



Lehigh Valley Transportation Study

LAMONT G. MCCLURE, JR.
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

Lehigh Valley Transportation Study Minutes from the Wednesday, February 15, 2023 Joint Technical and Coordinating Committee Meeting

Prior to the call to order, Ms. Milagio stated that the agenda and materials for this meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and the protocol to allow the meeting to flow smoothly. The meeting was advertised in the Lehigh Valley Press on Wednesday December 28, 2022.

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

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

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

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

LVTS Coordinating Committee

Lamont McClure	Northampton County
Mike Rebert	PennDOT District 5
Becky Bradley, AICP	LVPC
David Petrik	City of Allentown
Michael Alkhal (Alt)	City of Bethlehem
David Hopkins (Alt)	City of Easton
Rick Molchany (Alt)	Lehigh County
Owen O'Neill	LANTA
Brian Hare	PennDOT Central Office
Jim Mosca (Alt)	PennDOT Central Office
Thomas Stoudt	LNAA

Members Absent: Matthew Tuerk, William Reynolds/Darlene Heller, Salvatore Panto,

Staff Present: Matt Assad, Becky Bradley, Brian Hite, Hannah Milagio, Patrick Osei

Public Present: Ralph Eberhardt, Scott Vottero, Vanessa Koenigkramer, Max Inkrote, Amy Cozze, Mick Dee, Scott Harney, Anthony Klapatch, Vanessa Shamburg, Tree Zuzzio, Scott Slingerland, Jeff Rai, Anna Savaruka, Andrew Kleiner

Courtesy of the Floor

Mr. McClure opened the floor to members of the public who wish to speak about items not on the agenda. Ms. Bradley wished Mr. Hite a happy birthday, and Mr. McClure, Mr. Slingerland and Mr. Mosca also extended happy birthday wishes.

Minutes

Mr. Cotter stated that the last Technical Committee was held on January 18, 2023. Ms. Milagio noted the actions voted on.

- Minutes for the December 21, 2022, meeting
- Performance Measure 1 Safety Target Setting
- Adjournment

Mr. Cotter asked for a motion to approve the minutes from the Technical Committee Meeting on January 18, 2023. Ms. Bradley made the motion for approval of the Technical Committee Meeting minutes with the correction suggested by Ms. Ruth, and the motion was seconded by Mr. Meyer. Mr. Cotter asked for any questions or comments from the members. Ms. Ruth stated that there was a typo on the minutes; under Old Business, the Highway Status Report has a typo that refers to the TASA and Multimodal Fund projects. This should be corrected to say the Highway projects. Ms. Bradley amended her motion to include the correction notice by Ms. Ruth, and Mr. Meyer amended his second. Hearing no additional questions or comments from members of the public, Mr. Cotter asked Ms. Bradley to call for a vote and the motion carried.

Mr. McClure moved on to the approval of the minutes from the joint Technical and Coordinating Committee meeting on December 21, 2022. Ms. Milagio noted the actions voted on.

- Minutes for the October 26, 2022, meeting
- TIP Amendment #1 – Lower South Main Street over Martins Creek
- TIP Amendment #2 – 222 + Schantz Rd at 863 Improvements
- Assessment of in-person/virtual formats for future LVTS meetings by consensus
- Adjournment

Mr. McClure asked for a motion to approve the minutes from the Coordinating Committee Meeting on December 21, 2022. Mr. Hare made the motion for approval of the Technical Committee Meeting minutes, seconded by Mr. Rebert. Mr. McClure asked for any questions or comments from the members and the public. Hearing none, Mr. McClure asked Ms. Bradley to call for a vote and the motion carried.

Old Business

PRESENTATION ITEM: PennDOT District 5-0 Transportation Alternative Set-Aside (TASA) and Multimodal Transportation Fund (MTF) Status Report

Mr. McClure highlighted the PennDOT District 5 Bridge Projects Status Report on page 18 in the meeting packet. Mr. Vottero briefly reviewed projects with let dates in 2023, including:

- Allentown Martin Luther King Jr. Drive, City of Allentown
- Two Rivers Trail Gap 9A, Northampton County
- Coopersburg Streetscape Phase 6, Borough of Coopersburg
- Jordan Creek Greenway in Covered Bridge Park, South Whitehall Township
- Easton Wood Avenue, City of Easton
- Wilson Borough Improvements, Wilson Borough
- Air Products Global Headquarters, Upper Macungie Township
- SR 222 and Grange Road, Upper Macungie Township

Mr. McClure asked if there were questions from the committees or the public, and there were none.

