



Chapter 6

# Appendix

Traffic drums in the service yard of Traffic Services in Allentown

## PUBLIC INVOLVEMENT

Public involvement is a vital component of the transportation planning process. Providing full disclosure of plans and programs, not only during the development phase, but also after the adoption of these plans and programs, allows the general public the opportunity to be involved, comment on and influence the development process. Every person, regardless of race, religion, ethnicity, gender, disability or socio-economic status should have the opportunity to take part in and influence the transportation planning process. Public participation in the transportation field is emphasized and mandated by Federal Transportation Legislation, the Civil Rights Act, the Americans with Disabilities Act and Environmental Justice considerations.

The federal regulations for Metropolitan Planning, 23 CFR Part 450, require that the metropolitan transportation planning process include a proactive public involvement process that provides complete information, timely public notice and full public access to key technical and policy decisions. The regulations support early and continuing involvement of the public in developing Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). In addition, FHWA and FTA jointly issued guidance for planning partners' use in implementing authorizing acts for federal transportation programs. The following public participation practices are utilized by LVTS and LVPC to meet and exceed these requirements:

- LVPC and LANta staff participated in an outreach effort at the 2014 Lehigh Valley Airshow held on August 23-24, 2014. Staff engaged the public on transportation topics related to the Long Range Transportation Plan and solicited transportation investment ideas through both written and oral platforms.
- Sent public meeting notices to the Express Times.

- Posted the draft MoveLV plan and the public meeting notice that appeared in the Express Times to the LVPC website.
- Placed public notices on LANta's and PennDOT's websites with links to the LVPC website.
- LVTS utilized PennDOT District 5 press officer for additional outreach to their contact list recipients.
- Posted to LVPC & PennDOT Facebook and Twitter outlets to disseminate information on the draft MoveLV plan.
- Email blasts were sent out to 1,400 recipients providing notification of the draft MoveLV plan for public review and comment.
- Presented background on the development of the draft MoveLV plan to the Lehigh Valley Planning & Zoning Professionals to educate municipalities on criteria necessary for project inclusion on December 17, 2014.
- LVTS hosted project solicitation meetings on January 26 and February 2, 2015. At these meetings, municipalities and other project sponsors were encouraged to come before the LVTS Technical Committee with projects to be considered for inclusion in the LRTP. In addition to the standard LVTS public outreach process, this was the first time such proactive steps were taken to reach all municipalities and provide a public platform for consideration. In all, 87 project pitches were entertained over the two-day period, totaling over \$400,000,000 in funding requests.
- Presented the draft MoveLV plan to the Agency Coordination Meeting group on Wednesday, May 27, 2015 in Harrisburg.
- Presented the draft MoveLV plan to the LVTS Technical Committee and Coordinating Committee on Thursday, May 28, 2015.

- Presented the draft MoveLV plan to the LVPC Transportation Committee and LVPC on Thursday, May 28, 2015.
- Staff participated in a Senator Casey press conference on June 9, 2015, calling for a long term transportation funding bill, at which an LVTS Coordinating Committee member presented information on the draft MoveLV plan.
- Staff presented the draft MoveLV plan to the Whitehall Area Chamber of Commerce on June 11, 2015.
- Staff presented the draft MoveLV plan at two public meetings on Thursday, June 18 at 12:00 p.m. and Wednesday, June 24 at 6:00 p.m. to solicit comments.
- Staff presented the draft MoveLV plan at the Greater Lehigh Valley Chamber of Commerce Transportation Forum on June 30, 2015 in Allentown.
- Sent notices to tribal nations with potential interests in Lehigh and Northampton counties. This list includes the following tribes:
  - Onondaga Indian Nation
  - Eastern Shawnee Tribe of Oklahoma
  - Absentee-Shawnee Tribe of Oklahoma
  - Delaware Nation Oklahoma
  - Stockbridge-Munsee Band of the Mohican Nation
  - Shawnee Tribe
- Sent out brief 20 to 30 second public service announcements to the following local radio stations:
  - WAEB AM 790
  - WCTO Cat Country 96.1
  - WDIY 88.1
  - WEEX AM 1230
  - WGPA Sunny 1100
  - WKAP
  - WLEV 100.7

