
Chair, Coordinating Committee

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Secretary,  
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Technical Committee

July 11, 2019

The Honorable Elaine L. Chao  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Re: United States Department of Transportation, Better Utilizing Investment to Leverage Development (BUILD) Grant 2019: Riverside Drive Multimodal Revitalization Corridor Project

Dear Secretary Chao:

This letter is to attest to Lehigh Valley Transportation Study's (LVTS) the Metropolitan Planning Organization, financial commitment and support for the Riverside Drive Multimodal Revitalization Corridor request for a BUILD grant. The Riverside Drive Multimodal Revitalization Corridor Project is supported by the goals and policies of the Long Range Transportation Plan, MOVELV. In addition, a portion of the project, managed by the Pennsylvania Department of Transportation, is included in the LVTS Transportation Improvement Program. Specifically, LVTS's financial commitment is regarding an area of a highway project that is currently in design by PennDOT Engineering District 5-0's ("District 5-0"), and will be modified using our project funding to accommodate the connection to the proposed Riverside Drive project.

The current conceptual plan for the Riverside Drive project has a roadway network connection at the northern end at Wood Street, which parallels State Route 22 and intersects Fullerton Ave. District 5-0 currently has a project under design to reconstruct and widen State Route 22 (SR 22, Section WDN), including modifications to the Wood Street area. LVTS is committed to modify our design as needed in the Wood Street area to accommodate the Riverside Drive connection. This may add approximately \$3-5 million to the SR 22, Section WDN project that will be covered with that project's funding, which is currently programmed on the state's four-year Transportation Improvement Program (TIP) and 12-year Twelve Year Program (TYP). Of the total \$259,381,200 Construction cost, \$207,504,960 is funded by Federal NHPP (National Highway Performance Program) money and \$58,876,240 is funded by State Appropriation 581 (State Highway Capital Funds) money.

This transformative 3.25-mile project not only closes Pennsylvania's highest priority trail gap, but it reclaims a vacated rail corridor and crosses through several municipalities, while becoming a centerpiece of a more than \$300 million brownfields redevelopment project known as the Waterfront, in the City of Allentown.

The two-lane thoroughfare, paired with a 10-foot hiking and biking trail, will provide the connective tissue for a project that will include a Riverwalk, public plazas, floating docks and a

Main Street through an office and housing development on the former site of the long-closed Lehigh Structural Steel.

The project's ADA accessible design connects Allentown residents, commuters, recreational trail users and tourists from established commercial and mixed-use developments to the new cultural, recreational and smart growth redevelopment projects occurring along Allentown's waterfront.

We offer our support for a project we believe will not only provide greater access to all residents, but continue the rebirth of the Lehigh Valley's urban core.

Sincerely,



Becky Bradley, AICP  
Secretary, Technical and Coordinating Committee  
Lehigh Valley Transportation Study