INFORMATION ITEM: PennDOT Transportation Improvement Program Modifications

Ms. Ruth noted that, from December 10, 2022, to February 3, 2023, there were three statewide actions, three administrative actions, and four Interstate administrative actions. Mr. McClure asked if there were any questions on the report from committee members or the public, and there were none.

ACTION ITEM: TIP Amendment #1 – Cementon Bridge

Ms. Ruth said the 2023-2026 Transportation Improvement Program (TIP) Amendment #1 is for Cementon Bridge (MPMS #11413). The addition of \$4,612,567 to the 2023-2026 TIP is to fully cover the low bid for construction. This increase is attributed to mobilization, inflation of materials and labor, field office, temporary access roadways, light poles including luminaires, temporary causeway, temporary excavation support and protection system, other miscellaneous items, and the installation of the UGI facilities. The funding source for this increase is the construction phase of 309 and Tilghman Interchange Reconstruction. This was approved by the PennDOT Program Management Committee.

Mr. Cotter asked if there were any questions from members. Mr. Hartney asked for clarification on the funding source for the amendment. Ms. Ruth noted that, because the let date for the 309 + Tilghman Street project is in 2024, that funding is moving into the outer years. Ms. Bradley added that the funds need to be spent during the federal fiscal year, and cannot be carried over. Mr. Cotter asked if there were any additional questions or comments from members of the public, and there were none.

Mr. Cotter asked for a motion from the Technical Committee to accept the Proposed TIP Amendment for Cementon Bridge and forward it to the Coordinating Committee. Ms. Bradley made the motion to accept the Proposed TIP Amendment, seconded by Mr. Hartney. Mr. Cotter asked Ms. Bradley to call for a vote and the motion carried.

Mr. McClure asked for a motion from the Technical Committee to accept the Proposed TIP Amendment for Cementon Bridge forwarded by the Technical Committee. Mr. Rebert made the motion to accept the Proposed TIP Amendment, seconded by Mr. Stoudt. Mr. McClure asked Ms. Bradley to call for a vote and the motion carried.

ACTION ITEM: TIP Amendment #2 – 222 + Schantz + 863 Improvements

Ms. Ruth said the 2023-2026 Transportation Improvement Program (TIP) Amendment #2 is for LVTS Systemic Safety Improvements Construction Phase (MPMS 117828). The addition of \$3,357,074 is to cover the advanced construct conversion in the amount of \$2,258,132 and \$1,098,942 to cover low bid that came in higher than anticipated. The low bid increases are attributed to paved shoulders, high friction surface treatments, wet reflective striping tape, retroreflective strip for Type B signposts, permanent impact attenuating device, type 31-S guide rail, 24" white hot thermoplastic pavement markings, design, and construction engineering. Funding sources include the construction phase of State Route 29 – Shimersville Hill Safety Improvement and the Highway Safety Improvement Program (HSIP) Set Aside Reserve – Pennsylvania Department of Transportation Central Office Line Item.

Mr. Cotter asked if there were any questions from members and the public. Ms. Savaruka asked about the LVTS' understanding on if the prices listed in TIP amendments are reasonable. Mr. Rebert noted that PennDOT District 5 has many specialist engineers that put projects together. The engineers on this particular project specialize in safety, and collaborate with partners statewide. Any increase of this size requires a written report to the PennDOT Central Office in Harrisburg, in addition to the vote by the LVTS. Inflation has been a huge factor in the increase in prices for all projects. Ms. Savaruka thanked Mr. Rebert for his answer, and noted that she was concerned about price gouging.

In the meeting chat, Mr. Molchany asked if, as we manage a financially controlled plan, are we going to reset our planning estimates to incorporate the new inflation rates? Ms. Bradley noted that we will have to consider inflation as part of the LONG-RANGE TRANSPORTATION PLAN update. Mr. Cotter asked if there were any additional questions or comments, and there were none.

Mr. Cotter asked for a motion from the Technical Committee to accept the Proposed TIP Amendment for LVTS Systemic Safety Improvements and forward it to the Coordinating Committee. Mr. Alas made the motion to accept the Proposed TIP Amendment, seconded by Mr. Hopkins. Mr. Cotter asked Ms. Bradley to call for a vote and the motion carried.

