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Vice Chair

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Executive Director

**LEHIGH VALLEY PLANNING COMMISSION
Minutes from the Thursday June 27, 2023, Meeting**

The LVPC held a virtual public meeting on Thursday, June 27, 2023. The meeting was advertised in the Lehigh Valley Press on December 28, 2022.

LVPC Chair Steve Glickman chaired the meeting.

Steve Neratko took Roll Call.

Members in Attendance:

Lehigh County

Percy Dougherty, Michael Drabenstott, Philip Ginder, Steven Glickman, Kent Herman, Dennis Klusaritz, Joyce Moore, Christina Morgan, Kathy Rader, Santo Napoli, Rick Molchany, David Petrik, Stephen Repasch, Geoff Brace, and Kevin Schmidt

Northampton County

Christopher Amato, Jessica Cope, Andrew Elliott, Charles Elliott, John Gallagher, Judy Haldeman, Darlene Heller, John McGorry, Stephen Melnick, and Armando Moritz-Chapelliquen,

Members Absent:

Lehigh County

Phillips Armstrong, Bob Elbic, Jamie Johnson, Owen O'Neil, and Matthew Tuerk.

Northampton County

Dan Engle, Rachel Leon, Carl Manges, Lamont McClure, William McGee, Scott Minnich, Edward Nelson, Salvatore Panto, William Reynolds, Tina Smith, Taiba Sultana and Tara Zrinski.

Staff Present: Joey Dotta, Corinne Ruggiero, Christian Martinez, Mackenzie Geisner, Becky Bradley, Steve Neratko, Sue Rockwell, and Taylor Beasley

Public Present: Mark Ozimek, Grace Crampsie-Smith, Robert Walsh, Victoria Opthof-Cordaro, Priscilla DeLeon

CHAIRMAN'S REPORT

Chair Glickman welcomed the newest additions Corinne Ruggiero, Christian Martinez, Joey Dotta and Mackenzie Geisner to the LVPC staff. Each presented a short introduction and what they will be focusing on within the LVPC.

COURTESY OF THE FLOOR

Commissioner Moritz-Chapelliquen notified the commission of an opportunity of Equity Impact Investment programs through New Growth Innovation Network.

No members of the public spoke.

MINUTES

Chair Glickman stated that the minutes of the Thursday, June 22, 2023, LVPC meeting are attached, and Mr. Neratko presented the previously voted on agenda items. Chair Glickman then asked for a motion to approve the minutes. Commissioner Moore made a motion to approve the minutes and Commissioner McGorry seconded the motion. Chair Glickman asked for any comments or questions. There were none. The motion passed. Commissioner Rader abstained.

COMMITTEE REPORTS

Comprehensive Planning Committee:

ACTION ITEM: Freemansburg Industrial Land Use of Regional Significance – Freemansburg Borough and Bethlehem Township

Ms. Bradley presented the subject application which is considered a Land Use of Regional Significance under *FutureLV: The Regional Plan* in the Warehouse, Logistics and Storage Facilities, Freight Facility, Local Freight Generator category. The applicant proposes development of a quarry infill area with construction of an 866,350-square-foot warehouse and distribution facility with associated utilities and parking at 1600 Freemansburg Avenue. The LVPC reviewed the submitted Transportation Impact Study (TIS). The TIS states that the project has the potential to have 520 trucks per day accessing the site and that 50 truck trips per will be removed from the road network as a result of ceasing the current operations, but they are not looking for a credit for reducing those trips.

Commercial truck access to and from the project location and the impacts to the surrounding communities are a concern because of the need for connectivity to Interstate 78 (I-78) via State Route 33 to the east or through the south side of the City of Bethlehem via State Route 412. Truck routes should be planned to prevent drivers from using GPS directions that guide them to I-78 along roads not built to handle large trucks.

