LVTS JOINT TECHNICAL & COORDINATING COMMITTEE MEETING
Wednesday, July 19, 2023, at 9:00 a.m.
DRAFT - Virtual Meeting Agenda

Correspondence
1. Notification that Chris Kufro, PennDOT District 5-0 Executive has replaced Mike Rebert on the LVTS Coordinating Committee
   ➢ NOTE: LVTS Coordinating Committee Vice Chair Vacancy Created by Mr. Rebert's Departure

Roll Call

Courtesy of the Floor

Minutes
2. ACTION ITEM: Coordinating Committee approval of Joint LVTS Technical & Coordinating Committee Meeting Minutes of June 21, 2023.

Old Business
1. INFORMATION, DISCUSSION AND ACTION ITEMS: Long-Range Transportation Plan (LRTP) Projects and Policies
   ➢ Report on the LVTS Workshops from June 16, 23 and 30th
     • ACTION ITEM: Revised Long-Range Transportation Plan Project List
     • Full Project List available at www.lvpc.org/transportation-plans
   ➢ DISCUSSION ITEM: Draft Long-Range Transportation Plan Policies
   ➢ INFORMATION ITEM: Long-Range Transportation Plan Update Project Timeline
2. INFORMATION ITEM: PennDOT Requested Revisions to the Census Urbanized Area Boundary Smoothing
3. PACKET REPORTS:
   ➢ INFORMATION ITEMS: Transportation Improvement Program Administration Actions
   ➢ INFORMATION ITEM: PennDOT District 5-0 Highway Status Report
   ➢ INFORMATION ITEM: Monthly Traffic Report

New Business
1. ACTION ITEMS: PennDOT District 5-0 Requested Transportation Improvement Program Amendments
   ➢ Fish Hatchery Road (State Route 2010) over the Little Lehigh Creek; City of Allentown, Lehigh County
   ➢ Limeport Pike (State Route 2029) over the Hosensack Creek, Lower Milford Township, Lehigh County
   ➢ Lower Saucon Road (State Route 2001) over East Branch of Saucon Creek, Lower Saucon Township, Northampton County
➢ Church Road (State Route 1016) over tributary to Little Bushkill Creek, Plainfield Township, Northampton County

Public Engagement, Grant and Education:

1. PACKET REPORTS:
   ➢ INFORMATION ITEM: Grants
      i. PA Department of Community and Economic Development Multimodal Grants, Deadline: July 31
      ii. US DOT Rural and Tribal Assistance Pilot Program Grants Window: August 14 – September 27.
   ➢ INFORMATION ITEMS: Media
      i. WDIY, 88.1 FM, National Public Radio – Plan Lehigh Valley Radio Show
         1. Aired July 10 – What the LRTP Survey Results Say About The Region’s Transportation Priorities
      ii. Morning Call Business Matters Column
         1. Published July 9 – “Lehigh Valley Residents Welcome to Transportation Alternatives”
   ➢ INFORMATION ITEMS: Education - Lehigh Valley Government Academy (LVGA)
      i. Local Government Appreciation Day Report
      ii. Local Technical Assistance Program (LTAP) Classes
         2. August 15: Public Works Safety, 8 am to Noon @ LVPC
         3. September 19: Traffic Signal Basics, 8 am to Noon @ LVPC
         4. October 15, Winter Maintenance Planning, 8 am to Noon @ LVPC
   ➢ INFORMATION ITEM: PennDOT Connects
      i. September 28: Active Transportation Workshop, 8 am to Noon, virtual at https://attendee.gotowebinar.com/register/1498300527984552288

Adjournment

Next LVTS Meeting
Meetings will be held virtually.
LVTS Joint Technical and Coordinating Committees, August 16, 2023 at 9:00 am

Meeting participation information can be found here:
https://www.lvpc.org/transportation-committees.html
Lehigh Valley Transportation Study
Minutes from the Wednesday, June 21, 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
Becky Bradley, AICP LVPC
Darlene Heller (Alt) City of Bethlehem
David Hopkins (Alt) City of Easton
Jennifer Ruth PennDOT District 5
David Alas PennDOT Central Office

LVTS Coordinating Committee
Lamont McClure Northampton County
Becky Bradley, AICP LVPC
David Petrik City of Allentown
Michael Alkhal (Alt) City of Bethlehem
David Hopkins (Alt) City of Easton
Owen O’Neill LANTA
Brian Hare PennDOT Central Office
Jim Mosca (Alt) PennDOT Central Office


Staff Present: Matt Assad, Becky Bradley, Jahi Heath, Brian Hite, Max Kauthen, Hannah Milagio, Patrick Osei

Public Present: Rich Ames, Vanessa Shamberg, Michael Drabenstott, Craig Beavers, Scott Slingerland, Max Inkrote, Ralph Eberhardt, Amy Cozze, Evan Jones, Bryan Cope, Michael Emili, Liz Rosencrans, Brooks Comer, Scott Vottero, Jeff Rai

Courtesy of the Floor
Mr. McClure asked if there were any comments or questions from the public about items not on the agenda, and there were none.
Mr. McClure introduced Mr. Heath and Mr. Kauthen as the new LVPC interns. Mr. Heath and Mr. Kauthen spoke briefly of their backgrounds, and Mr. McClure noted that it was exciting to have two young people interested in pursuing planning as a career.

**Minutes**

Mr. Cotter stated that the last Technical Committee was held on May 17, 2023. Ms. Milagio noted the actions voted on.

- Minutes for the April 19, 2023, meeting
- Recommendation for TIP Amendment: Riverside Drive
- Adjournment

Mr. Cotter asked for a motion to approve the minutes from the Technical Committee Meeting on May 17, 2023. Mr. Alas made the motion for approval of the Technical Committee Meeting minutes, and the motion was seconded by Ms. Ruth. Mr. Cotter asked for any questions or comments from the members and the public, and there were none. 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 April 19, 2023. Ms. Milagio noted the actions voted on.

- Minutes for the February 15, 2023, meeting
- Performance Measures PM-2 Target Setting
- Performance Measures PM-3 Target Setting
- Adjournment

Mr. McClure asked for a motion to approve the minutes from the Coordinating Committee Meeting on April 19, 2023. Mr. O'Neil made the motion for approval of the Technical Committee Meeting minutes, seconded by Mr. Hare. 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 Bridge Projects Status Report**

Mr. McClure highlighted the PennDOT District 5 Bridge Projects Status Report on page 25 in the meeting packet. Mr. Vottero briefly reviewed the projects, including:

- State Route 145 over Jordan Creek Bridge Replacement (City of Allentown and Whitehall Township, Lehigh County)
- State Route 329 over the Lehigh River – Cementon Bridge (Northampton Borough, Northampton County; Whitehall Township, Lehigh County)
- State Route 378 Hill to Hill Bridge Rehabilitation over the Lehigh River (City of Bethlehem, Lehigh and Northampton Counties)
- State Route 611 (N Delaware Dr) over the Oughoughton Creek (Washington Township, Northampton County)
- State Route 873 over the Lehigh River – Gap Bridge Repairs (Washington Township, Lehigh County and Lehighton Township, Northampton County)
- State Route 1015 (Lower South Main St) over Martins Creek (Washington Township, Northampton County)
- State Route 1029 (Fifth St) Bridge Replacement (Whitehall Township, Lehigh County)
- State Route 2006 (Raubsville Rd) over Freys Run (Williams Township, Northampton County)
- State Route 2025 (Powder Valley Rd) over Indian Creek (Upper Milford Township, Lehigh County)
- State Route 2027 (Hecktown Rd) Bridge over Route 22 (Bethlehem Township, Northampton County)
- State Route 2029 (Farmersville Rd) Bridge over Route 22 (Bethlehem Township, Northampton County)
State Route 3017 (Howertown Rd) Bridge (Allen Township, Northampton County)
State Route 3018 (Old Carriage Rd) Bridge Replacement over Catasauqua Creek (East Allen Township, Northampton County)
State Route 3020 (Newburg Rd) over Tributary of the Monocacy Creek (Lower and Upper Nazareth Townships, Northampton County)
State Route 4003 (Kernsville Rd) Bridge over the Jordan Creek (North Whitehall Township, Lehigh County)
State Route 7210 (Meadows Rd) Bridge (Lower Saucon Township, Northampton County)
State Route 7408 (South Walnut St) Bridge over Trout Creek (Slatington Borough, Lehigh County)

Mr. McClure asked for any questions or comments from the members and the public, and there were none.