Mr. McClure asked for a motion from the Technical Committee to accept the Proposed TIP Amendment for LVTS Systemic Safety Improvements forwarded by the Technical Committee. Mr. O'Neil made the motion to accept the Proposed TIP Amendment, seconded by Mr. Rebert. Mr. McClure asked Ms. Bradley to call for a vote and the motion carried.

ACTION ITEM: TIP Amendment #3 – LANTA Engine Overhaul (VOH) Program

Mr. Cotter stated that the Proposed 2023-2026 TIP Amendment #3 is for the LANTA Engine Vehicle Engine Overhaul (VOH) Program. LANTA began purchasing Compressed Natural Gas (CNG) model year 2017 powered buses equipped with the Cummins ISL-G engine and Allison B4000 transmission. As these buses reach the mid-point of their useful life, many of the vehicle components are worn out or at the end of their service life and need to be replaced. To maintain a state of good repair and a better than benchmark mean distance between failure (MDBF), an ongoing vehicle overhaul program will begin in calendar year 2023 and continue with subsequent model years as they reach their mid-life point of 6 years. The funding sources are FFY2022 Federal Section 5307 Urbanized Area Formula funds that programmed on the FFY2021-2024 TIP but were not obligated.

Mr. Cotter asked if there were any questions from the committee and the public. Mr. O'Neil added that the funding for this amendment is not coming from another project, but from unspent funds that were available. Mr. Cotter asked for a motion to approve the Proposed TIP Amendment for the LANTA Engine Overhaul (VOH) Program. Mr. Hartney made the motion to approve the Proposed TIP Amendment for the LANTA Engine Overhaul (VOH) Program, seconded by Ms. Bradley. Mr. Cotter asked Ms. Bradley to call for a vote and the motion carried.

Mr. McClure asked for a motion from the Technical Committee to accept the Proposed TIP Amendment for the LANTA Engine Overhaul (VOH) Program forwarded by the Technical Committee. Mr. O'Neil made the motion to accept the Proposed TIP Amendment, seconded by Ms. Bradley. Mr. McClure asked Ms. Bradley to call for a vote and the motion carried.

INFORMATION ITEM: Lehigh Valley Passenger Rail Study Project Update

Mr. Cotter noted that the next two agenda items would be reports that were presented to the Technical Committee in January, and that both items would continue to be standing agenda items for the LVTS as both projects continue. Ms. Bradley shared that the Lehigh Valley Passenger Rail Analysis is just starting with a consultant onboard and various initial steps being planned and organized. Ms. Bradley noted that Andy Batson, the PennDOT Deputy Secretary for Multimodal, and Angela Watson met the previous day to kick off the project. Ms. Bradley presented a slide on the Lehigh Valley Passenger Rail Feasibility Study Scope Review, which included seven tasks: Project Coordination and Management; Document Past Studies, Data Collection and Establish Assumptions; Service Alternatives Development; Capital Costs; Operations, Approvals and Funding; Final Report; Short Term Multimodal Improvement Concepts. The analysis is expected to get rolling full ahead in 2023, and regular reports will be provided to the LVTS as the project moves forward. Mr. Cotter asked if any members of the committees or public had any comments or questions, and there were none.

INFORMATION ITEM: Eastern PA Freight Alliance Freight Infrastructure Plan

Mr. Osei provided an update on the Eastern PA Freight Alliance's Freight Infrastructure Plan, which is in the early stages. The consultant is currently working with all the Metropolitan Planning Organization partners on the collection of land use data and information to build the plan's foundation. Data is being collected from the Federal Highway Administration, the Homeland Infrastructure Foundation, the Pennsylvania Spatial Data Access, PennShare Open Data Portal, and the Pennsylvania Crash Information Tool. Mr. Osei noted that regular updates on the project will be provided to the LVTS. Mr. Cotter asked if there were any questions from members and the public, and there were none.

INFORMATION ITEM: Monthly Traffic Report

Mr. Hite noted that, at the end of January 2023, there is increased traffic from December 2022 at most of the continuous traffic counters in operation. Route 22 between Airport Road and the Lehigh River Bridge recorded 108,551 total vehicles, the highest traffic at the last Tuesday of a month since the traffic counter has been in operation with. Route 33 near Route registered 78,117 vehicles, while Interstate 78 near Route 309 66,371 vehicles, a decrease from 74,141 from December of 2022. Route 309 near Coopersburg in Lehigh County registered 37,643 vehicles to close out the month. Mr. Hite also noted that two traffic counters collected classification data and showed that there were 20,071 trucks on Interstate 78 near 309 and 13,516 trucks on Route 22 in January.