The LVPC is extremely concerned that trucks will attempt to navigate what many perceive as an inaccessible route. The potential for serious infrastructure damage and expense to repair any damage will most likely be shouldered by the municipality. To suggest that drivers will self-interpret whether they can navigate an unrestricted truck route is irresponsible and poor planning. (of FutureLV Policies 1.4, 2.2 and 2.4)

Ms. Bradley noted that coordination between the developer, PennDOT, the City of Bethlehem, Bethlehem Township and Freemansburg Borough is strongly recommended to provide truck routing to I-78 with appropriate regulations, signage and any other tools to communicate the proper truck routes for the project trucks to use. Designated Truck Routes should provide the safest and most efficient access to not only Interstate 78, but also to State Routes 33, 412 and Interstate 476 (PA Turnpike) as well as Lehigh Valley International Airport. (of FutureLV policy 2.4)

PennDOT bridge Freemansburg Avenue (State Route 3007) over Nancy Run is not currently part of the Lehigh Valley Transportation Study (LVTS) Transportation Improvement Program, but this is an opportunity for the developer and PennDOT to coordinate project frontage improvements to the bridge, while also enabling any necessary improvements by the developer for Freemansburg Avenue (of FutureLV policy 2.6).

Ms. Bradley stated that the emergency access shown on the plans to Freemansburg Avenue is essential. It is strongly recommended that a maintenance and operation plan for the emergency access be memorialized to ensure adequate access by first responders and the ability to evacuate people via this access is continuous and unimpeded.

The municipality and developer should engage with PennDOT on recommendations to mitigate traffic congestion and improve traffic flow along Freemansburg Avenue. It is strongly recommended that

improvements to this intersection, as well as the intersection of Freemansburg Avenue and Washington 18 Street, be studied with recommendations to improve safety and efficiency of both intersections for improvements be coordinated with the municipalities and PennDOT.

Washington Street just east of the intersection with Freemansburg Avenue/Pembroke Road is a Lehigh and Northampton Transportation Authority (LANTA) transit bus stop location and should be carefully integrated into roadway improvements. The municipal priorities for multimodal mobility and for the developer to enhance the overall community fit for the project also present an opportunity to incorporate the transportation needs of employees or all incomes and abilities.

It is recommended that sidewalks be constructed along the frontage of the industrial warehouse development. LANTA strongly recommends including sidewalks along Freemansburg Avenue to accommodate a future bus stop that would serve transit riders and pedestrians of this proposed employment center.

Traffic circulation between the passenger vehicle parking areas and the truck areas on the plan should be clarified. It is strongly recommended that several truck parking spaces of at least 70 feet in length be provided on site to enable truck drivers who may be out of hours as regulated by the federal government. Additionally, truck parking and passenger vehicle parking lots should be prepared for the future of electric vehicles by providing the necessary vehicle charging infrastructure that may be required (of FutureLV: Policy 2.5 & 3.4.)

LANTA currently provides public transportation along Freemansburg Avenue with a 18 westbound-eastbound bus stop pairing located northeast of the project site at the Freemansburg Avenue and 2nd Street intersection, and to the southwest of the project site at the Pembroke Road and Livingston Street intersection.

The property is located within Bethlehem Township and Freemansburg Borough and is bordered by the City of Bethlehem to the west. Although the property is zoned General Industrial (GI) in both the Township and Borough, the site is adjacent to residential zoning and development to the west, north and east. Both the Township and Borough should coordinate with, and incorporate the comments of, the City of Bethlehem. In addition to mitigating the substantial transportation concerns of an 866,350-square-foot warehouse in the midst of residential development discussed above, the plan must also address the visual and noise impacts of this development. The proposed development is to be located within the previous quarrying site such that it will be mostly surrounded by side walls that drop approximately 40-70 feet from 18 surface elevation with 2:1 slopes. The warehouse and parking areas will be located within 350-500 feet from residential development along Washington Street to the north and 500-700 feet from Livingston Street to the west.

The plan proposes a single line of deciduous trees along the eastern and western parking lots, and a portion of the Freemansburg Avenue frontage. The Northampton County Freight-Based Land Use Management Guide recommends that warehouse developments be screened by a dense buffer yard of mixed evergreen, deciduous and flowering trees, bushes, and ground cover, as well as berm requirements.

Additionally, the developer should consider opportunities to incorporate sustainable energy systems into building functionality, which reduce overhead operational costs and 'minimize environmental impacts of development' (Policy 3.1). Incorporating sustainable practices also helps to reduce climate change impacts (Policy 3.4 of FutureLV) by offsetting the air quality impacts generated by freight uses and tractor-trailer idling.