**INFORMATION ITEM: PennDOT Transportation Improvement Program Administrative Actions**

Ms. Ruth noted that, from April 8 to June 9, there were two statewide actions, one interstate administrative action, and 14 PennDOT District 5 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 – Riverside Drive RAISE Grant**

Mr. Osei noted that the Riverside Drive project is funded by the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant that was awarded to the project in the amount of $21,158,854. It is a 3-mile project that will create a robust, multimodal commuting, emergency management, and equitable access corridor stretching from the City of Allentown through Whitehall Township in Pennsylvania. This project converts an abandoned railroad bed along the west side of the Lehigh River in Whitehall Township and the City of Allentown, Lehigh County, from just Lehigh Avenue to Furnace Street to a complete two-lane street with an adjacent multi-use path. The multi-use path will continue north to connect to the existing Delaware and Lehigh (D&L) Trail just north of race street. The expected completion will be in 2029. This is a project that will serve an equity community with new modern multimodal infrastructure for better access to and from the community.

The Riverside Drive project is an alternative transportation corridor that will help reduce vehicular emissions, greenhouse gas emissions, and energy consumption as a strategic congestion mitigation investment by connecting existing transit routes, sidewalks, trails, bikeways, and roadways and enhancing emergency response to areas of Route 22 our highest traveled highway segment in the Lehigh Valley.

Requirements to amend the Transportation Improvement Program to add a project include, travel demand modeling, which was completed and a draft air quality conformity report for the Lehigh Valley MPO, was forwarded to the required Interagency Coordination Group. This includes: the Federal Highway Administration, Federal Transit Administration, US Environmental Protection Agency and PENNDOT. They review for conformance with various state and federal statutes. It is of note that the conformity emission analysis now utilizes EPA’s latest MOVES3.1 emission model, as it is now required as of January 2023.

Ms. Milagio stated that the 30-day public review and comment period was open April 19 – May 19. Draft Amendment documents for the Riverside Drive project are available at the public libraries of Allentown, Bethlehem, and Easton, as well as the offices of PennDOT District 5, LANTA, and the LVPC. It is also available digitally at the LVPC website. Comments could be made on the LVPC website, in an email to planning@lvpc.org, over the phone at 610-264-4544, or at one of the three public meetings held during the 30-day period. Two in-person meetings were held, one during the Whitehall Township Board of Commissioners meeting on May 8 at 7 PM, and another at the training room at Bucky Boyle Park in Allentown on May 11 at 7 PM. There was also a third public meeting during the LVTS Technical
Committee on May 17th at 9 AM. Comments received during the public comment period were prepared and responded to in preparation for this meeting, and they are included in the meeting packet.

Ms. Ruth noted that the addition of Riverside Drive to the TIP is required by the US Department of Transportation to reflect the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant in the amount of $35,264,756 for the Riverside Drive project, which is in the City of Allentown and Whitehall Township. This project is funded by a US Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant in the amount of $21,158,854 with $14,105,902 local match per the grant agreement for a total of $35,264,756.

Mr. McClure asked about the source of the local match for the RAISE Grant ($14,105,902). Ms. Ruth noted that the local match was a right-of-way contribution. Mr. McClure asked for confirmation that the local match was not money coming off the regional Transportation Improvement Program (TIP). Ms. Ruth confirmed that this was true. Mr. McClure asked for confirmation that the project is required to be added to the TIP to access the funds. Ms. Bradley confirmed that this was true. Mr. McClure asked if it was expected that TIP funds would be used to fund the project. Ms. Bradley said it was not expected with the scope of the project as it stands now.

Mr. McClure asked for a motion to add the Riverside Drive RAISE Grant Project to the Transportation Improvement Program, as forwarded by the Technical Committee. Mr. O'Neil moved to add the Riverside Drive project to the TIP, and the motion was seconded by Ms. Bradley. Mr. McClure asked if there were any questions or comments from members of the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

**ACTION ITEM: TIP Amendment #2 – Hugh Moore Park Bridge Painting and Repairs**

Ms. Ruth noted that the second TIP Amendment is for the Hugh Moore Park Bridge Painting and Repairs. This addition to the TIP will allow the project in the City of Easton to move forward with obtaining clearances needed for construction. This project was initially programmed out to the mid-range of the 2019 Long-Range Transportation Plan, but recent deterioration has escalated the need. The letting of this project is currently anticipated for January 9, 2025.

Ms. Ruth added that the total allocation from regional transportation improvement program is $2,326,903 from the Construction Phase of Country Club Road over US 22 ($1,246,160) as funding for this project has been obligated on the 2021 TIP. The remaining allocation is from the LVTS Highway and Bridge Reserve Line Item ($1,330,743) with a $900,000 contribution from the City of Easton. The total project cost is $3,226,903. This project received approval from the Center for Program Development and Management (CPDM) on June 7.

Mr. Cotter asked if there were any questions or comments on the Hugh Moore Park Bridge Painting and Repairs project from members of the public, and there were none. Mr. Cotter asked for a motion to recommend to the Coordinating Committee that the Hugh Moore Park Bridge Painting and Repairs project be added to the TIP. Mr. Hopkins moved to recommend the Hugh Moore Park project to the Coordinating Committee for consideration on the TIP, and the motion was seconded by Mr. Alas. Ms. Bradley called for the vote and the motion carried.

Mr. McClure asked for a motion to add the Hugh Moore Park Bridge Painting and Repairs project to the TIP, as forwarded by the Technical Committee. Mr. O'Neil made the motion, and it was seconded by Ms. Bradley. Mr. McClure asked if there were any questions or comments from the members of the public, and there were none. Ms. Bradley called for a vote and the motion carried.

**ACTION ITEM: TIP Amendment #3 – Two Rivers Trail Gap 9A - South**

Ms. Ruth noted that the third TIP Amendment is for the Two Rivers Trail Gap 9A – South. This project was funded in the amount of $654,036 to Northampton County through the regional allocation of
Transportation Alternatives Set Aside dollars in 2021. The original scope included the construction of one mile of trail. Since the project award, permitting and partnership have resulted in significant project cost savings. Northampton County has requested a change in scope for this project to double the total mileage to be constructed, extending the southern portion of the trail from Filetown Road to PA State Route 191 in Plainfield Township. The funding source for the project is the LVTS allocation of Transportation Alternative Set-Aside dollars. No change in funding is proposed, only change in project scope. This project is pending approval by the Program Management Committee (PMC) at the July 13 meeting.

Mr. Cotter asked if there were any questions or comments on the Two Rivers Trail Gap 9A - South project from members or the public, and there were none. Mr. Cotter asked for a motion to recommend to the Coordinating Committee that the Two Rivers Trail Gap 9A - South project be added to the TIP. Ms. Bradley made the motion to recommend the Two Rivers Trail Gap 9A – South to the Coordinating Committee, and Ms. Heller seconded the motion. Ms. Bradley called for a vote and the motion passed.