Mr. McClure asked if there were any comments about the traffic report from the members or the public, and there were none.

New Business

ACTION ITEM: Revisions to the 2022-2024 Unified Planning Work Program

Ms. Bradley stated that the Unified Planning Work Program (UPWP) details the LVPC's administration of the Lehigh Valley Transportation Study and Metropolitan Planning Organization program. The agreement is between the LVPC, Pennsylvania Department of Transportation (PENNDOT) and US Department of Transportation (USDOT) and describes the transportation planning and programming activities for Lehigh and Northampton counties for the above referenced period and is necessary to comply with the Federal Planning regulations related to transportation. The UPWP is developed in partnership with PENNDOT and USDOT to meet the legal requirements of Title 23 of US Code and various applicable federal infrastructure laws including the Infrastructure Investment and Jobs Act (IIJA) and Bipartisan Infrastructure (BIL) Laws.

The original draft UPWP for July 1, 2022 through June 30, 2024 was presented to and approved by the Executive Committee at the November 18, 2021 monthly meeting. At that time, it was noted that with the federal Infrastructure Investment and Jobs Act (IIJA) that was passed by Congress would have new requirements associated with the law, that would be forthcoming. LVPC has now received additional guidance associated with the new law and an amendment is needed to the 2022-2024 UPWP to meet these requirements.

The amendment to the UPWP includes the following: Advancement of Eastern PA Regional Freight Alliance unexpended supplemental funds remaining from the previous 2020-2022 UPWP contract in the amount of \$119,740; Increase in Planning funding of \$35,000 per UPWP year for a total increase of \$70,000 for the two-year UPWP contract period and the associated increase in the required 20% non-federal match of \$8,750 per UPWP year for a total increase of \$17,500 for the two-year contract period; Addition of new funds to support Safe and Accessible Transportation Options as defined in the IIJA: Safe and Accessible funds allocated to the LVTS/LVPC are \$21,925 per UPWP year for total additional funds of \$43,850 for the two-year UPWP contract period. These funds are required to be spent on specified

planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

The LVPC Executive Committee acted upon the UPWP increase at their January 19th meeting and referred to the LVTS Technical and Coordinating Committees for concurrence today.

Mr. Cotter asked for a motion from the Technical Committee to concur with the LVPC Executive Committee's action to revise the LVPC's Unified Planning Work Program Agreement as presented. Mr. Meyer made the motion to concur with the LVPC's Executive Committee's action, seconded by Mr. Hartney. Mr. Cotter asked if there were any questions from members and the public, and there were none. Mr. Cotter asked Ms. Bradley to call for a vote and the motion carried.

Mr. McClure asked for a motion from the Coordinating Committee to concur with the LVPC Executive Committee's action to revise the LVPC's Unified Planning Work Program Agreement as presented. Mr. Mosca made the motion to concur with the LVPC's Executive Committee's action, seconded by Mr. Rebert. Mr. McClure asked Ms. Bradley to call for a vote and the motion carried.

ACTION ITEM: Performance Measures 1 (PM1) 2023 Safety Targets

Mr. Osei stated that, in accordance with the federal rule (23 CFR 490) enacted to implement national performance management requirements, PennDOT and LVTS must establish safety target performance measures that apply to all public roads, regardless of functional classification or ownership, to select the most cost-effective investments for federal transportation funds. LVTS coordinated with PennDOT to establish the agreed-upon highway safety performance measures for project planning and programming to contribute to achieving PennDOT's safety goals. Each year, the LVTS Technical and Coordinating Committees must adopt the performance measure targets to be eligible for extremely valuable Highway Safety Improvement Program funds.

Mr. Osei noted that the rule requires PennDOT and the LVTS to establish targets for the number of fatalities, rate of fatalities, the number of serious injuries, the rate of serious injuries, and the number of non-motorized fatalities and non-motorized serious injuries. PennDOT made substantial progress toward fulfilling targets if the outcome of four of five performance metrics was better than the baseline, but preliminary data shows that Pennsylvania did not meet its 2022 targets and will be subject to the rules of 23 U.S. Code 148. (i). PennDOT must complete and submit an implementation plan that identifies gaps, develops strategies, action steps, and best practices, and a financial and performance review of all HSIP-funded projects because it did not meet the goal. This implementation plan is due June 30, 2023.