Chair Glickman called for a motion to accept the staff comments. Commissioner Dougherty made the motion, Commissioner Melnick seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Melnick noted that the letter was substantive and wished there was a way the LVPC Commission could say no to do this project. The project was described as a traffic nightmare that three different communities will feel. Commissioner Melnick concluded that Freemansburg Industrial is a terrible project.

Commissioner Gallagher agreed and noted that Freemansburg Avenue heading east towards Route 33 is already a traffic nightmare that will get worse. Commissioner Gallagher expressed that he wishes there was a way the LVPC Commission could say not to do this project.

Commissioner Repasch asked what would happen if one municipality approved the project and the other did not. Ms. Bradley answered that it would likely result in legal action. Chair Glickman added that Bethlehem is the adjacent community and technically has no say in the approval of the project. Chair Glickman asked whether a current piece of legislation in the State House would allow more participation in the decision-making process. Ms. Bradley answered that it is possible but not the current situation.

Bethlehem Township resident William Smith added the roads surrounding the project are already “rough” and that this project will only exacerbate those issues.

Mark Ozimek asked if the site was the previous location of recycling of trees and brush. Ozimek expressed concern over the potential truck traffic that the development would bring on the surrounding road. Ozimek added that the citizens would brunt the abuse of what this development would bring and that the project would bring 21 trucks per hour.

Commissioner Moritz-Chapelliquen asked if it is appropriate to include a line in the letter that says the project is inconsistent with FutureLV. Ms. Bradley answered that the LVPC review letter is obligated by law to note where a plan is consistent and inconsistent with the regional plan. Commissioner Moritz-Chapelliquen fielded thoughts about potential verbiage that could be used to emphasize the greater number of inconsistencies.

Commissioner Amato asked if it would be fair to say the plan is “generally inconsistent”? Ms. Bradley responded that it is legally correct to say there are “significant inconsistencies as noted throughout the letter.”

Commissioner Melnick proposed to amend the motion by adding a statement at the end of the letter that the project is more inconsistent than consistent with FutureLV.

Bethlehem City Councilmember Grace Crampsie-Smith expressed concern over rainwater and flooding because the Willow Park area tends to flood whenever there is rain. Ms. Bradley responded that while flooding should not be an issue, the LVPC is regulated by Act 167 watershed rules and stormwater will be a separate review done by LVPC’s stormwater engineers.

Commissioner Molchany asked what exactly the new motion is and asked for advice from Becky to add language that protects the Commission and Planners. Ms. Bradley referred to the recording and sated that the LVPC could grab a quote from that.

Mark Ozimek reiterated that 21 new trucks an hour would be the result of the proposed development, totaling 1,680,000 pounds of new truck traffic.

Commissioner Melnick reiterated to add a statement that the “project is substantially inconsistent with FutureLV.”

The original motion to accept the staff comments was forwarded to the amended motion. The motion to accept the review letter passed.

The motion for an amendment to the letter passed.

ACTION ITEM: 770 Savage Road Land Use of Regional Significance – Allen Township

Mr. Neratko presented the subject application which is a Land Use of Regional Significance under FutureLV: The Regional Plan in the 'Warehouse, Logistics and Storage Facilities, Freight Facility, Local Freight Generator' land use category.

This application is proposing the construction of a 358,000-square-foot warehouse, located on Savage Road in Allen Township, Northampton County. Improvements will include the associated parking and truck loading areas, a new stream crossing to provide access to Savage Road, and various underground 20 infiltration basins to collect stormwater.

The plan was submitted as a preliminary/final plan submission, but the plan lacks key elements such as doors and other pedestrian movement features. The applicant should provide the location of these elements on the plan.

Ms. Geisner noted that a portion of the lot is situated on a steep slope of 15%-25%. Mapping indicates the presence of karsts in the form of a surface mine on the site. The LVPC advises the applicant to ensure proper geotechnical testing prior to any land development, to 'minimize environmental impacts of development to protect the health, safety and welfare of the public' (Policy 3.2).

The development is located within a High Conservation Priority Natural Resource area. The LVPC does commend the applicant for the inclusion of bountiful natural plantings and landscaping features throughout the site design.