Mr. McClure asked for a motion to add the Two Rivers Trail Gap 9A - South project to the TIP, as forwarded by the Technical Committee. Mr. O’Neil made the motion, and it was seconded by Ms. Bradley. Mr. McClure asked if there were any questions or comments from the members or the public, and there were none. Ms. Bradley called for a vote and the motion carried.

**ACTION ITEM: TIP Amendment #4 – Newburg Road over Tributary of the Monocacy Creek**

Ms. Ruth stated that the fourth TIP amendment is for Newburg Road over a Tributary to the Monocacy Creek. This increase for the construction phase of this project, located in Lower Nazareth Township, is attributed to substruction piles and grouting, utilizing accelerated bridge construction, inflation, and addition incorporated utility costs. The funding sources for the project are the construction phase dollars from Mill Road over the tributary to the Saucon Creek ($986,900) as the project was fully funded off the 2021 Transportation Improvement Program. Funding was also moved from the construction phase of Maple Drive over the tributary to Bertsch Creek ($128,610) due to low bid savings. The final source is the LVTS Highway & Bridge Line Item ($1,673,490) for a total project amendment of $2,789,000. This project is pending approval by the Program Management Committee (PMC) at the July 13 meeting.

Mr. Cotter asked if there were any questions or comments on the Newburg Road over Tributary of the Monocacy Creek project from members or the public, and there were none. Mr. Cotter asked for a motion to recommend to the Coordinating Committee that the Newburg Road over Tributary of the Monocacy Creek project be added to the TIP. Mr. Hopkins moved to recommend the Newburg Road over Tributary of the Monocacy Creek project to the Coordinating Committee for consideration on the TIP, and the motion was seconded by Mr. Alas. Ms. Bradley called for the vote and the motion carried.

Mr. McClure asked for a motion to add the Newburg Road over Tributary of the Monocacy Creek project to the TIP, as forwarded by the Technical Committee. Mr. O’Neil made the motion, and it was seconded by Mr. Hare. Mr. McClure asked if there were any questions or comments from the members or the public, and there were none. Ms. Bradley called for a vote and the motion carried.

**INFORMATION ITEM: Long-Range Transportation Plan Update**

Mr. Osei shared that, on June 16, LVTS kicked off the first workshop for updating the Long-Range Transportation Plan. During the workshop, participants engaged in discussions surrounding the data analytical tool used for project evaluation. The agenda included various topics such as Transportation Needs Assessments, a comprehensive review of survey results, policy evaluation, an overview of existing conditions, proposed changes, and budget considerations. The participants also delved into the total budget and allocation of resources into different categories. This workshop served as an important step in the process of updating the Long-Range Transportation Plan, ensuring that transportation needs and priorities are effectively addressed in the Lehigh Valley area.
There are two upcoming workshops for the Long-Range Transportation Plan (LRTP). The first will take place on Friday, June 23rd from 8:30 AM to 12:30 PM at the LVPC (Lehigh Valley Planning Commission). This workshop will focus on project selection discussions. The second workshop will be held on Friday, June 30th from 8:30 AM to 12:30 PM at the LVPC, where the aim is to finalize project selection and address any necessary policy considerations. These workshops provide valuable opportunities for collaboration and decision-making as part of the LRTP update process.

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

**INFORMATION ITEM: Lehigh Valley Passenger Rail Study Project Update**

Mr. Osei noted that, at last month’s Technical Committee meeting, the consultants for the Lehigh Valley Passenger Rail Analysis provided a project update. The meeting discussed the Lehigh Valley Passenger Rail Analysis, which is a feasibility study to determine the viability of implementing passenger rail in the region. The study aims to assess the infrastructure, costs, and potential alignments for passenger rail. It is the initial step in a series of analyses and would require further studies and coordination with rail operators. The presentation emphasized that the study does not advocate for a specific alignment but rather examines various concepts for future analysis. The scope of work includes evaluating the feasibility of passenger rail in the Lehigh Valley, assessing rail infrastructure, and identifying likely project development pathways. The study outcomes will provide a list of rail infrastructure corridors, capital and operating cost estimates, potential funding sources, and a summary report with potential next steps. The project schedule is expected to conclude in October 2023. Questions and comments from participants addressed the impacts of passenger rail on housing, land use, affordable housing, and regional development. The study does not include ridership analysis but will be followed by an alternatives analysis phase to further assess ridership demand. The feasibility study is an essential step in the federal process for implementing passenger rail, and the decision to proceed with the project would involve collective agreement between LVTS and PennDOT.

Mr. Cotter asked if there were any questions or comments on the project update. Mr. McClure asked how the LVTS would factor in the possibility of passenger rail coming into the region when considering how to plan for long-range transportation funding in the LRTP. Ms. Bradley said that the LRTP is updated every four years, and this study should be available by the end of the year. At this point, writing policy towards that potential service is the way to prepare. Right now, there is no hard project to fund, money cannot be allocated. Funding resources are also not available currently, as the process to procure federal funds for passenger rail is available by application for construction and other phases. The best strategy at this point is to write policy about passenger rail into the LRTP. Mr. McClure noted that federal funding may not be enough to fund passenger rail in the region, and asked if the LVTS would potentially be tapped as a funding source for passenger rail. Ms. Bradley responded that the state legislature would be the first source of additional funding because they would need to secure the revenue guarantee. This feasibility study is the first of many studies required to implement a passenger rail project, and the state legislature would come first before LVTS would get involved.

Mr. Cotter asked if there were any additional questions or comments, and there were none.

**INFORMATION ITEM: Eastern PA Freight Alliance Freight Infrastructure Plan**

Mr. Hite noted that the Draft Freight Profile from the project consultants was included in the meeting packet, and that the consultants were collecting feedback on the draft from the partner Metropolitan Planning Organizations (MPOs). Mr. Hite showed the study area map, which illustrates how highways and freight movements extend across borders in our region. Ten counties in the area are interconnected by major interstate highways such as 78, 80, 81, 84, 176, 380, as well as the PA Turnpike Interstates 76 and 476. These interstates play a crucial role in connecting the entire region. Additionally, there are prominent
arterial roads in the Lehigh Valley, including routes 22, 33, and 309, along with several other three-digit state routes that contribute to the transportation network.

Mr. Hite showed a slide that compared industrial supply in terms of building square footage for freight between 2012 and 2022. In Northampton County, there has been a significant increase from 36,950,000 square feet in 2012 to 66,070,000 square feet in 2022. This represents a remarkable growth of 78.80% in the square footage of these types of buildings. Similarly, Lehigh County has experienced a 29.92% increase, going from 62,890,000 square feet to 81,710,000 square feet. The entire study area began with a total of 269,460,000 square feet of industrial buildings in 2012. Over the course of a decade, it has expanded to reach 372,860,000 square feet, an over 100,000,000 square foot increase reflecting a remarkable growth rate of 38.38%.

This growth has been observed across all the partner counties, and further expansion in the future is expected, showing the need for this infrastructure plan. Lehigh County is first in square footage and Northampton County is third. The state’s industrial supply grew 11.87% overall from 2012, while the study area grew by 38% in the same timeframe.

Mr. Hite showed a map that displayed freight infrastructure and freight generators in the study region. Within the Lehigh Valley, areas including Upper and Lower Macungie, and the northern corridor of Route 33, including Route 329 leading to the airport area, as top freight generators. Additionally, the former Bethlehem steel location along Route 412 is also represented as a freight generator on the map.

