



Lehigh Valley Transportation Study

RICHARD MOLCHANY
Chair, Coordinating Committee

BRENDAN COTTER
Chair, Technical Committee

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

Lehigh Valley Transportation Study Minutes from Wednesday, September 17, 2025 Joint Technical and Coordinating Committee Meeting

Prior to the call to order, Ms. Milagio stated the agenda and materials for the meeting were posted on the LVPC website. She provided directions on how to participate in the virtual meeting and protocol for the meeting to flow smoothly. The meeting was advertised in the Morning Call on September 12, 2025. Mr. Rick Molchany chaired the Coordinating Committee portion of the meeting, and Mr. Brendan Cotter chaired the Technical Committee portion of the agenda.

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

Roll Call

Ms. Milagio took Roll Call.

Attendees:

Technical Committee

Brendan Cotter	LANTA
Ryan Meyer	LNAA
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Basel Yandem (Alt.)	City of Bethlehem
David Hopkins (Alt.)	City of Easton
Jen Ruth	PennDOT District 5
Nick Raio	PennDOT Central Office

LVTS Coordinating Committee

Rick Molchany (Alt.)	Lehigh County
David Hopkins (Alt.)	City of Easton
Becky Bradley, AICP	LVPC
David Petrik (Alt.)	City of Allentown
Michael Emili (Alt.)	Northampton County
James Mosca	PennDOT Central Office
Owen O'Neill	LANTA
Thomas Stoudt	LNAA

Members Absent:

Technical Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Salvatore Panto	City of Easton

Coordinating Committee

Matthew Tuerk	City of Allentown
J. William Reynolds	City of Bethlehem
Michael Alkhal (Alt.)	City of Bethlehem
Lamont McClure	Northampton County
Chris Kufro	PennDOT District 5-0

Staff Present: Matt Assad, Becky Bradley, Evan Gardi, Mackenzie Geisner, Subham Kharel, Hannah Milagio, Faria Urmy

Public Present:

Brian Hare, Scott Harney, Craig Beavers, Jay McGee, Lawrence Peterson, Brett Webber, Jeff Rai, Leeann Sinpatanasakul, Brent Shriver, Toni Mitman, Scott Vottero, Kim Schaffer, Ralph Eberhardt, Michael McGuire, Gene Porochniak, Scott Slingerland, Amy Unger, Lee Rackus, Chris Stanford

Courtesy of the Floor

Mr. Molchany asked if there were comments for items not on the morning's agenda, and there were none.

Minutes

Mr. Cotter stated that the last Technical Committee monthly meeting was held on July 16, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the June 18th, 2025, Joint Technical and Coordinating Committee Meeting
- Minutes from the June 25th, 2025, Technical Committee Workshop Meeting
- TIP Amendment #1: Transportation Alternative Set-Aside
- Adjournment

Mr. Cotter asked for a motion to approve the July 16, 2025 minutes. Mr. Petrik made the motion, and the motion was seconded by Mr. Yandem. There were no questions or comments from members of the public. Mr. Cotter asked Ms. Bradley to call for a vote and the motion was approved.

Mr. Molchany stated the last Coordinating Committee monthly meeting was held on July 16, 2025. Ms. Milagio noted the actions voted on:

- Minutes from the June 18th, 2025, Joint Technical and Coordinating Committee Meeting
- Carbon Reduction Program Funds Project Selection Criteria and Allocations
- TIP Amendment #1: Transportation Alternative Set-Aside
- Adjournment

Mr. Molchany asked for a motion to approve the July 16, 2025 minutes. Mr. Mosca made the motion, seconded by Mr. Stoudt. Mr. Molchany asked if there were any questions or comments from the members and the public. Hearing none, Mr. Molchany asked Ms. Bradley to call for a vote and the motion was approved.

Old Business

ACTION ITEM: Lehigh and Northampton Transportation Authority (LANTA) Performance Measures

Mr. Cotter stated that LANTA is required to annually present the organization's Transit Safety and Transit Asset Management Performance Measures. He reviewed the 2025 performance measures and targets, all of which was provided in the meeting packet. Mr. Cotter noted that there were additional safety targets and data incorporated into this year's report, including collision rate, transit worker fatality and injury rates, and the expanded definition of "major failures."