The project site is located directly adjacent to the Nor-Bath Trail, a commuter trail serving the region that is outlined in FutureLV. The project contains a monumental opportunity to connect the proposed 21 project, as well as the existing neighborhood directly adjacent to the site, the Allen Township Dog Park, and Howertown Park to the trail network. The lack of sidewalk infrastructure on site is a safety concern for pedestrians of all abilities. It is strongly recommended that sidewalk infrastructure be constructed throughout the project (of FutureLV Policy 5.3). Multimodal amenities including bike racks should also be installed at the building (FutureLV, Goal 5). Discussion with the Lehigh and Northampton Transportation Authority (LANTA) should occur regarding the possibility of serving the area in the future and whether any infrastructure could be installed during development.

Weaversville Road is considered a congested corridor and traffic impacts should be limited in this area. The LVPC transportation team calculated vehicle trips for the proposal, which resulted in an estimated 612 Total Vehicles of which 215 are tractor-trailers. The proposed plans do not include the location of truck loading docks or bays. It is also recommended that a traffic circulation plan be provided to indicate the interactions between passenger vehicles and tractor trailers on the plan. Proper signage, pavement markings and truck routes internal to the site should be considered. The LVPC commends the inclusion of an emergency access from the building to Atlas Road. The functionality and construction of the access should be coordinated with local emergency services personnel. Long-term truck parking spaces are not shown on the plans spaces and should consider the inclusion of electrical hookup infrastructure. The freight spaces located on the plans are 60' in length, however, the typical connected tractor-trailer is 70 feet in length.

Additionally, the developer should consider opportunities to incorporate sustainable energy systems into building functionality, which reduce overhead operational costs and 'minimize environmental impacts of development' (Policy 3.1).

Chair Glickman called for a motion to accept the staff comments. Commissioner Elbich made the motion, Commissioner Amato seconded the motion. Mr. Glickman asked for any comments or questions.

Commissioner Amato noted concerns over Savage Road in its capacity to handle truck traffic and turning and also with trucks turning left out of the development towards Willowbrook Road. There is a concern that trucks would take a left on Bullshead Road and get stuck under the bridge. The development was

noted to be an addition to an already existing problem of noise pollution. Commissioner Amato expressed concern over additional traffic on Route 329 and how it may interact with adult and children doing recreational activities. There is concern over the effect on the nearby school that would be surrounded by truck traffic.

Robert Walsh made comment that the project is in the middle of a residential area and was a site that used to be in violation of EPA guidelines. It was previously attempted to be zoned for residential but was deemed to be improper and forced to be industrial. Walsh requested a similar amendment as Freemansburg Industrial to help the municipality's review. Walsh requested a potential geotechnical study, environmental study, and a soil impact study to ensure the backfill that was previously declared improper is now proper for the site.

Commissioner Amato applauded Walsh's insightful dialogue and background of the project.

Walsh confirmed with the Commission that his comments were heard and not disregarded.

The motion passed.

ACTION ITEM: St. Luke's Hospital Anderson Wing 3 Land Use of Regional Significance – Bethlehem Township

Mr. Dotta presented the subject application which is considered a Land Use of Regional Significance under FutureLV: The Regional Plan in the Medical Facility category. The applicant proposes a five-floor, 307,979-square-foot hospital expansion (146 bed) and a 32,417-square-foot Sterile Processing infill development at 1872 Riverside Circle at the St. Luke's Anderson Campus.

This development supports the policies of FutureLV to "encourage local institutions to invest in their surrounding communities" (of Policy 4.1) and to "locate...hospitals and clinics in centers or along corridors" (of Policy 4.3).

Mr. Dotta noted the LVPC commends the proposed parking lot expansion of new spaces and street network improvements in the northern area of the St. Luke's Anderson campus. The LVPC commends the developer for placing necessary development accessories in locations that would prevent them from becoming potential obstacles to pedestrians, including those using a mobility device or tool.

The project site is located directly adjacent to the Palmer-Bethlehem Township Bikeway, a commuter trail serving the region. The project contains a monumental opportunity to connect the proposed project, as well as the existing neighborhood directly adjacent to the site, to the trail network. Overall, the infill development element supports a core strategy of FutureLV to increase density in development areas (Density Special Section, page 71) and further enhances St. Luke's capacity to serve its community.