The next map displayed the 2022 Average Annual Daily Truck Traffic in thousands. The Lehigh Valley inset showed that Interstate 78 carries the highest amount of truck traffic in our region, carrying nearly 12,500 trucks per day throughout its length in Lehigh and Northampton counties. It is important to note that Interstate 78 is also an alternative fuels corridor, and this data will help to update the Long-Range Transportation Plan and the Congestion Management Process.

Mr. Hite showed a slide that highlighted bottlenecks in the study area. He noted that the consultant identified that Lehigh County has a higher level of congestion compared to other areas in the study region. The data presented was a high-level overview of the extensive data being utilized for the Freight Infrastructure plan. Study partners are figuring out more engagements to discuss policy as a group to initialize this planning process into a living process to improve freight mobility. He encouraged the committees to provide the staff with their feedback on this initial information.

Mr. McClure asked if the study is analyzing the land that is potentially available for industrial expansion in each of the partner counties. Ms. Bradley stated that the initial intent was to do so, but not all the county partners have that information available in the way that Lehigh and Northampton counties do. The consultant will have it for the counties that can provide it, but not for the entire study area. This delay in data collection has also impacted the project schedule. Mr. McClure noted that it is important that the counties that did have the data will get that analysis as part of the overall study because this will be important data for future discussions and planning work.

Mr. McClure noted that Lehigh County has severe congestion that spills over into, and is partly caused by freight traffic from, Northampton County. He asked what LVTS, and the counties could do to support municipalities, in addition to the work that is already happening or has been done, to reduce this congestion over time. Ms. Bradley stated that, once the Freight Infrastructure Plan is finalized, LVTS could reclassify the roadways. This will allow the state and the federal government to open new sources of funding and planning tools. She anticipates that this will be a recommendation that comes out of the plan both for the Lehigh Valley and the Wilkes Barre/Scranton area. Lehigh County is also pursuing a freight-based land use management guide, like the guide that Northampton County released in 2022. She wanted to alert meet participants that Northampton County’s guide is currently paying off with local government partners. The next LVPC meeting will see another zoning amendment by a local government
to better manage its industrial land use, and the LVPC is generally seeing one amendment a month since the guide’s release. Ms. Bradley also noted that another option for supporting congestion mitigation is Intelligent Transportation corridors that use technology to learn traffic patterns to allow for better and safer traffic flows. She stated that the regions are working together to determine how information will be from the communities will be gathered for the plan, and that a series of in-person and virtual meetings will be held to collect information from partners in the freight industry, local government, and the public. More information on these meetings will be available shortly.

Mr. McClure asked if there were any more questions or comments. Mr. O’Neil asked if decisions made by the developers considered the regional labor market’s capacity, or if the decision made based on long-term projections that future uses will rely on automation. Ms. Bradley noted that this is a freight infrastructure plan, and the labor market will not be considered because the plan will follow guidance for transportation planning. She said that the Lehigh Valley is one of the only regions that focuses on the transportation and land use connection in a real way, and that the LVTS should be proud of this focus. This plan will give us information on freight movements including where freight is and is not going, how traffic patterns have changed, and what can be done about it. She noted that Mr. O’Neil’s and Mr. Cotter’s input during those community meetings will be important because getting people to the jobs in the freight generators is a very important component that can be tied in with the infrastructure analysis because of all the work done with LANTA and the LVTS.

Mr. McClure asked if there was any appetite from any of the partner organizations to look at industrial land use in the future. Ms. Bradley hopes that is the case; some partners have expressed interest, while others see industrial development only in a positive light. She is hopeful that, when the plan is finalized, those partners will better understand the challenges that come with industrial growth.

INFORMATION ITEM: Monthly Traffic Report

Mr. Hite shared that the continuous counter on Route 33 south of Route 248 has been deactivated to enable paving in that area, and that it is anticipated to be reinstalled by the end of the summer. He stated that, in the month of May, Route 22 between Airport Road and the Lehigh River Bridge recorded 105,227 total vehicles. Interstate 78 near Route 309 registered 40,008 vehicles to close out the month. Mr. Hite also noted that two traffic counters collected classification data and showed that there were 20,015 trucks on Interstate 78 near 309 and 13,250 trucks on Route 22 in May. Mr. McClure asked if there were any questions or comments about the traffic report from the members or the public, and there were none.

New Business

INFORMATION/ACTION ITEM: 2020 Census Urbanized Boundary ‘Smoothing’ Update

Mr. Osei provided an update on the 2020 census Urbanized boundary and smoothing. The Census Bureau considers “Urban Area” to be a comprehensive term incorporating both Urbanized Areas (UAs) and Urban Clusters (UCs). The US Department of Transportation permits adjustments to the Urbanized Area boundary based on specific regulations. Urbanized Areas are statistical geographic entities defined by the Census Bureau, characterized by densely settled territories with a minimum population of 50,000 and a population density of at least 1,000 people per square mile. Within the realm of transportation planning, these areas are commonly referred to as Urbanized Areas (UZAs).

Mr. Osei highlighted differences between the 2010 and 2020 Census Urban Area criterium. Changes include the use of land cover data to identify areas with a high degree of impervious land cover, adjustments in population thresholds for qualifying urban areas, the removal of the distinction between "urbanized areas" and "urban clusters," and the inclusion of group quarters blocks and noncontiguous territories based on specific density and distance criteria. The criteria also consider the inclusion of nonresidential urban territories and the exclusion of low-density blocks, bodies of water, and wetlands. These updates aim to enhance the accuracy and consistency of defining urban areas in the census data.
Mr. Osei stated that there was a change in the name and population of the urban area from the 2010 to the 2020 Census. In 2010, the urban area was named "Allentown—PA—NJ" and had a total population of 821,173, with 664,651 people residing in the urban area, accounting for 81% of the total population. The land area for this urban area was 350 square miles. However, in 2020, the urban area name changed to "Allentown—Bethlehem, PA—NJ," with a slightly increased total population of 861,889. The urban area population, however, decreased to 621,703, representing 72% of the total population. The land area also decreased to 261.5 square miles. These changes indicate a 5% increase in total population, but a significant decrease of 6% in the urban area population and a notable reduction of 25% in the land area.

Mr. Osei showed a map that displayed the 2010 and 2020 Census Urban Areas. In 2010, the urbanized area encompassed a land area of 350 square miles. However, due to the new criteria implemented in 2020, which set a minimum threshold of 2,000 housing units or 5,000 people, we witnessed a noticeable decrease in the land area. The urbanized area in 2020 shrank to 261.5 square miles, representing a substantial decline of approximately 25%. These changes in land use area have far-reaching implications for urban planning, resource allocation, and understanding the spatial dynamics and growth patterns of the urban area over time. It underscores the dynamic nature of urban environments and the need for adaptability in urban planning strategies.

Mr. Osei noted that the determination of urban area boundaries is a crucial aspect of urban planning and transportation management. The primary objective is to establish fixed boundaries that contribute to the smooth functioning of the urban area. These boundaries play a significant role in maintaining administrative continuity, encompassing areas of importance such as residential, commercial, industrial, and national defense zones, and smoothing out irregularities. The determination of urban area boundaries in the Lehigh Valley involved considering factors such as the FutureLV land use plan, future transportation projects, and the preservation buffer. This comprehensive approach aimed to support sustainable growth, enhance transportation connectivity, and preserve important natural resources.

Mr. Osei stated that future transportation project locations were also considered during the boundary determination process. This involved analyzing proposed infrastructure projects like road expansions, transit systems, and bike lanes. By incorporating these future transportation developments into the boundary definition, the aim was to create a well-connected urban area that meets the transportation needs of the growing population. The inclusion of a preservation buffer within the boundaries was another important aspect. This buffer zone helps protect environmentally sensitive areas and maintain a balance between development and conservation efforts.