Mr. Cotter asked if there were any questions from LVTS members or the public on LANTA's Performance Measures. Mr. Webber asked for clarification on what the term "major failures" referred to, and Mr. O'Neil noted that this definition was expanded in 2024. Mr. Cotter stated that a "major failure" refers to anything that takes the vehicle out of operational service, and Mr. O'Neil noted that it used to mean any time a vehicle needed to be towed. Mr. Webber asked if, because of the expanded definition and data access, the 2025 data will be like the 2024 data presented, and Mr. Cotter confirmed that this was true.

Mr. Molchany asked if these performance measures are comparable with other transit authorities, and if LANTA would be able to evaluate their successes in comparison with other agencies. Mr. Cotter stated that he was unsure if these performance measures could be used for such a comparison. Safety targets are used as a self-comparison to improve the agency. LANTA's asset management is probably doing

better than many other agencies because LANTA is a good steward of funding for their fleet and facilities. Mr. O'Neil added that LANTA is part of a statewide risk management pool, from which they get a lot of data in order to compare themselves with national and state trends. Mr. Cotter asked if there were any additional questions, and there were none.

Mr. Cotter asked for a motion from Technical Committee to recommend approval of LANTA's Performance Measures to the Coordinating Committee. Ms. Bradley made a motion to recommend approval of LANTA's Performance Measures to the Coordinating Committee, and it was seconded by Mr. Meyer. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to approve LANTA's Performance Measures, as forwarded by the Technical Committee. Mr. Stoudt made a motion to approve LANTA's Performance Measures, and it was seconded by Mr. Mosca. Mr. Molchany asked if there were any questions from Coordinating Committee members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

INFORMATION/DISCUSSION AND ACTION ITEMS: 2025-2027 Unified Planning Work Program Updates/Active Projects Report

DISCUSSION/ACTION ITEM: Roadway Functional Classification System Update

Ms. Urmy reviewed the purpose of Roadway Functional Classification Update, the methodology that LVPC Staff used to identify potential upgrades, and how the staff compiled information for LVTS' review based on the Federal Highway Administration's (FHWA) *Highway Functional Classification: Concepts, Criteria and Procedures (2023 Edition)* and PennDOT's *Procedures for Revisions to Functional Classification, National Highway System, and Intermodal Connectors (2025 Edition)* guidelines. She also reviewed the process and tasks undertaken by the staff to determine the list of road segments proposed for upgrades.

Ms. Geisner displayed the map with 31 segments proposed for upgrade in the region. She noted that the meeting packet included the regional map and individual maps and explanations for each segment proposed for functional classification upgrade.

Six examples of segment upgrades were given by LVPC staff during the presentation:

- Route 100 from Route 309 to just before Tilghman Street (Heidelberg, Lowhill, Upper Macungie Townships): Upgrade from Minor Arterial to Other Principal Arterial
- Eighth Street/Mack Boulevard from Greenleaf Street to Emmaus Avenue (City of Allentown)
 - Eighth Street: Upgrade from Major Collector to Minor Arterial
 - Mack Boulevard: Upgrade from Major Collector to Other Principal Arterial
- Hamilton Boulevard from Trexlertown Bypass to Route 222 (Lower and Upper Macungie Townships): Upgrade from Minor Arterial to Other Principal Arterial
- Blue Mountain Drive from MacArthur Road to Mountain View Drive (Lehigh Township): Upgrade from Major Collector to Minor Arterial
- Greenwood Avenue from Green Pond Road to William Penn Highway (Palmer Township): Upgrade from Major Collector to Other Principal Arterial
- Newburg Road from Van Buren Road to Chestnut Street (Bath Borough, East Allen Township, Lower Nazareth Township, Palmer Township, Upper Nazareth Township): Upgrade from Major and Minor Collector to Minor Arterial

Ms. Bradley displayed maps of Routes 22 and 33. She reviewed the Average Annual Daily Traffic (AADT) of Route 22 from the Kuhnsville exit to the Route 33 exits, and Route 33 from the Route 248/Wilson exit to the William Penn Highway exit. She stated that, outside of these boundaries, Routes 22 and 33 either do not meet the required AADT, or have geographic challenges that would restrict the potential. The AADTs reviewed exceed the maximum for Other Freeways/Expressways, the current designation for both Routes 22 and 33. She stated that the LVPC Staff recommend an upgrade for these segments from Other Freeways/Expressways to Interstate.