Chair Glickman called for a motion to accept the staff comments. Commissioner Molchany made the motion, Commissioner Amato seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Gallagher noted that this section of Freemansburg Avenue was improved by St. Luke's and this proposed addition is a part of a grand master plan for St. Luke's.

The motion passed. Commissioner Drabenstott abstained.

ACTION ITEM: Project Review Summary Sheet

Commissioner Melnick presented the Comprehensive Planning Committee summary sheet that included five zoning ordinance amendments which are in Lower Saucon Township, Forks Township, Upper Macungie Township and South Whitehall Township

Chair Glickman called for a motion to accept the staff comments. Commissioner Moore made the motion, Commissioner Melnick seconded the motion. Chair Glickman asked for any comments or questions.

Commissioner Charles Elliot pointed out that presentation included June's summary sheet and Ms. Bradley pulled up July's summary sheet.

Lower Saucon Township Councilwoman Priscilla DeLeon noted the letter was excellent and that the environmental factors mentioned are important.

Lower Saucon Township resident Victoria Opthof-Cordaro thanked the LVPC Commission and staff for reviewing the projects and impactful review of zoning ordinances. It was noted that members of the township have not heard much about the landfill project and that this letter would prove invaluable.

Mark Ozimek commented that the Lower Saucon landfill expansion may eventually be reaching capacity.

Commissioner Amato clarified that the Lower Saucon Township landfill expansion was an ordinance review that the LVPC does not get compensated for.

The motion passed. Commissioner Charles Elliot abstained from Lower Saucon. Commissioner Radar abstained from the Upper Macungie Township zoning ordinance.

Environment Committee:

Commissioner Repasch introduced the Environment Committee Project Review Summary Sheet.

Ms. Rockwell reviewed the items that were covered during the Environment Committee Meeting on Wednesday, July 26, 2023. These included:

- 1) A solid waste reissuance application in Lower Macungie Township
- 2) Sewage Facilities Plan Special Study for the City of Bethlehem
- 3) An application renewal of an existing groundwater withdrawal permit in Catasauqua
- 4) An application to renew an existing wastewater treatment plant and discharge approval in North Whitehall
- 5) And an application renewal for existing surface water withdrawal and groundwater withdrawal approvals in Upper Saucon and Lower Saucon Townships

Commissioner Repasch asked for any questions for Ms. Rockwell and concluded the Environment Committee summary report.

Chair Glickman called for a motion to accept the staff comments. Commissioner Molchany made the motion, Commissioner Radar seconded the motion. Chair Glickman asked for any comments or questions. The motion passed. Commissioner Molchany and Commissioner Klusaritz abstained from the North Whitehall Township project.

Transportation Committee:

Commissioner Herman summarized the Transportation Committee which included a LVTS long range transportation plan update, Climate action Initiatives and the AARP Walk Audit, Highway Projects status report, and the passenger rail analysis and Eastern PA freight alliance infrastructure plan updates.

Old Business:

INFORMATION ITEMS: Activity Reports

Monthly Subdivision, Land Development, Stormwater and Municipal Ordinance/Plans Report

Mr. Neratko presented the Monthly Subdivision and Land Development report. The report stated that in June the LVPC saw 10 Subdivisions, 23 Development proposals, 19 reviews for Stormwater Management, and 9 Municipal Ordinances and Maps for a total of 61 reviews on 220.9 acres. 33 of the reviews were in Lehigh County and 28 in Northampton.

On the non-residential side, the LVPC reviewed 410,151 total square feet. Reviews included 131,463 square feet of commercial space, 28,824 square feet of retail, 4,000 square feet of public/quasi-public and 12,824 square feet of office space.

Chair Glickman asked for any comments or questions. There were none.

Highway Traffic Monitoring

Ms. Bradley presented the Monthly Traffic Count report which summarized 107,609 vehicles on Route between Airport Road and the Lehigh River Bridge, ending June.

Interstate 78 located just east of Route 309 recorded 77,570 vehicles, our highest end of month recording for I-78. Route 309 near Coopersburg, the LVPC's oldest continuous traffic counter registered 39,878 vehicles.