Mr. Osei reviewed slides with the 5-year rolling average targets for the categories listed above for PennDOT and the LVTS. He highlighted the LVTS' proposed target for regional fatalities injuries is 43.9 and the proposed target for serious injuries is 240, both of which are based on the baseline 5-year average. The LVTS is required to adopt the Performance Measure 1 targets for safety by February 27, 2023. The Federal law gives MPOs two options: work with the DOT to establish targets or create your own. The LVTS Technical committee recommended at their January 18th meeting to forward to the Coordinating Committee for adoption of the jointly prepared safety targets as presented.

Mr. McClure asked if there were any questions or comments concerning the proposed Lehigh Valley Safety targets for 2023. He asked for a motion to approve the LVTS Performance Measure 1 Safety Targets for 2023 as recommended for adoption by the Technical Committee. Mr. Stoudt made the motion to approve the LVTS Performance Measure 1 Safety Targets for 2023, seconded by Mr. Hopkins. Mr. McClure asked Ms. Bradley to call for a vote and the motion carried.

INFORMATION ITEM: Long-Range Transportation Plan Update

Ms. Bradley provided an overview of the Long-Range Transportation Plan (LRTP) update. She noted that the current LRTP, *FutureLV: The Regional Plan* which is the region's bi-county comprehensive plan and LRTP, is required to be updated by the end of the current federal fiscal year, September 30, 2023. This update will only cover the LRTP elements of *FutureLV: The Regional Plan*, as state statute requires comprehensive plans to be updated over a 10-year cycle.

Ms. Bradley stated that a 20-year planning horizon for transportation investments for LRTPs is required to be maintained. The Federal Highway Administration (FHWA) encourages a 25-year horizon to accommodate any plan amendments occurring between updates that could cause the planning horizon to drop below the 20-year minimum. The LRTP outlines a fiscally constrained financial plan for funding transportation infrastructure. It is achieved using performance-based planning, including safety, bridge, and pavement assets, and ensuring efficient use of the region's resources, public funding, and other assets. Each LRTP update identifies population, economic development trends and the many forces shaping the region, works with the public and stakeholders, and recommends strategies to achieve transportation goals based on data and public input which establish needs. LVTS will ultimately have to prioritize these needs in the revisions to the LRTP.

Ms. Bradley noted that on November 15, 2021, the Infrastructure, and Investment Jobs Act (IIJA), also known as the Bi-Partisan Infrastructure Law (BIL), was signed into law. This legislation provides additional funding opportunities and an enhanced focus on various transportation elements. These new components of transportation planning and programming will affect project prioritization and allocations, as the revised LRTP must align with identified focus areas of the law. Specifically, while enabling the Lehigh Valley to maintain, repair and rebuild our roads and bridges, it will also align with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists, pedestrians and the mobility impaired. Improvements and enhancements to healthy, sustainable transportation options through Complete Streets initiatives and an equity focus with Justice40.

Ms. Bradley stated that Section 11202 of the IIJA clarifies that for purposes of developing a financial plan under a metropolitan transportation plan, any years beyond the 4-year transportation improvement plan horizon shall be considered outer years for purposes of financial plan requirements. The first part of the project funding lists in the revised LRTP will need to align with the adopted 2023-2026 Transportation Improvement Program. By Executive Order 14008, the Federal Government has mandated that 40 percent of the overall benefits of certain Federal investments flow to disadvantaged, marginalized, underserved, and overburdened communities. Equity and environmental justice, as well as climate concerns will factor into this new requirement.

Ms. Bradley reviewed the timeline for the LRTP update, which includes data collection, updating the Travel Demand Model, and establishing and utilizing the Decision Lens software to quantify potential project impacts and establish priorities from January to mid-April 2023. Ms. Milagio shared that, in March, the LVPC will host a multitude of Transportation Needs Assessment meetings to gather information on regional and municipal transportation needs and priorities.