Mr. Osei noted that the next step in the process of urban area smoothing involves seeking approval from the technical and coordinating committees. It is important to note that the submission deadline to PennDOT is June 30th, 2023. Once submitted, PennDOT will review the proposal and forward it to the Federal Highway Administration (FHWA) for their final approval.

Mr. Cotter asked if there were any questions or comments from members of the public, and there were none. Mr. Cotter asked for a motion to recommend the Proposed Urban Area Smoothing Map to the Coordinating Committee. Ms. Bradley made a motion to recommend the Proposed Urban Area Smoothing Map to the Coordinating Committee, which was seconded by Ms. Heller. Ms. Bradley called for the vote and the motion carried.

Mr. McClure asked for a motion to approve the Proposed Urban Smoothing Map as recommended by the Technical Committee. Mr. O'Neil asked if this process is just for FHWA and PennDOT purposes or will
this change what the census bureau defines as the urbanized area for the purpose of all federal programs. Ms. Bradley stated that this would impact other federal programs, including the Federal Transit Administration (FTA). Mr. O’Neil explained to meeting participants that FTA formula funding programs are partially based on urbanized areas, and it could affect LANTA’s funding. Ms. Bradley added that the proposed additions to the map, based on FutureLV: The Regional Plan, were added to the map because they align with where development exists or could exist. Mr. McClure asked if there would be funding implications if LVTS would not approve the map. Ms. Bradley said there would be because the initial map from the census did not capture all the areas that should be included as developed or potentially developed areas. Mr. McClure asked for clarification on the term “developed” within this context. Ms. Bradley noted that “developed” relates to the designated “developed” and “preservation buffer” areas in FutureLV: The Regional Plan, as well as data sets that have come up since then. This map does not encourage development, but rather notes where development exists or is expected. Mr. McClure asked for confirmation that everything on the urban smoothing map was identified in FutureLV: The Regional Plan. Ms. Bradley confirmed that the map mirrors the adopted General Land Use Plan in FutureLV: The Regional Plan.

Mr. McClure asked for a motion to approve the Proposed Urban Smoothing Map. Mr. O’Neil made the motion, and it was seconded by Ms. Bradley. Ms. Bradley called for the vote and the motion carried.

**INFORMATION ITEM: Public Engagement, Grants and Education**

Mr. Assad stated that PennDOT has recently opened its next application cycle for grants of $50,000 to $1.5 million for Transportation Alternative Set-Aside (TASA) projects. Municipalities and organizations with projects that promote walking, rolling, biking and transportation alternative education programs for children, can now apply for grants from a state fund of at least $28 million. Projects can range from sidewalk improvements to traffic calming to pedestrian safety to bicycle lanes to education programs for children K-12. The deadline for the draft application is July 17. More info is available on PennDOT’s website [https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx](https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx).

The Pennsylvania Department of Community and Economic Development also has a Multimodal Transportation Fund that provides grants of $100,000 to $3 million to municipal governments, businesses, or transportation agencies. The money is for development, rehabilitation, and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. Applicants must provide a 30% match and applications are due by July 31. More information and applications are available at DCED’s Multimodal Fund page [https://dced.pa.gov/programs/multimodal-transportation-fund/](https://dced.pa.gov/programs/multimodal-transportation-fund/).

Mr. Assad noted that the most recent Business Cycle Column published Sunday, June 9, in the Sunday Morning Call. In the column with the headline “A Giant Leap Forward on Climate Action,” Ms. Bradley spelled out the unprecedented opportunity the region has by pushing its way into the federal Environmental Protection Agency’s Carbon Pollution Reduction Program, and getting approved for a $1 million grant that is just a downpayment for years of funding and programming for a potentially long list of programs designed to not only reduce carbon emissions, but make the Lehigh Valley more resilient to the impacts of climate change. That column can be found at mcall.com and lvpc.org/newslv.

Mr. Assad shared that the most recent Plan Lehigh Valley radio show aired on June 5 on WDIY FM 88.1, and it focused on the Social and Monetary Benefits of protecting our environment. Joining Ms. Bradley and Mr. Assad was LVPC Master Planner and Engineer, Geoff Reese. They talked a lot about how that $1 million climate reduction grant will kickstart a new push for climate action, but with Mr. Reese’s help, we talk about some past LVPC studies and analysis that show just how much our environment means to our economy. That 30-minute show is now streaming at lvpc.org and wdiy.org.
Mr. Hite reminded meeting participants that Local Government Appreciation Day would be held on June 28 at Wayne A. Grube Memorial Park in Northampton County to recognize and honor all the local government employees and officials who have participated in the Local Technical Assistance Program (LTAP) and the Lehigh Valley Government Academy (LVGA). These public works and local government employees and officials work tirelessly to keep our region’s infrastructure and resources going. They also attended the LTAP and LVGA courses to keep learning and making their communities better and more sustainable by learning the right way to do things and getting advice on localized infrastructure problems. The special guest speaker will be LTAP Safety consulting engineer Pat Wright, who has taught numerous classes at the LVPC over the years as well as many Tech Assists in the Lehigh Valley. Mr. Hite also thanked Northampton County for hosting the event at their park.

Mr. Hite reviewed upcoming virtual training opportunities. LTAP training includes June 27, Municipal Stormwater Facilities Programs, 8 AM – noon; August 3, The Safe System Approach, 11 AM – noon. PennDOT Connects training includes June 29, Bicycle Selection Guide Workshop, 8 AM – 10 AM; September 28, Active Transportation Workshop, 8 AM – noon. Mr. Hite reminded participants at the meeting that municipalities interested in holding classes or in need of LTAP technical assistance should contact him.

Adjournment
Mr. McClure stated that the next LVTS meeting would be an LRTP Workshop meeting on June 23 at 8:30 AM at the LVPC Office. The next Technical Committee meeting will be held on July 19, 2023, at 9 AM, and the next Joint Technical and Coordinating Committee meeting will be held August 16, 2023, at 9 AM. Mr. O’Neil made a motion to adjourn, and the meeting was adjourned.
MEMORANDUM

DATE: July 12, 2023
TO: LVTS Technical and Coordinating Committee
FROM: Becky Bradley, AICP, Secretary, LVTS
CC: Brian Hite, Transportation Planner, Teresa Mackey, Senior Environmental Planner, Hannah Milagio, Program Associate for Community Engagement

REGARDING: Census Urban Boundary Smoothing Project Update

As was discussed and acted on at the June 21, 2023 Lehigh Valley Transportation Study Joint Technical and Coordinating Committee the LVTS assessed and proposed revision to the 2020 Census Urban Boundary. The Code of Federal Regulations (23CFR§450.312) requires the Metropolitan Planning Organization to review the Metropolitan Planning Area (MPA) boundaries after each Census. This is in consultation with the Commonwealth and the Federal Highway Administration to meet the minimum statutory requirements for new and updated urbanized area(s). The revised Census Urban Boundary Map that LVTS voted on was sent to the Pennsylvania Department of Transportation (Department) after the last LVTS meeting and subsequently reviewed (attachment 1). The Department sent comments back to the LVPC and required revisions be made (attachment 2). These revisions included the removal of suburbanized areas within the MPA that contain less than 50,000 people. This removed the Slatington/Walnutport, Portland and New Tripoli Areas from the overall Census Urban Boundary. The Department asked for confirmation of a connection between a larger urbanized area along the Route 33 corridor and a smaller urbanized sub-region in the Nazareth Area. We were able to confirm this connection. However, the Portland, New Tripoli and Slatington/Walnutport subregions have been removed as required by the Commonwealth (attachment 3). Let me know if you have any questions.
Smoothing should not occur for these areas as they are less than 50,000 and not part of the main Allentown/Bethlehem urban boundary. Please remove these areas from the map and shape files.