Mr. Molchany asked if this item required a discussion or action by the committees. Ms. Bradley stated that it was at the discretion of the committees what would take place during the meeting. It was advertised as an action item on the agenda, so the committees could take a vote to approve upgrades as presented. Mr. Molchany proposed that the committees take a vote and have discussions on the proposal during the voting process. He thanked the staff for their work in preparing the functional classification upgrades.

Mr. Cotter asked for a motion to recommend approval of the Functional Classification System Update as presented to the Coordinating Committee. Mr. Yandem made a motion to recommend approval of the Functional Classification System Update as presented to the Coordinating Committee, and the motion was seconded by Mr. Raio.

Mr. Cotter asked if there were any questions from LVTS members. Mr. Hopkins asked for an explanation on the metrics for upgrade opportunities. Ms. Bradley stated that the criteria begins with traffic volume, and that further analyses of traffic generators, existing plans and safety data were conducted.

Mr. Vottero clarified that the AADT displayed on the maps of Routes 22 and 33 were for each segment going one-way. Segments of divided highways, such as Routes 22 and 33, are measured in one-way increments, rather than non-divided roadways, which are measured continuously. The actual, two-way AADT for the segments of Routes 22 and 33 are likely double the figures displayed on the map.

Mr. Raio noted that every MPO is required to update their Functional Classification System at least once every ten years, and that 5 other MPOs were currently in the process of completing updates to their Functional Classification System. He commended the LVPC team on their thorough work.

Mr. Cotter asked if there were any potential negative consequences for recommending upgrades to the roadways. Ms. Bradley said there were none, and that these recommendations for updates are required. Mr. Mosca echoed Ms. Bradley's statements, and he added that upgrades to Route 22 and 33 to interstate status would be a lengthy process. If these routes are upgraded to interstates, they would move over to the Interstate Management (IM) Program and off the regional Transportation Improvement Program (TIP). This would remove a significant cost to the region, and it could impact formula funding. He reiterated that an upgrade to either or both roadways would be a lengthy process.

Mr. Porochniak added this comment for clarification on behalf of the Federal Highway Administration (FHWA): "For designation as a part of the Interstate system, 23 U.S.C. 103(c)(4)(A) requires that a highway meet all the standards of a highway on the Interstate System, be a logical addition or connection to the Interstate System, and have the affirmative recommendation of the State or States involved. For designation as a future part of the Interstate System, 23 U.S.C. 103(c)(4)(B) requires that a highway be a logical addition or connection to the Interstate System, have the affirmative recommendation of the State or States involved, and have the written agreement of the State or States involved that such highway will be constructed to meet all the standards of a highway on the Interstate System within twenty-five years of the date of the agreement between the FHWA Administrator and the State or States involved. Such highways must also be on the National Highway System. Interstate designation would need to be completed first before the functional class could be changed to Interstate." Mr. Molchany thanked Mr. Porochniak for his comment.

Ms. Bradley stated that Route 22 has more traffic than Interstate 78. When a region experiences consistent population and economic growth, as is the case for the Lehigh Valley, infrastructure needs to be maintained and updated. Planning for infrastructure advancements does not indicate opinions on the growth itself; it deals with the current realities of the region and projections for the future. She noted that the LVTS should stay committed to planning for the region without being unduly influenced by individual preferences or opinions.

Mr. Harney asked via meeting chat: "Jacksonville Road is a bicycle route, was that considered? Many driveways." Ms. Bradley stated that it was considered.

Mr. Webber asked what the impacts would be if Route 22 east of the Route 33 exits was upgrade to interstate status. Ms. Bradley stated that the Request for Proposals (RFP) on the Route 22 Study include a specific section on how this segment of Route 22 could be addressed. That study will include a realistic strategy that is implementable for that segment, and that's where any potential changes or upgrades would be captured.

Ms. Mitman stated that she believes the Lehigh Valley is being destroyed by housing and warehousing proposals. She suggested a moratorium on new development in the region, and she stated that congested roads are a symptom of the increasing land development. She noted that traffic volumes and driver behavior on Route 22 are a problem, and that laws need to be enforced on Route 22 and the Counties should talk to Governor Shapiro about this problem. She noted that she does not believe that widening and fixing roads will solve these issues.