- WODE 99.9
- WTKZ AM 1320
- WZZO Z-95
- WSEL 93.1
- Sent out notices on the draft MoveLV plan availability for public review and comment to Service Electric Cable T.V., RCN, and Blue Ridge Cable for posting to their community bulletin boards.
- Sent news release to WFMZ TV 69 Spanish News for broadcast.
- Sent public meeting notices on the TIP to each of the following organizations to reach out to underrepresented persons:
  - Casa Guadalupe Community Center
  - Salvation Army Temple Corps
  - Council of Spanish Speaking Organizations
  - Hispanic American Organization
  - Center for Coordinated Social Services
  - Private Industry Council
  - Community Action Committee of the Lehigh Valley
  - Greater L.V. Chamber of Commerce
  - Allentown Housing Authority
  - Bethlehem Housing Authority
  - Allentown Rescue Mission
  - Child Care Information Services
  - Community Services for Children
  - Easton Housing Authority
  - Keenan House
  - Lehigh County Assistance Office
  - Lehigh Carbon Community College
  - New Bethany Ministries
  - Northampton County Assistance Office
  - Northampton County Housing Authority
  - Pathways

- Project of Easton
- Third Street Alliance
- Treatment Trends Inc.
- Turning Point of the Lehigh Valley
- Sent public meeting notices on the draft MoveLV plan to the following organizations to assure good coverage of a cross section of the public:
  - TransBridge Lines, Inc.
  - Ways to Work
  - United Way of the Greater Lehigh Valley
  - Easton Coach Co.
  - Visual Impairment and Blindness Services
  - Lehigh Valley Traffic Club c/o Westgate Global Logistics
  - Lehigh Valley Rail Management
  - South Bethlehem Neighborhood Center
  - Community Action Development Corporation of Allentown/NAACP Allentown Chapter
  - Lehigh County Aging and Adult Services
  - Northampton County Area Agency on Aging
  - EMS Environmental, Inc.
  - Good Shepherd Rehabilitation Services
  - Lehigh Valley Center for Independent Living
  - ShareCare
  - ARC of Lehigh and Northampton Counties, Inc.
  - VIA of the Lehigh Valley, Inc.
- Accessible Transportation for the Disabled, Inc.
- American Red Cross of the Greater Lehigh Valley
- NAACP Easton Chapter
- NAACP Bethlehem Chapter
- Northampton County Executive
- Lehigh County Executive
- Logistics Transportation
- Lehigh Valley Black News Network
- Sent public meeting notices to the various Patch.com websites for posting on their respective websites. Patch.com is an online newspaper that publishes 13 separate editions covering the following Patch communities:
  - City of Bethlehem Patch
  - City of Easton Patch
  - Emmaus Borough Patch
  - Hellertown-Lower Saucon Patch
  - Lower Macungie Patch
  - Nazareth Patch
  - Northampton Patch
  - North Whitehall Patch
  - Palmer-Forks Patch
  - Salisbury Patch
  - South Whitehall Patch
  - Upper Macungie Patch
  - Upper Saucon Patch

## ENVIRONMENTAL JUSTICE (EJ) ANALYSIS

Executive Order 12898 of February 11, 1994, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, states “Each Federal agency shall make environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations.”

Environmental justice (EJ) builds on the foundation of Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color or national origin. In 1997, the Department of Transportation (DOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations to summarize and expand upon the requirements of Executive Order 12898 on EJ.

EJ contains three main objectives:

1. To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;
3. To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

EJ improves the transportation decision-making process. Its principles, when properly implemented, improve all levels of transportation decision making by:

- Making better transportation decisions that meet the needs of the people;
- Designing transportation facilities that fit more harmoniously into communities;
- Enhancing the public involvement process, strengthening community-based partnerships, and providing minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives;
- Improving data collection, monitoring and analysis tools that assess the needs of, and analyze the potential impacts on, minority and low-income populations;
- Partnering with other public and private programs to leverage transportation agency resources to achieve a common vision for communities;
- Avoiding disproportionately high and adverse impacts on minority and low-income populations; and
- Minimizing and/or mitigating unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

The analysis described in this chapter relates to the first of the three EJ objectives listed above. Specifically, it looks at whether the projects in LVTS' LRTP have a disproportionate adverse effect on minority and low-income populations.