Please make sure that there is some sort of connection here to the main large urban area polygon.
2020 Urban Area Proposed Smoothing
Lehigh and Northampton Counties

- 2020 Allentown--Bethlehem, PA--NJ and Slattington, PA Urban Area (Census)
- Proposed Smoothing
- County Boundary
- Municipal Boundary

Revised per PennDOT on July 5, 2023.
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**Project Title:** FFY 2023-2026 TIP Highway and Bridge Element Technical and Geovisualizing Committee TIP Modifications from June 10, 2023 through July 7, 2023

**Page 1 of 6**

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**MPO Tech Meeting: July 19, 2023**

**FFY 2023-2026 TIP Highway and Bridge Element**

**Technical and Coordinating Committees**

**TIP Modifications from June 10, 2023 through July 7, 2023**

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**FISCAL CONSTRAINT TABLE**

**FFY 2023-2026 TIP Highway and Bridge Element**

**TIP Modifications from June 10, 2023 through July 7, 2023**

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**LVTS Metropolitan Planning Organization**

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**Last Update: 7/7/2023**
## LVTS Metropolitan Planning Organization
### FISCAL CONSTRAINT TABLE
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**MPO Coord Meeting:** July 19, 2023

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**Technical and Coordinating Committees**

**MPO Coord Meeting:** July 19, 2023

**TIP Modifications from June 10, 2023 through July 7, 2023**

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**Add project to the TIP to begin design of priority structure.**
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### LVTS Metropolitan Planning Organization

#### Fiscal Constraint Table

**FFY 2023-2026 TIP Highway and Bridge Element**

**Technical and Coordinating Committees**

**MPO Coord Meeting:** July 19, 2023

**TIP Modifications from June 10, 2023 through July 7, 2023**

**MPO Tech Meeting:** July 19, 2023

### Project Title

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### Notes:

- Before FFY Totals
  - 35,987,286
  - 12,870,506
  - 0
  - 42,351,765
  - 9,750,488
  - 0
  - 112,211,082
  - 10,272,856
  - 0
  - 1,630,074,426
  - 550,887,856
  - 2,481,205,258

- After FFY Totals
  - 35,987,286
  - 12,870,506
  - 0
  - 42,351,765
  - 9,750,488
  - 0
  - 112,211,082
  - 10,272,856
  - 0
  - 1,630,074,426
  - 550,887,856
  - 2,481,205,258

- Actions do not affect project delivery schedules or air quality conformity.
LEHIGH VALLEY TRANSPORTATION STUDY
HIGHWAY STATUS REPORT
MEETING JULY 20, 2022

US 22, Section WDN Widening (C-C. Frey)
Whitehall, South Whitehall, and Hanover Townships, and City of Bethlehem Lehigh County;
Hanover Township, Northampton County
MPMS 96384 - est let N/A
• To prove fiscal constraint for Environmental Clearance, US 22 Widening will need to be
  programmed as 3 or 4 smaller breakout projects on the TIP or Long Range Plan
• The first break-out project in Multi-modal Project Management System (MPMS) is 117610
  SR 22 / Fullerton Interchange (SR 22, Section 11M) is proposed on the draft 2023 TIP to fund
  Right of Way (ROW), Utility (UTL), and Construction (CON).
• A No Cost supplement will be initiated to revise the engineering agreement to complete both
  Preliminary Engineering (PE) and Final Design (FD) for only the SR 22 / Fullerton Interchange
  portion of US 22 Widening
• A revised Line and Grade resubmission for 15th Street to Airport Road approved on June 23, 2022
• Design team working on Phase I ESAs and other NEPA clearance tasks
• Preliminary Point of Access study needs to be updated with new traffic counts, traffic counts to
  be collected in September 2022 when school is back in session

SR 29, Section 04S Cedar Crest Boulevard Signal Upgrades (C-C. Frey)
Salisbury Township, Lehigh County
MPMS 110169 - est let September 15, 2022
• CE Level 1b approved June 23, 2022
• Request for ROW Clearance submitted July 7, 2022
• Revised Traffic Analysis Report and Traffic Signal Plans comments issued July 7, 2022 and
  being addressed by design team
• Revised combined Safety Review and DFV currently under review
• Meeting with Salisbury Township to review proposed improvements held June 14, 2022
• Utility coordination is on-going. Still awaiting responses from 3 utilities
• Let date moved to September 15, 2022 to allow sufficient time for required Design/Build PS&E
  review by CO

SR 145, Section MLT 7th Street Multimodal Corridor (C-R. Prophet)
City of Allentown and Whitehall Township, Lehigh County
MPMS 99697 - est let April 1, 2027
• DFV was approved on May 11, 2022
• Coordination ongoing with Township to discuss Lehigh Valley Dairy property

SR 145, Section 14S Route 145 Signal Improvements (C-C. Frey)
Whitehall Township, Lehigh County
MPMS 110170 - est let September 15, 2022
• CE Level 1b currently under review
• Request for ROW Clearance will be submitted upon CE approval
• Revised combined Safety Review and DFV currently under review
• Meeting with Whitehall Township to review proposed improvements scheduled for July 8, 2022
• Utility coordination is on-going. Still awaiting responses from several utilities
• Let date moved to September 15, 2022 to allow sufficient time for required Design/Build PS&E
  review by CO

SR 145, Section 13S Route 145 Safety Improvements (C-M. Fallon)
City of Allentown, Lehigh County
MPMS 109971 – est let February 16, 2023
• Final plans for traffic design & signals ongoing, City comments received May 11, 2022
• Pavement Design approval April 25, 2022
• Coordination with City of Allentown, LANTA, and HOP unit ongoing
• ROW appraisals ongoing
• Utility coordination is ongoing
• 90% Constructability submitted May 27, 2022; comments received June 21, 2022
• ADA Ramps submitted June 7, 2022; comments received June 29, 2022
• Final Plan Check approved May 27, 2022
• WIP for Phase III ESA submitted May 23, 2022
• Sidewalk agreement sent to City April 20, 2022

SR 309, Section 14M Betterment (C-M. Fallon)
North and South Whitehall Townships, Lehigh County
MPMS 102312 – est let March 14, 2024
• Utility investigation/coordination is ongoing
• Right of Way tasks continuing
• Stormwater and E&S design ongoing; NPDES permit submitted to District May 17, 2022
• Coordination with Traffic Unit is ongoing
• TS&L Culvert Extension comments received conditional awaiting H&H approved to be finalized
• H&H for Trib to Jordan Creek - Culvert Extension resubmitted May 20, 2022
• Railroad coordination ongoing
• Updated Phase I Bog Turtle, received concurrence from USFWS May 6, 2022
• Ongoing coordination with cultural historian for updating findings on Adam Good Farmstead

SR 309, Section 12M 309 & Tilghman Interchange (K. Cox)
North and South Whitehall Townships, Lehigh County
MPMS 96432 - est let May 11, 2023
• ROW Gap plan recorded, acquisition ongoing, redline plan revisions internally signed
• Mainline ROW plan to be resubmitted
• JPA technical deficiencies letter received 6-21-22
• NPDES resubmitted May 2022
• Utility Coordination ongoing, coordination with pipeline and South Whitehall Twp occurring frequently
• Final Noise report ongoing
• Structure Foundation Reports review ongoing, Broadway Bridge approved, half of sign structures approved, Tilghman Street bridge ongoing

SR 1004, Section 03S Lehigh- Race Street Intersection (K. Cox)
Catasauqua Borough, Lehigh County
MPMS 57433 – est let August 25, 2022
• ROW negotiation continuing, only 1 claimant not complete
• PS&E to be submitted closer to advertisement