Ms. Bradley noted that the LVPC applied for a Safe Streets and Roads for All grant for transportation system planning, which will coordinate with existing efforts in municipalities. She stated that it is illegal to impose a development moratorium because of the PA Municipal Planning Code (MPC), which is a state law. Municipalities have significant control over land development, and the LVPC does not approve subdivision and land development plans or authorize those plans in any way, unless a municipality has designated the LVPC as their planning body. The municipalities that have designated the LVPC as their planning body are Chapman Borough, Glendon Borough, Slatington Borough and West Easton Borough. The LVPC reviews subdivision and land development plans against *FutureLV: The Regional Plan* and other applicable, adopted plans, and provides comments back to municipalities and developers. She reiterated that there is no legal way to put a moratorium on development, and she stressed the importance of the relationship and connectivity between the LVPC and the LVTS.

Ms. Bradley stated that the Route 22 study will examine what treatments are appropriate for its various segments. It is not a plan for the wholesale widening of Route 22. It may suggest widening in some segments, but nothing is certain until the study has been completed. Ms. Mitman thanked Ms. Bradley for her responses.

Mr. Molchany stated that the LVPC and the LVTS combined the bi-county comprehensive plan with the metropolitan transportation plan into *FutureLV: The Regional Plan* to give a projection that every municipality has had the opportunity to review. The LVPC ensures that information is received by municipalities, and reviews subdivision and land development plans against *FutureLV: The Regional Plan*, including its transportation goals, policies and actions. *FutureLV: The Regional Plan* may be the first time a comprehensive plan and a metropolitan transportation plan were combined in the Commonwealth. He noted that the LVTS' goal is to understand the current status of the region to ensure regional transportation needs are met. Automobile and truck traffic have been evaluated, and these levels of congestion will continue. Planning for future growth does not indicate a preference for or opinion on growth. The LVTS is bound by law to maintain a fiscally constrained budget of projects, and to make decisions that are based on data for the good of the regional transportation grid. Because the budget must be fiscally constrained, some things need to be cut. The LVTS is committed to the partnership between LVPC and LVTS, and the working relationship between the two boards. He stated that it is important to recognize that forward thinking planning is allowing the LVPC to make recommendations to municipalities, who have the ultimate responsibility of approval/denial. Mr. Molchany added that he previously voted against widening Route 22, and he expressed concern for impacts to local roads when Route 22 becomes congested and vehicles choose alternate routes.

Mr. Cotter asked if there were any additional comments or questions from LVTS Technical Committee members or the public, and there were none. Ms. Bradley called for the vote, and the motion carried.

Mr. Molchany asked for a motion to approve the Functional Classification System Update, as forwarded by the Technical Committee. Mr. O'Neil made a motion to approve the Functional Classification System Update, and the motion was seconded by Mr. Stoudt.

Mr. Molchany asked if there were any questions or comments from LVTS Coordinating Committee members. Mr. Stoudt asked how the proposed classification upgrades will impact changes on the roadways. Ms. Bradley stated that no immediate changes would need to be made but, as projects advance, there will be new design requirements for roadways that have advanced in functional classification. When developments are added on or near roadways that will impact traffic volumes, there will be a different set of design requirements with which to comply.

Mr. Vottero noted that Route 33 connects Interstates 80 and 78. PennDOT has been working with the Northeast Pennsylvania Alliance (NEPA) on the section of Route 33 in Monroe County. Route 33 meets interstate criteria in the Lehigh Valley, but it does not meet the criteria in NEPA's jurisdiction. He added that the acceleration and deceleration lanes do not currently meet interstate criteria.

Ms. Bradley stated that the LVPC is not in favor of designating the entirety of Route 33 as an interstate, as this would go against *FutureLV: The Regional Plan*. She noted that an interstate designation on Route 33 north of Tatamy exit would have major impacts on farmland and rural communities. Conversations on this topic could happen as part of the update to *FutureLV: The Regional Plan*, but it is currently not in line with regional priorities.

Mr. Molchany asked if there were any other questions or comments from LVTS Coordinating Committee members or the public, and there were none. Ms. Bradley called for a vote, and the motion carried.

INFORMATION ITEMS: Metropolitan Transportation Plan Data Updates; Lehigh County Industrial Land Use Guide; US Route 22 Plan; Lehigh Valley Government Academy: Calculating Traffic Impacts Workshops

In the interest of time, Ms. Bradley gave brief updates on the remaining information items under the 2025-2027 Unified Planning Work Program Update.

Ms. Bradley noted that the Lehigh Valley Trail Connection Strategy was underway. She stated that staff had connected with municipal partners and regional trail organizations to incorporate new data into the strategy, and that the LINK partnership met the previous week to gather input on trail gaps in the region.