Ms. Bradley continued to review the timeline for the LRTP update. Potential policy changes and project list discussion(s) with the LVTS, a revised text draft, running the projects through the Travel Demand Model for Air Quality Conformity and Environmental Justice Impacts, the document design and posting to the website, and opening the public review and comment period through the summer. Public meetings to solicit additional comments, the presentation of those comments to the LVTS, final revisions, and adoption of the LRTP by the LVTS will occur from July to September 20, 2023.

Mr. Jan presented the Population and Employment Projections that are fed into the Travel Demand Model as part of the LRTP update. He noted that the region has seen stable population growth of about 3,000 –

4,000 people a year; the latest census data puts the population in the Lehigh Valley around 690,000 and this is anticipated to grow to about 790,000 in 2050. Population growth is dictated by children being born and people coming to the area from other counties, countries, and states. During 2020 alone, the Lehigh Valley grew by 11,000 people, which is much higher than usual in a single year. A major factor was migration driven by the pandemic.

Mr. Jan reviewed population growth by the decade from 2010-2050, and noted that, currently, the region is in a period with slightly less growth than through the early part of the Pandemic. But, as we move into 2030-2040, growth is anticipated to increase by 5.7%, and by 2040-2050 4.4% in this decade. Mr. Jan also reviewed population growth as it relates to migration. He stated that more people are coming to the region than leaving, and that most of the migration is international, followed by non-New Jersey and New York states, New Jersey, and New York.

Mr. Jan reviewed population projections by age group in the Lehigh Valley. He noted that working aged adults, ages 25-64, are the highest growing age group and driving a lot of the Lehigh Valley's growth. He also noted that many of these working aged adults are coming from outside the region. The other growing age group in the region are adults ages 65+. Youth populations have had minimal growth, which is partly driven by lower birth rates. Mr. Jan also reviewed the population projections by generation, and highlighted that the Baby Boomer generation is the largest generation in 2020, with more than 150,000 residents. Because of aging, this generation will dwindle in numbers by 2040, leaving a dearth of jobs behind for other generations.

Mr. Jan presented a slide that showed projected population change from 2020 to 2050. He noted that projected high growth municipalities included East Bangor Borough, Upper Macungie Township, Allen Township, Lower Nazareth Township, and Upper Nazareth Township.

Mr. Jan reviewed employment projections for the region from 2010 to 2050. He noted that, in 2020, employment dropped due to the disruption of the pandemic. Since then, the region's employment has rebounded to pre-pandemic levels and projected to grow by 74,000 jobs by 2050 to about 460,000. In recent months, the region has seen one of the lowest unemployment rates in a few decades at 4.0%. Despite the expectation of a stable increase in employment, the assumption that there will be enough work to fill these jobs may not be the case unless workers from outside of the Lehigh Valley migrate.

Mr. McClure asked if there were any comments or questions on the LRTP update presentation. Mr. Slingerland noted that, between 2020 and 2021, there was about a 20% increase in serious injuries and a 10% increase in fatalities on the roads. The roads themselves did not change that much over a one-year period, but clearly something needs to be done to address the causes. He is hopeful that the plans from PennDOT will incorporate improvements for ways to reduce injuries and crashes. Related to the LRTP presentation, he stated that we need to do things in a different way. Mr. McClure thanked Mr. Slingerland for his comments and asked if a PennDOT representative would like to respond to that comment. He also noted that PennDOT's priority for projects is the safety of both motorists and pedestrians. Mr. McClure stated that there is certainly a correlation between the COVID-19 pandemic and vehicle accidents and death, and that we will be able to understand that correlation better once studies are completed. Mr. Osei noted that the change in fatalities was a decrease rather than an increase from 2020 to 2021. Mr. Rebert stated that PennDOT did not hit the safety improvement targets, and this means an increased funding level. Ensuring those funds are used appropriately is challenging, and the funding is often balanced between specific projects (863 + 222 + Schantz Road) and systemic improvements. Mr. Rebert agreed with Mr. McClure's comment that the pandemic has spurred an increase in aggressive driving. Mr. Hare agreed that PennDOT is constantly working on new tools to address safety, and figuring out how to incorporate these tools into plans like the LRTP update for the Lehigh Valley.

From the chat, Mr. Harney asked if the specific Performance Criteria for the LRTP publicly available, and if the subregional meetings just for the municipal leaders, or also the general public. Ms. Milagio stated that subregional meetings are tailored to municipal representatives (managers, planners, engineers etc.) and open to the public. Ms. Bradley noted that we will be going over the project methodology and required data components with the LVTS in the spring as part of the project selection process. Those will be public meetings and if they aren't part of regular business meetings they will be advertised and posted to the LVPC website at lvpc.org.