SR 1017, Section 02S Mauch Chunk Signal Improvements (C-R. Prophet)
South Whitehall Township, Lehigh County
MPMS 110174 - est let August 11, 2022
• Environmental Documentation ongoing, approval pending public meeting
• DFV was resubmitted on 4/5/2022, and comments were issued April 10, 2022
• Utility coordination ongoing
• NOITE letters sent to property owners
• Supplemental survey completed
• Traffic Signal Design Report submitted
• PMC Virtual Plans Display packets submitted
• Project being converted back to design/bid/build due to potential total property take
• Let date moved to May 9, 2024 due to duration for right-of-way clearance tasks are unknown
SR 22, Section 03M 22 from Farmersville Rd to 512 (C-M. McGuire)
Bethlehem and Hanover Townships, Northampton County
MPMS 110070 – actual let April 28, 2022
- Contract was awarded to J.D. Eckman, Inc.
- Notice to Proceed was issued on June 13, 2022
- Anticipated completion date is September 12, 2023

SR 248, Section 05S Route 248 Realignment (C-M. McGuire)
Bath Borough, Northampton County
MPMS 86853 – est let June 22, 2023
- Traffic Control plans are ongoing
- Field meeting with utility companies was held on June 30, 2022
- Final Structure Plan designs underway
- Final Right of Way Plans are under review by the Department
- Permits are being prepared by the designer

SR 248, Section 06S Route 248 Signal Improvements (C-R. Prophet)
Lehigh Township, Northampton County
MPMS 110176 - est let December 8, 2022
- Virtual Public Plans Display posted on PennDOT website for three weeks starting on May 18, 2022, comments received, design team is preparing responses
- Environmental Documentation advanced, to be updated with public meeting feedback, approval pending public meeting
- Utility coordination ongoing
- Traffic Control Plans, Traffic Signal Plans, Pavement Marking and Signing Plans and Pavement Design are being advanced with submission in Summer 2022
- Design Field View approval pending public meeting comments
- Let date moved to March 2, 2023 pending central office cash flow monitoring/availability
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</tr>
<tr>
<td>SUE</td>
<td>SUBSURFACE UTILITY ENGINEERING</td>
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<tr>
<td>T&amp;E</td>
<td>THREATENED AND ENDANGERED SPECIES COORDINATION</td>
</tr>
<tr>
<td>TCP</td>
<td>TRAFFIC CONTROL PLAN</td>
</tr>
<tr>
<td>TIF</td>
<td>TECHNICALLY INFEASIBILITY FORM</td>
</tr>
<tr>
<td>TIP</td>
<td>TRANSPORTATION IMPROVEMENT PROGRAM</td>
</tr>
<tr>
<td>TS&amp;L</td>
<td>TYPE, SIZE AND LOCATION</td>
</tr>
<tr>
<td>USFWS</td>
<td>UNITED STATES FISH AND WILDLIFE SERVICE</td>
</tr>
</tbody>
</table>
Proposed TIP Amendment #1
Fish Hatchery Road Bridge over the Little Lehigh Creek – Addition to the 2023-2026 TIP, Increase of $800,000 (MPMS #119933)

This project, located in the City of Allentown, Lehigh County, is being proposed as an addition to the TIP. Funding will be allocated for the Preliminary Engineering (PE) phase of the project, which includes initial analysis and design work needed for the project.

Funding Source: The LVTS Highway + Bridge Line Item will provide $800,000 of available Bridges Off-System (BOF) funds.

Proposed TIP Amendment #2
Limeport Pike Bridge over the Hosensack Creek – Addition to the 2023-2026 TIP, Increase of $400,000 (MPMS #119936)

This project, located in Lower Milford Township, Lehigh County, is being proposed as an addition to the TIP. Funding will be allocated for the Preliminary Engineering (PE) phase of the project, which includes initial analysis and design work needed for the project.

Funding Source: The LVTS Highway + Bridge Line Item will provide $400,000 of available Bridges Off-System (BOF) funds.

Proposed TIP Amendment #3
Lower Saucon Road Bridge over the East Branch of the Saucon Creek – Addition to the 2023-2026 TIP, Increase of $400,000 (MPMS #119940)

This project, located in Lower Saucon Township, Northampton County, is being proposed as an addition to the TIP. Funding will be allocated for the Preliminary Engineering (PE) phase of the project, which includes initial analysis and design work needed for the project.

Funding Source: The LVTS Highway + Bridge Line Item will provide $400,000 of available Bridges Off-System (BOF) funds.

Proposed TIP Amendment #4
Church Road Bridge over a Tributary to the Little Bushkill Creek – Addition to the 2023-2026 TIP, Increase of $400,000 (MPMS #12106)

This project, located in Plainfield Township, Northampton County, is being proposed as an addition to the TIP. Funding will be allocated for the Preliminary Engineering (PE) phase of the project, which includes initial analysis and design work needed for the project.

Funding Source: The LVTS Highway + Bridge Line Item will provide $400,000 of available Bridges Off-System (BOF) funds.
APPLICATION WINDOW

**Rural and Tribal Assistance Pilot Program | US Department of Transportation**

**Monday, August 14, 2023 - Wednesday, September 27, 2023**

(Applicant must have completed the registration process on [https://sam.gov/content/home](https://sam.gov/content/home) to establish its registration and obtain a valid Unique Entity Identifier (UEI) prior to submitting their application.)

DESCRIPTION

This discretionary grant pilot program provides grants to fund financial, technical, and legal assistance to states and rural and tribal communities. The grants are intended to increase organizational capacity in communities that may not have resources available to evaluate and develop projects that qualify for federal funding and financing programs. The grant program will award grants for either the hiring of staff or the procurement of expert firms to provide financial, technical, and legal assistance. Grant-funded staff or firms may also provide assistance with development phase activities for project development of USDOT grant eligible projects (see below) and information regarding innovative financing best practices and case studies.

ELIGIBILITY

**Applicants**
- A unit of local government or political subdivision that is located outside of an urbanized area with a population of more than 150,000 residents as determined by the Bureau of the Census
- A state seeking to advance a project in an area located outside of an urbanized area with a population of more than 150,000 residents as determined by the Bureau of the Census
- A federally recognized Indian Tribe
- The Department of Hawaiian Home Lands

**Projects**
- Assistance for development phase activities for projects which will be eligible for the following US DOT grant programs:
  - The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program
  - The Railroad Rehabilitation & Improvement Financing (RRIF) Program
  - The Nationally Significant Freight & Highway Projects Program (INFRA)
  - The National Infrastructure Project Assistance Program (MEGA)
  - The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program
  - The National Culvert Removal, Replacement and Restoration Grant Program
## FUNDING

<table>
<thead>
<tr>
<th>General</th>
<th>Cost-Sharing</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Up to a combined total of $3.4 million available for FY 2022nd FY 2023</td>
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<tr>
<td>• $1.6 million of Program funds ($800,000 per fiscal year) set aside for grants to tribal entities</td>
<td></td>
</tr>
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## APPLICATION & SELECTION CRITERIA

<table>
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<tr>
<th>Application</th>
<th>Criteria</th>
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<td>- whether the proposed tasks are appropriate for the current state of the project’s development.</td>
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## PROJECT AGREEMENT

A grant agreement between the grantee and the Bureau will be completed for grant awardees. Grants are reimbursable, meaning that the recipient will be reimbursed after-the-fact for agreed-upon eligible expenses as set forth in the grant agreement. The recipient may request reimbursement from the Government on a monthly basis for eligible expenses incurred. Expenses incurred prior to signature of the grant agreement are
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SAMPLE TASKS

Sample list of tasks that are eligible to be funded through the grant program (example list and not all inclusive)

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PENNDOT ROLE

**PennDOT Emphasis**

The Bipartisan Infrastructure Law (BIL) is a generational investment in the nation’s transportation system and should be within reach for all eligible applicants. PennDOT seeks to work with rural and tribal organizations to ensure that they have the necessary assistance to apply for the various discretionary grant programs. The Rural and Tribal Assistance Pilot Program provides these partners the opportunity to grow their capacity, either internally or through a third-party, to prepare and develop projects which are/will be eligible for US DOT discretionary grant funding. Rural and Tribal communities in Pennsylvania have the opportunity to build their capacity to apply for US DOT grant funding.