Ms. Bradley stated that Population and Employment projections for the region were nearly ready to present to the LVTS, which she anticipated would take place in the next few months. She noted that the Congestion Management Plan (CMP) update is in the data collection and analysis phase, and the next step in that process is to coordinate with LVTS members on a ranking process, similar to the processes used for the Transportation Alternative Set-Aside and Carbon Reduction Program.

Ms. Bradley stated that LVPC staff are developing a regional Travel Demand Model to be used for development of the Transportation Improvement Program and Metropolitan Transportation Plan. Staff are coordinating with Dan Szekeres, PennDOT consultant, who has previously supported the travel demand modeling for the region under PennDOT's open contract.

Ms. Bradley noted that the Lehigh County Industrial Land Use Guide project is underway. The Guide will support a wide range of stakeholders address existing industrial impacts and plan for new and emerging industrial land uses, including data centers. A workshop will be held in October to provide further insight into industrial land use issues that Lehigh County communities are facing.

Ms. Bradley stated that the Request for Proposals (RFP) for the Route 22 Mobility, Safety and Congestion Management Plan is live on www.pennbid.net. Questions on the RFP will be taken until September 29 at 3 PM, and proposals will be due on October 10 at 3 PM. She noted that the meeting packet included more information on the RFP, and that general questions about the RFP can be directed to Ms. Milagio.

Ms. Bradley shared that the LVPC hosted a training on Traffic Impact Statements as part of the Lehigh Valley Government Academy. Thirty-seven people with varying degrees of experience with Traffic Impact

Statements attended the training, which was very well received. This training was developed because of local government feedback received from the Lehigh Valley General Assembly.

Mr. Molchany noted that artificial intelligence (AI) and new technologies are continually growing. There are going to be needs for data centers, but this will likely be an undesirable land use for many communities. Some communities are planning for the possibility of data centers. Mr. Molchany stated that there were a lot of questions about data centers and their potential impacts on the transportation grid at the latest Lehigh Valley Chamber of Commerce meeting, but that this will likely have a larger impact on land use and utilities than transportation infrastructure. He noted that this will need to be included in the update to *FutureLV: The Regional Plan*.

Ms. Bradley stated that data centers are already in *FutureLV: The Regional Plan* in the Future Forces section. She noted that major data centers are at least a \$1 billion investment, so it is unlikely that there will be many in the region, but the LVPC is aware of potential data centers coming into the region. Mr. Molchany asked if there were any questions from LVTS members or the public, and there were none.

INFORMATION ITEM: 2027-2030 Transportation Improvement Program (TIP) Timeline + Tasks

Ms. Bradley reviewed the timeline for TIP development, which began with coordination between PennDOT, LANTA and the LVPC. Work that is currently in development to support the TIP includes the carryover project list development, as well as data collection to support project selection criteria. The LVTS will meet over two workshops to develop the draft project list that will be forwarded to PennDOT Central Office and the US Department of Transportation (USDOT) in December 2025. The first will be a Technical Committee workshop, held on October 22 at 8 AM at the LVPC Office, that will focus on the carryover project list and selection criteria development. The second workshop will be a Joint Technical and Coordinating Committee workshop that will focus on project selection, and it will be held on November 5 at 8 AM at the LVPC Office.

Mr. Molchany noted that the TIP is vital to the LVTS' work because it is the program that makes direct improvements to the transportation grid. Ms. Bradley added that the TIP that will follow the 2027-2030 TIP is already in development because it will be updated along with the Metropolitan Transportation Plan, which will be adopted no later than June 30, 2027. Mr. Molchany asked if there were any questions from LVTS members or the public, and there were none.

INFORMATION ITEM: 2025-2028 TIP Administrative Actions

Ms. Ruth noted that, from July 5 through September 5, there were 30 administrative actions, 3 statewide administrative actions, and 1 interstate administrative action.