Ms. Bradley reported that Interstate 78, east of 309, recorded 22,149 commercial trucks at the end of June, which is the highest number of trucks recorded since last fall when the holiday season stocking was occurring. On Route 22, just east of the Lehigh River Bridge, there was 15,054 commercial trucks, which was the highest end of month count for commercial vehicles on 22 since the counter was installed a little over a year ago.

Chair Glickman asked for any comments or questions. There were none.

New Business:

INFORMATION ITEM: BUILDLV Subdivision and Land Development Monthly Report

Ms. Bradley reported on the BuildLV: Subdivision and Land Development Monthly Report which explains the first half of 2023 continuing to be a period of heavy development. Over the last seven years we've seen growth year over year. So far this year, we have one notable difference: the plans we're seeing continue to be more and more complex, and the number of ordinance and map changes we're seeing has spiked, especially over the past two years. We've reviewed nearly double the number of municipal ordinances and maps

Single-family detached units have seen a 3% increase since last year, and while apartment proposals have dropped just a bit they still make up 52% of units we have reviewed so far this year. A newer trend may also be occurring. There has been a notable 36% jump in townhouse proposals, and a huge, nearly triple, increase in twin unit proposals as this time last year (178%). According to a redfin report, since this time last year, the price of a single-family home rose 9.3% in Northampton County (to \$387k) and 6.8% in Lehigh County (to \$390k).

The 222 twin units we've reviewed so far in 2023 is substantial as this is a housing type we typically see very few of. So far, this year we have also reviewed 63 manufactured home units and 20 condominiums, which adds more diversity of housing types across the board.

Non-residential development continues to be a substantial portion of our reviews and between January and June this year over 2.7 million square feet of proposed development came into the Commission. While there has been a sharp decline in the number of warehouses being constructed in 2023 nationwide, we haven't seen that same impact locally. According to a Commercial Edge report, between January and May 2023, less than half the amount of square footage broke ground across the country as of the same time frame last year (109.6 million square feet to 240.5). The slowdown is attributed to high interest rates and a normalization of the industrial market after a pandemic-fueled frenzy in 2020-2022.

Chair Glickman asked for any comments or questions. There were none.

Communications and Public Engagement:

INFORMATION ITEM: Annual Website Activity report

Ms. Beasley presented an annual website activity report. For the first six months of the year, the LVPC received nearly 46,000 page views, putting us on pace for an 8% increase over 2022. The Transportation Plans page led all single landing pages with nearly 2,000 page views. The collection of DataLV pages logged nearly 5,000 pages views, with DataLV Housing and DataLV Development 40 leading the way. Both of those were featured in the Annual Report released in March. The Meetings page made the top 10 as well, with more than 1,900 page views.

Other major drivers included the Staff page, with more than 1,700 views (that's where people go to reach staff), the NewsLV page (where people read our newsletter) and the FutureLV landing page with nearly 1,000 page views. In fact, the collection of FutureLV pages garnered nearly 2,700 page views. Rounding out the top 10 was the subdivision and land development page, with more than 950 page views.

Executive Director's Report:

Ms. Bradley presented a report resulting from the PA State Planning Board Ad Hoc Committee. Members of the board featured Ms. Bradley and several other planning experts across Pennsylvania. Governor Josh Shapiro tasked the board to examine a 2013 study that produced nine recommendations that were ultimately found unimplemented. The 2023 board was charged with analyzing the 2013 recommendations and chose to retain them all with minor revisions and clarifications.

Ms. Bradley went over the general permitting process according to the 2019 PA Department of Community & Economic Development (DCED) Survey of County Planning Agencies of Pennsylvania's 2,560 municipalities.

Ms. Bradley explained that the 2023 committee was given three months and it was determined that little action has been taken in the interim ten years. The need for funding was stated to be a major point of concern that was not established in the 2013 study.

Ms. Bradley outlined the 2013 Legislative Recommendations which were:

1. Provide Statutory Authorization of Unified Development Ordinances (UDOs) and Unified Approval Process (UAP)
2. Expand Authority of Specific Plans
3. Provide for One Substantive Review Step

Additional recommendations determined by the 2023 were:

1. Promote the Use of Sketch Plans

2. Promote the Use of Tiered Review
3. Promote Expedited Review Options or Get to the Answer Fast Option
4. Promote the Use of Hearing Officers
5. Promote and Encourage Multi-municipal Cooperation
6. Establish Joint, Local/State Multi-agency Review
7. Establishment Of County or Regional Development Permitting Districts
 - a. This recommendation was submitted for in-depth research and study.