**PennDOT Support**

Transportation Federal Funding Opportunities Resource Account: RA-PDTRANSFEDFUNDOPP@pa.gov. PennDOT will consider providing support for grant applications on a case-by-case basis. The deadline for requesting PennDOT support through the above email address is two weeks prior to the application deadline (may vary due to the nearly 8-week application window) – begin July 31, 2023; end September 13, 2023.
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- Viability of grant funds requested
  - for applicants seeking to procure advisory services: whether the applicant has obtained bids or quotes for the requested services, and the applicant’s experience procuring advisory services in the past
  - for applicants seeking to hire staff for this task: their organization’s hiring process (i.e. do they have a defined job description for this task, process for recruitment)
  - the source and amount of funding the applicant intends to commit (if any) as a contribution to the overall cost of the services being proposed. (The addition of local funding will not influence the rating of this criterion.)

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A LANTA bus on the 103 route is seen Tuesday, March 7, 2023, at Eighth and St. John streets in Allentown. LANTA is proposing several route changes that would take effect in June, specifically to its EBS Blue and Green Lines, as well as routes 103, 603, 213, 218 and 322. (April Gamiz/The Morning Call)

By **BECKY BRADLEY** | Special to The Morning Call

PUBLISHED: July 7, 2023 at 9:00 a.m. | UPDATED: July 8, 2023 at 5:49 a.m.

We really like our cars here in the Lehigh Valley. I get it. We have an extensive road network that makes it easy to get from point A to point B. Because we don’t have the density of big cities like Philly or New York, parking isn’t especially expensive or inconvenient. And save a few minutes a day during rush hours along Route 22, we’re not plagued by the congestion you see on the Schuylkill Expressway or Interstate 95 in Connecticut.

But every fiber of this planner’s being believes that the future of the Lehigh Valley rests with a more diverse transportation network. It’s healthy, better for the environment and will help prevent congestion on our roads. Plus it gives everyone options to get around. And, nothing is more American than choice. Selections provide opportunities. And opportunity is freedom. We want it all, and more than that we need every option we can reasonably create to support our economy, our environment and that ever critical balance, especially as the region grows.
The results of our recent regionwide transportation survey tell me we’re heading in the right direction. We’re still very much in love with our cars, but I believe we’re moving the needle on getting people to consider other options. The survey is part of our update of this region’s 25-year Long-Range Transportation strategy, and the answers impact how the Lehigh Valley Transportation Study, state and federal government decide to invest $4.3 billion on road, bridge, trail, technology and community projects through 2050. That amount is a more than 70% increase over our projected allocation from
2019, largely because of an infusion of money from the Infrastructure Investment and Jobs Act and the Lehigh Valley Planning Commission negotiating to get more money funneled into this region.

Of the more than 1,000 people who responded to the survey from 60 of this region’s 62 municipalities, 88% said they’ve driven alone in their cars more than 25 times over the past year. That should surprise no one, and I confess, I’d be in that group, too. But another 27% said they’ve carpooled to a destination at least 12 times in the past year.

Top Videos - Cities Give Riders a Break With Free Public Transportation

Cities across the U.S. offer free public transportation.

That’s up from 10% in 2000. Perhaps even more encouraging is that 48% say they consider the region’s extensive network of more than 300 miles of multi-use trails part of the transportation system. No one even talked about that until 2018 when Northampton and Lehigh counties, the LVPC and LVTS began the process to merge the land use, environment, economic and transportation plans for the region into FutureLV. Roughly 29% said they’ve used a trail to get to a destination at least 12 times in the past year, and 44% said they’ve walked to a destination 12 or more times. Collectively we are making different choices now than even a few years ago and the infrastructure investment strategy should reflect this. But, that requires thinking very differently about alternative forms of transportation, whether it be using trails or public transportation or carpooling or simply walking.

It requires at least some people to believe that it’s perfectly reasonable for someone to hop on their bike in Bethlehem and ride the D&L Trail to their job in Allentown (more and more people do this now and our D&L partners have the trail data to prove it). Or to ride their bike a mile to the Lehigh and Northampton Transportation Authority bus stop, loading it on the bus’s bike rack – yes, all of LANTA’s 85 buses have bike racks – and take public transit to work or school.
Public transit is a perfect example. In the interest of full disclosure, I should mention I sit on the LANTA board. LANTA’s buses are clean, energy efficient and reliably on time. Users have access to a fantastic online app that tracks exactly where their bus is. But as LANTA Executive Director Owen O’Neil often says, most people consider it the option of last resort, rather than one to consider along with their car, bike, carpooling or feet as a way to get around. That’s largely because our lack of density makes it difficult for LANTA to make the scheduling convenient for a lot of people. But LANTA is working toward changing that as it builds its Enhanced Bus Service/Bus Rapid Transit program that features express service between some of the region’s most-used shopping and business centers. Last month (June 19), LANTA flipped the switch on its initial BRT routes through the core of the region, providing limited stop service that comes as often as every 15 minutes. All-in-all, if we start to take the bus, it will help make public transit a bigger part of our transportation future.

Perhaps the best indicator of changing priorities in our survey came in what was, literally and figuratively, the money question. When asked how to invest $100 for transportation people, on average, put $35 on roads and bridges, $24 to pedestrian and bicycle accessibility, $23 to infrastructure resilience and $18 to transit. It’s not surprising that the largest part of the money would go to roads and bridges, but committing nearly half the money to walking, rolling and resilience tells me people are thinking very differently than they did just a few years ago. Even $18 towards transit is encouraging.

Interestingly, when people ranked their priorities among eight different transportation issues, they scored freight seventh. Good traffic flow, road pavement, bridges and walking took the top spots. I believe that’s because people have accepted our place in this new online shopping economy, and they accept we’re all contributing to that every time we order from Amazon. In other words, their problem is not with freight, but rather its impact of bringing more trucks and warehouses which leads to more congestion and decreased air quality, among other things. We hear that as a key priority daily. But, then we all buy online, want it now and well that means more trucks and delivery vans. Hence, we create our fate, at least in part.

But that acceptance of our freight economy confirms what we already knew: Lehigh Valley residents are adaptable. It’s anecdotal, but from my travels in the community I see this shift happening. We are adapting. I don’t see us abandoning our cars anytime soon, but slowly people are beginning to consider those other options. If there was one benefit that came from the COVID-19 pandemic, it is that usage of the trail and public parks skyrocketed — at the local, state and federal levels — and the spillover effect is that some of those people continue their ventures into the great outdoors.

There are so many factors helping to move this needle, whether it be the recent influx of federal money providing cash incentives, or the growing need to mitigate the impacts of climate change or the push by many to live healthier. As we work to map out this region’s transportation future, people are starting to realize that our task is not about moving cars and trucks. It’s about moving people safely and efficiently by expanding and connecting travel options.

*Becky Bradley is Executive Director of the Lehigh Valley Planning Commission.*