- Statewide Administrative Action #1: Penn Ave Alburtis Railroad Crossing, Lehigh County
- Administrative Action #1: City of Allentown School Zone Traffic Safety Upgrades + Community Bike Works Youth Bike Education, Lehigh + Northampton Counties
- Statewide Administrative Action #2: Pearl Street Safety Improvements, Northampton County
- Administrative Action #2: Environmental Impact Resolution Line Item, Lehigh County
- Administrative Action #3: Shimersville Hill Safety Improvements (Construction Phase), Lehigh County
- Administrative Action #4: LANTA Congestion Management Air Quality (CMAQ) Flex, Lehigh County
- Administrative Action #5: Riverside Drive RAISE Grant, Lehigh County
- Administrative Action #6: State Route 512 over Brush Meadow Creek (Final Design Phase), Northampton County
- Administrative Action #7: Beth-Bath Pike over Monocacy Creek
- Administrative Action #8: Shimersville Hill Safety Improvements (Right-of-Way Phase), Lehigh County
- Administrative Action #9: Freemansburg Avenue Safety Improvements, Northampton County
- Administrative Action #10: PA Route 309 Resurfacing, Lehigh County
- Administrative Action #11: CAT Bike Education + South Bethlehem Greenway Trail Extension, Lehigh + Northampton Counties

- Administrative Action #12: Shimersville Hill Safety Improvements (Construction Phase) + State Route 191 Lower Nazareth Intersection Improvements (Final Design + Right of Way Phases), Lehigh + Northampton County
- Administrative Action #13: State Route 512 over Brush Meadow Creek (Construction Phase), Northampton County
- Administrative Action #14: Freeway Service Patrol + Route 22 Resurface from Bethman Road to 25th Street, Lehigh + Northampton Counties
- Administrative Action #15: State Route 33 Bushkill Creek Bridges, Northampton County
- Administrative Action #16: Howertown Road Bridge, Northampton County
- Administrative Action #17: Linden Street Two-Way Conversion, Northampton County
- Statewide Administrative Action #3: LVTS High Friction Surface – 2025, Northampton County
- Administrative Action #18: Church Road over Tributary to Mill Creek, Lehigh County
- Administrative Action #19: Donats Peak Road Bridge over Kistler Creek, Lehigh County
- Administrative Action #20: Powder Valley Road over Indian Creek, Lehigh County
- Administrative Action #21: Limeport Pike over Hosensack Creek, Lehigh County
- Administrative Action #22: State Route 512 over Martins Creek, Northampton County
- Administrative Action #23: Hecktown Road Bridge over Route 22, Northampton County
- Administrative Action #24: Lower Saucon Road over East Branch of Saucon Creek, Northampton County
- Administrative Action #25: State Route 191 Lower Nazareth Intersection Improvements (Final Design Phase), Northampton County
- Administrative Action #26: CAT Bike Education, Lehigh County
- Administrative Action #27: Freeway Service Patrol, Lehigh County
- Administrative Action #28: Box Culvert Bundle-Round 2, Lehigh County
- Administrative Action #29: Church Road over Tributary to Mill Creek, Lehigh County
- Interstate Administrative Action #1: I-78 Reconstruction – Berks County Line to State Route 100, Lehigh County
- Administrative Action #30: Route 309 Center Valley Interchange, Lehigh County

Mr. Molchany thanked Ms. Ruth for her report, noting that these actions demonstrate how complex the regional transportation grid and the work of the LVTS are. Mr. Molchany asked if there were any questions from LVTS members or the public, and there were none.

INFORMATION ITEM: Transportation Alternatives Set-Aside (TASA) & Carbon Reduction Program (CRP) Press Events

Mr. Assad noted that the LVTS hosted eight events to deliver \$11.4 million in funding for TASA and CRP projects, and that these events were well attended and well received. Press coverage for all eight events was included in the meeting packet.

Mr. Molchany thanked the staff for their work in putting the events together and echoed that the events were well received. He asked if there were any additional comments or questions from the LVTS members or the public, and there were none.

INFORMATION/DISCUSSION ITEM: LANTA Transit Funding and the Pennsylvania Budget

Mr. O’Neil stated that transit funding has been in the news recently because of the state budget. The Southeast Pennsylvania Transit Authority (SEPTA) and Pittsburgh Regional Transit (PRT) have requested capital funding from the state legislature. LANTA submitted a similar request for capital funding, which included an outline of a 2-year plan to ensure continuity of service under any funding scenario. LANTA, and other Pennsylvania transit agencies that are not SEPTA or PRT, will have a more complicated process to request capital funding. SEPTA and PRT already have capital funding allocated to their agencies; the remaining agencies in Pennsylvania must submit annual applications for discretionary funding. Mr. O’Neil noted that LANTA is now waiting to see if PennDOT will make capital funding available, or if there is another path forward with funding for the 2-year stabilization plan.