The accessibility tool for the LVPC regional travel demand model was used for this analysis. For each of the last three LRTP plan years (2025, 2030, and 2040), two accessibility measures were developed at the Traffic Analysis Zone (TAZ) level for both a Base (Existing plus Committed) Scenario and the LRTP (including LRTP projects to be open by the respective analysis year) Scenario. The two measures are:

1. Highway Accessibility – the number of jobs within the LVPC region that can be reached from a TAZ by car within 20 minutes of peak period driving time; and
2. Transit Accessibility – the number of jobs within the LVPC region that can be reached from a TAZ by peak period transit service within 40 minutes.

The 473 TAZs in the LVPC region were classified into three groups, based on the number of “degrees of disadvantage” that apply, as follows:

- Zero degree of disadvantage – 296 TAZs fall into this category (see map below).
- One degree of disadvantage – Either the percentage of the TAZ population that are members of disadvantaged minority groups is greater than the regional average percentage OR the percentage of TAZ households that are below the poverty line is greater than the regional average. 107 TAZs fall into this category (see map below).
- Two degrees of disadvantage – The percentage of the TAZ population that are members of disadvantaged minority groups is greater than the regional average percentage AND the percentage of TAZ households that are below the poverty line is greater than the regional average. 70 TAZs fall into this category (see map below).

For each group of TAZs, average values of the accessibility measures (weight-averaged based on TAZ population in households) were computed for each of the last three LRTP plan years for each scenario (Base and LRTP). Region-wide averages were also computed.

For each of the three analysis years, there was no difference between the Base and LRTP transit accessibility measures, since there are no projects included in the LRTP that change the LANta system in any way that would affect accessibility.

Highway accessibility is different, however, between the Base and LRTP scenarios because the LRTP contains a number of regionally significant projects.

The tables below show the highway accessibilities for each analysis year and related statistics. The columns in the tables are as follows:

DD\_EJ: If a number, Number of Degrees of Disadvantage. “ALL” refers to all 473 TAZs in the LVPC region.

ZONES: Number of zones with the corresponding number of Degrees of Disadvantage.

For each year:

NB\_HWYACC: The weighted-average number of jobs within the LVPC region that can be reached by car within 20 minutes of peak period driving time in the Base Scenario from the TAZs with a particular number of Degrees of Disadvantage.

PL\_HWYACC: The weighted-average number of jobs within the LVPC region that can be reached by car within 20 minutes of peak period driving time in the LRTP Scenario from the TAZs with a particular number of Degrees of Disadvantage.

PCT\_CHNG\_HWY: The percentage change in the averaged highway accessibility measure between the Base and LRTP scenarios.