Ms. Bradley concluded that not much has changed since 2013 but with the support of leadership, the targeting of funding, and the provision of technical assistance, the permitting process can be significantly improved within the Commonwealth. Representative Schlossberg has reached out and we are going to coordinate further on how these and other allied initiatives could move forward in the Commonwealth.

Chair Glickman asked for any comments or questions. There were none.

INFORMATION ITEM: Business Cycle Column

Ms. Beasley summarized the most recent Business Cycle Column that was published in the Sunday July 9, Morning Call. The column focused on the region's changing transportation priorities and the results of the LVPC's recent Transportation Needs Survey.

INFORMATION ITEM: Plan Lehigh Valley radio show on WDIY NPR 88.1FM

Ms. Beasley summarized the most recent Plan Lehigh Valley 30-minute radio show that aired on July 10 on WDIY and focused on the results of the LVPC's Transportation Needs Survey. Ms. Bradley was joined by LVPC Editor Matt Assad and LVPC Program Associate Hannah Milagio to talk about people in the Lehigh Valley still prefer their cars but are more willing than before to alternative transportation modes.

Ms. Beasley noted the next show will air August 7 at 6:30 pm and will focus on our e-commerce economy.

INFORMATION ITEM: PA DCED Multimodal Transportation Fund

Ms. Beasley gave a final reminder that the deadline to apply for grants from PA Department of Community and Economic Development's Multimodal Transportation Fund.

INFORMATION ITEM: U.S. DOT Rural and Tribal Grant Program

Ms. Beasley introduced the U.S. Department of Transportation piloting a Rural and Tribal Assistance Program that will provide grants to fund financial, technical, and legal assistance to small and rural communities. These grants are intended to increase organizational capacity in communities that may not have resources to qualify or apply for the collection of federal funding program that have come out of the Bipartisan Infrastructure Law, the Inflation Reduction Act and other federal funding programs. The application window is open from August 14 to September 27.

INFORMATION ITEM: PA Broadband Development Authority

Ms. Beasley notified the commission about a public meeting that's planning to get comment on Pennsylvania's Statewide Broadband Plan. This is part of a very ambitious \$65 billion plan to get reliable and affordable broadband internet access to every person in America within five years. This was laid out in the Infrastructure Investment and Jobs Act, and this is part of a series of public meetings being held across Pennsylvania to get input. The purpose of this meeting is to not only get comment on the plan, but to reach people who are unserved or underserved, when it comes to internet access.

INFORMATION ITEM: In-Person 2023 PMPEI Classes

Ms. Beasley shared the PMPEI classes will be held at the LVPC Office Conference Room this fall, with a Subdivision and Land Development Class on three consecutive Wednesdays beginning Sept. 6. In October, Community Planning will be back for an encore performance on three consecutive Mondays beginning Oct. 9, given the popularity of the spring classes. All classes run from 5:30 pm-9pm and go towards earning the designation as Certified Citizen Planning.

INFORMATION ITEM: LVGA Local Technical Assistance Program

Ms. Beasley shared a few virtual training opportunities. On August 3, there will be a virtual session on the Safe System Approach from 11 am to noon. On August 15, we will have Public Works Safety; on September 19, Traffic Signals Basics; and on October 11, Winter Maintenance Planning. These are all from 8 am to Noon in person at the LVPC. PennDOT Connects is offering workshops on Bicycle Selection later this month and Active Transportation in late September. Registration links are listed on the slide, and you can always call either Hannah or Brian for help with registration

ADJOURNMENT:

Chair Glickman stated that the next LVPC meeting is set to be virtual on August 24th at 7pm. Chair Glickman then asked if there was a motion to adjourn the meeting and Commissioner Molchany made a motion to adjourn. Commission Radar seconded the motion. The meeting was adjourned.

Submitted by:

Becky Bradley, AICP, Executive Director and Joey Dotta, Regional Planner