INFORMATION ITEM: Public Engagement and Participation

Mr. Assad shared that the most recent Plan Lehigh Valley radio show aired on February 6 on WDIY FM 88.1, and it focused on our growing Lehigh Valley, both in people and jobs. LVPC Economist and Data Scientist Mr. Jan joined Ms. Bradley and Mr. Assad to talk about his 30-year population and employment forecasts that have the region adding another 100,000 people and 74,000 jobs by 2050. They talked a lot about why the Lehigh Valley will be growing while most Pennsylvania regions shrink, as well as the implications of all that growth, including what it means for our transportation infrastructure. That show is now streaming at wdiy.org and at lvpc.org. The next show will look at our 2022 Annual Report and our new schedule of in-person training classes, including the Local Technical Assistance Program (LTAP). That show is scheduled to air at 6:30 pm, March 6.

Mr. Assad also noted that the PennDOT grant application for the National Electrical Vehicle Infrastructure (NEVI) program has been postponed until the Federal Highway Administration issues its final rulemaking regulations.

Mr. Hite stated that the LTAP Build a Better Mousetrap Competition is almost done taking entries for low-cost ingenuity by public works folks. Historically, the Lehigh Valley has done pretty well in this statewide competition. While 2022 was a down year for entries, 2023 is a new opportunity for the Lehigh Valley Public works to show how creative they can be using normal stuff around the shops to build an innovative gadget for use out in the community they serve. LTAP is looking for items that municipal employees or road crews designed and built, It can be anything from the development of tools and equipment to modifications of processes that increase safety, reduce costs, or improve efficiencies to transportation related items and infrastructure. Public works or administrators can nominate their projects by visiting PennDOT's LTAP website and look under the news section for the application. Entries are due by Friday March 3. This is an excellent opportunity for public works folks, who are the backbone to infrastructure maintenance. to show off their skills and knowledge to improve on what they do and create locally to a statewide and potentially nation-wide audience and get some recognition.

Mr. Hite stated that 2023 brings us a return to some in person classes at the LVPC in the large conference room. After almost 3 years of virtual classes, the LVPC is looking forward to seeing students once again taking advantage of these free LTAP Classes, and to having the opportunity to engage with some new employees and get them the training or information they need to do their jobs and processes in a safe and efficient manner while also learning from other students in a classroom setting. On April 12th the LVPC will host Temporary Traffic Control in Work Zones, its most requested class. This class will enhance the student's awareness of the importance of safety for all workers and road users in work zones. It emphasizes worker safety, including what to wear, safe work zone practices and how to set up an appropriate work zone set up, it should be noted this class is the week before the National and PennDOT Work Zone Awareness week, to remind everyone construction is ramping up and to remind drivers to slow down, so the timing could not have been better.

Mr. Hite noted that the second most requested class is on June 6th Erosion and Sediment Control. This class is all about erosion and sediment control and the control measures including installation procedures and many examples of different situations. It also emphasizes the municipalities' role in monitoring post

construction stormwater management, including developing your own erosion and sediment plans as needed.

Mr. Hite states that these classes are so popular that, even though this is our first public meeting announcement, we already have three students signed up for Temporary Traffic Control and seven students for erosion and sediment Control. The LVPC provides a light breakfast for the half day class and a lunch for the full day class, these in-person classes can fill up quickly and the seats are limited.

Mr. Hite also reviewed the schedule for virtual LTAP classes: March 8, Stormwater Control Measures O+M, 8 AM to noon; March 14, Traffic Signal Basics, 8 AM to noon; March 23, Bridge + Culvert Inspections for Municipalities, 8 AM to noon; April 6, Traffic Counts, 11 AM to noon; May 4, Speed Data Collection, 11 AM to noon. Mr. Hite reminded participants at the meeting that municipalities interested in holding classes or in need of LTAP technical assistance should contact him.

Mr. McClure asked if there were any questions from members of the public, and there were none.

Adjournment

Mr. McClure stated that the next Technical Committee meeting will be held on March 15, 2023 at 9 AM, and that the next Joint Technical and Coordinating Committee meeting will be held April 19, 2023 at 9 AM. Mr. Hare made a motion to adjourn, and the meeting was adjourned.