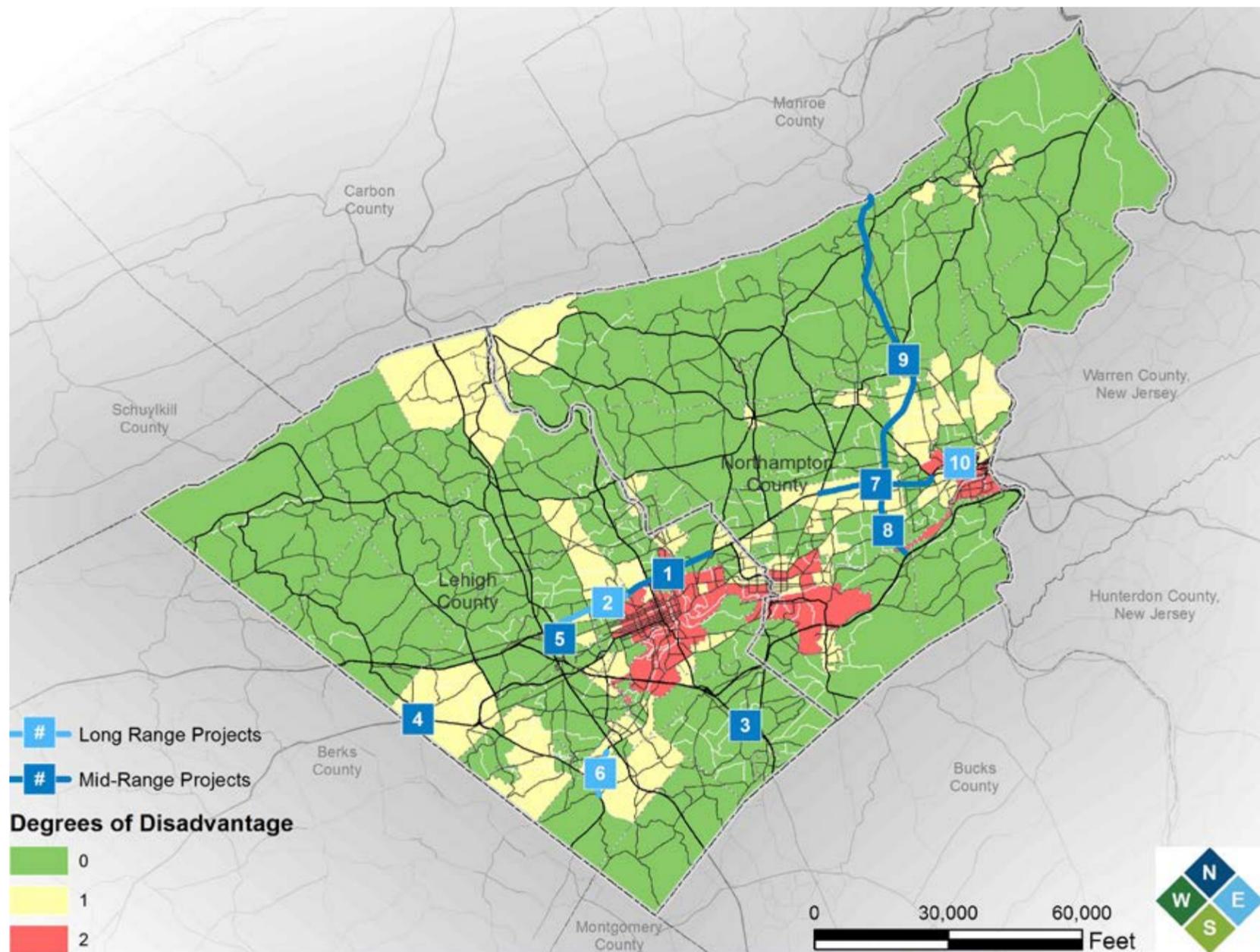
STD\_ERR\_HWY: The standard error of the percent changes in the averaged highway accessibility measure for the TAZs with

a particular number of Degrees of Disadvantage.

For the year 2025, the changes in the averaged accessibility measures are slightly negative for TAZs with zero, one and two Degrees of Disadvantage. There is no significant correlation, however, between the amounts of the average changes and the number of Degrees of Disadvantage.

For the years 2035 and 2040, all TAZ groups benefit from an increase in average accessibility.

Therefore, based upon these measures, there is no disproportionate adverse effect of the LRTP on minority or low-income populations.



**HIGHWAY ACCESSIBILITIES AND RELATED STATISTICS FOR EACH ANALYSIS YEAR**

		2025			
DD_EJ	ZONES	NB_HWYACC	PL_HWYACC	PCT_CHNG_HWY	STD_ERR_HWY
0	296	163,949	163,887	-0.04%	0.27%
1	107	183,503	183,027	-0.26%	0.46%
2	70	272,263	271,999	-0.10%	0.56%
ALL	473	<b>195,367</b>	<b>195,150</b>	-0.11%	

		2030			
DD_EJ	ZONES	NB_HWYACC	PL_HWYACC	PCT_CHNG_HWY	STD_ERR_HWY
0	296	158,423	163,354	3.11%	0.23%
1	107	176,757	182,624	3.32%	0.38%
2	70	270,957	276,853	2.18%	0.32%
ALL	473	<b>190,054</b>	<b>195,454</b>	2.84%	

		2040			
DD_EJ	ZONES	NB_HWYACC	PL_HWYACC	PCT_CHNG_HWY	STD_ERR_HWY
0	296	156,506	163,045	4.18%	0.26%
1	107	175,566	183,434	4.48%	0.42%
2	70	275,098	286,254	4.06%	0.46%
ALL	473	<b>189,100</b>	<b>197,055</b>	4.21%	