Mr. Molchany noted that there has been a lot of advocacy in support of LANTA. Both Lehigh and Northampton County have sent letters of support to the state legislature. He expressed hope that no route cuts would be needed, and reaffirmed that the Express Bus Service (EBS) is the LVTS' top transit priority. He asked Mr. O'Neil if the efforts to promote and improve EBS were moving forward in spite of the budget issues. Mr. O'Neil stated that the two EBS routes are the best-performing routes in the LANTA system. Funding from the Carbon Reduction Program will also help with the physical road assets of that system to help it run more efficiently. He noted that the Lehigh Valley is moving into a medium/major metropolitan area, and that LANTA is working to establish a transit system that reflects that regional status. LANTA is committed to ensuring that EBS promotion and improvement continues.

Mr. Molchany asked if there were any questions from LVTS members or the public. Mr. Slingerland expressed support for statewide transit funding and LANTA, on behalf of the Coalition for Appropriate Transportation. He noted that transit works in tandem with roadway improvements, like those potentially identified in the Route 22 Study, to address congestion and air quality in the region. Mr. Molchany asked if there were any additional questions from LVTS members or the public, and there were none.

New Business

DISCUSSION/ACTION: Reauthorization of the Infrastructure Investment and Jobs Act by US Congress

Ms. Bradley noted that the Infrastructure Investment and Jobs Act (IIJA), the current federal surface transportation legislation, is set to expire. She noted that a number of professional organizations that support the LVTS' work have developed the Local Officials of Transportation (LOT) Coalition, including the National Association of Regional Councils (NARC). Ms. Bradley introduced Ms. Sinpatanasakul, Director of Policy at NARC, to provide additional context on the legislation and NARC's platform for the surface transportation reauthorization. Ms. Sinpatanasakul stated that the House of Representatives Committee on Transportation and Infrastructure is working on a bill, and the Chair of that committee would like to pass a bill in the house before the end of 2025. Legislative text on that bill could be coming from the committee this fall. The Senate Environment and Public Works committee is also drafting a bill, but there is no current timeline for that bill. Midterm elections will be held on November 3, 2026, and the IIJA will expire on September 30, 2026. A short-term extension may be issued to continue funding.

Ms. Sinpatanasakul outlined NARC's priorities for a reauthorization of surface transportation legislation:

- Increase and Enhance Metropolitan Planning Funding
 - Funding for Metropolitan Planning Organizations (MPOs), like the LVTS, has only increased by 1% since 1991, but the responsibilities mandated to MPOs has only increased.
- Promote Non-Metropolitan Transportation Planning
 - Rural Planning Organizations (RPOs) do not receive federal funding and should have a dedicated funding source.
- Support Local Decision-Making Through Formula Programs
 - Surface Transportation Block Grant funding should be increased.
- Preserve and Streamline Funding Opportunities
 - Discretionary grant programs like Safe Streets and Roads for All have been successful and should continue.

Mr. Molchany asked how the LVTS and the public could support NARC's priorities. Ms. Sinpatanasakul stated that NARC is meeting with all the stakeholders in Washington, DC. Local communities are encouraged to meet directly with their local officials, as it is important that elected officials hear directly from their constituents. Ms. Bradley added that federal legislators that represent the Lehigh Valley (Rep. Mackenzie, Sen. McCormick, Sen. Fetterman) have all reached out to the LVPC, and that the LVPC will use these priorities and those generated by the LOT coalition in their advocacy. Mr. Molchany added that LNAA will be included in the discussions and advocacy, as they are a part of the transportation grid.

Mr. Molchany asked if there were any questions from LVTS members or the public. Ms. Mitman asked Ms. Sinpatanasakul if she could provide her contact information. Ms. Sinpatanasakul stated that NARC is

a membership organization, and that they work directly with members. Mr. Molchany asked if there were any additional questions from LVTS members or the public, and there were none. He thanked Ms. Sinpatanasakul for her time and presentation.

Status Reports

Mr. Molchany said the status reports on the PennDOT District 5 Transportation Alternative Set-Aside Projects, the PennDOT District 5 Bridge Projects, and the Public Engagement, Grants and Education memo were included in the meeting packet. There were no questions or comments from the committees or public.

Adjournment

Mr. Molchany stated that the next Joint Technical and Coordinating Committee Meeting would be held on October 15 at 9 AM. Mr. O'Neil made a motion to adjourn, and the meeting was adjourned.