

FY 2014-2016 PROSPECTUS

LACKAWANNA/LUZERNE METROPOLITAN PLANNING ORGANIZATION (MPO)

1. Introduction

A. The Unified Planning Work Program (UPWP) describes the transportation-related work activities that the Planning Commissions and Transit Authorities, with the aid of planning consultants if necessary, will perform in the next state fiscal year for the 2-county area. Each Planning Commission prepares its own budget tables based on an equal split of the funding allotted to the MPO, except in instances when either of the counties does a special project that requires more funding. The Planning Commissions discuss the items that will be included in the narrative section. The Luzerne County Planning Commission prepares the narrative section of the work program.

B. The area covered by the MPO encompasses all of Lackawanna and Luzerne Counties. These boundaries have been extended to small areas of the following counties due to enlargement of the urbanized area that resulted from the 2000 census: Carbon, Schuylkill, Wyoming, Wayne, and Susquehanna. As a result of the 2010 census, the urbanized area in the Bloomsburg-Berwick area in Columbia County has reached the 50,000 mark, and extends into southwestern Luzerne County. An MOU between SEDA-COG and the Lackawanna/Luzerne MPO will be prepared and signed in which SEDA-COG and LLTS agree to continue transportation planning for the parts of the Bloomsburg-Berwick UZA within their county boundaries. The MPO has similar agreement with NEPA and Northern Tier regarding bleed areas in other adjoining counties.

C. The Northeastern Pennsylvania Alliance (NEPA) serves as the Rural Planning Organization (RPO). A representative from NEPA serves on the Technical Committee. Both Luzerne and Lackawanna Counties have non-voting memberships on the RPO's planning body, known as the Rural Transportation Committee (RTC).

II Long Range Transportation Plan

In general terms, the Long Range Transportation Plan (LRTP) for the MPO delineates how the available and projected transportation funds will be spent over a 20-year period. On the county and local level, the LRTP serves the following purposes: outlines the vision of the future transportation picture through a series of goals and objectives; describes the transportation projects that make up the plan; outlines a financial plan that identifies the proposed source of funding and establishes a time frame for implementation; ensures the projects conform to the goals of the current transportation bill; through fiscal constraints, limits the number of projects to a level that can reasonably be expected to be let; describes how the plan will be updated and provides for new initiatives to be undertaken; and provides for inclusion of comments, concerns, and the vision of the general public.

The 2011-2035 LRTP was adopted by the MPO on June 16, 2011. It is a combined LRTP and comprehensive land-use plan titled the Lackawanna/Luzerne Regional Plan. The MPO will begin work on an update to the LRTP in 2014.

III. Current Transportation Bill Provisions

The Transportation Improvement Program (TIP) is initially generated by the PENNDOT District Office and the Planning Commissions of both counties. It is then brought to the MPO for review and comment. At this point, the MPO can partner with the District and Central Offices regarding the projects it would like to include on the TIP, given the financial constraints that must be followed.

Once the TIP content has been agreed upon, the public is given the opportunity to review the TIP during a 35-day public comment period. During this time, the TIP is displayed at several locations throughout the MPO area. In the last few years, special efforts have been taken to reach out to low-income and minority groups as part of the Environmental Justice efforts. Notice of the public comment period and the locations at which the TIP can be reviewed are advertised in the Legal Advertisements section of two local newspapers and on the MPO web page. The public can convey their comments via telephone, letter, fax or e-mail or attendance at the Technical Committee meeting or the Coordinating Committee meeting.

The TIP is updated every two years. Amendments to the TIP are handled at the regular MPO meetings or by e-mail ballot of the Coordinating Committee. The results of that ballot are re-affirmed at the next scheduled Coordinating Committee meeting. All projects that appear on the TIP must originate from the LRTP.

IV. Committees and Agency Responsibilities

A. The Coordinating Committee is the policy-making arm of the MPO. The Technical Committee reviews all issues and projects and then makes a recommendation to the Coordinating Committee. The Transportation Advisory Committee assists and advises the Technical Committee.

B. The Coordinating Committee has 11 voting members and consists of the following representatives: 2 from PENNDOT, 2 from Lackawanna County, 2 from Luzerne County, 1 from the City of Scranton, 1 from the City of Wilkes-Barre, 1 from each Transit Authority in Luzerne & Lackawanna Counties and 1 from Aviation. Representatives from the Pocono Northeast Regional Rail Authority, FHWA, FTA, and FAA serve as non-voting members.

The Technical Committee has 18 voting members and consists of the following representatives: 3 from PENNDOT, 2 from Lackawanna County, 2 from Luzerne County, 1 from the Lackawanna County Planning Commission, 1 from the Luzerne County Planning Commission, 1 from the City of Scranton, 1 from the City of Wilkes-Barre, 1 representative from each of the Transit Operators in each county, 2 from Aviation, 1 from Rail (Luzerne County's Rail representative comes under the aegis of the county position), and 1 from NEPA. Representatives from the FHWA, FTA, and FAA serve as non-voting members.

The TAC consists of representatives from business and industry, the Chambers of Commerce, para-transit organizations, environmental groups, greenway/trails groups, AAA, trucking/shipping firms, and representatives of the African-American and Hispanic communities.

C. The role of each committee member is to promote the transportation interests of the governmental entity and/or transportation mode they represent within the broader framework of the region's best interests.

D. The role of the MPO and other supporting agencies is to promote transportation policies, programs, and projects consistent with the tenets of MAP-21, including all interim extensions, and the Clean Air Act Amendments, by moving people and goods in an efficient manner, while preserving environmental integrity, and promoting sound economic development

FY 2014-2016 UNIFIED PLANNING WORK PROGRAM

TASK I - ADMINISTRATION

Responsible Agencies:

Luzerne County Planning Commission (LCPC)
 Lackawanna County Regional Planning Commission (LCRPC)
 Luzerne County Transit Authority (LCTA)
 County of Lackawanna Transit System (COLTS)

Estimated Cost:	LCPC	LCRPC
Federal Highway Administration (FHWA)	\$31,000	\$3,689
Federal Transit Administration (FTA)	\$13,155	\$1,111
Pennsylvania Department of Transportation (PENNDOT)	\$ 4,052	600
LOCAL	\$ 6,987	600
SUB-TOTAL:	\$55,194	\$6000
TOTAL:	\$61,194	

Task Description:

- A. All responsible agencies will prepare the 2016/2018 Unified Planning Work Program (UPWP) and adopt it by February 25, 2015 and will submit all documents required for contract execution, including Exhibits 2 and 3, and the authorizing signature resolutions by March 11, 2015. The LCPC will incorporate the work items and costs from the other responsible agencies into a unified document for the next fiscal year and contracts will be executed. Comments from the Metropolitan Planning Organization (MPO) Technical and Coordinating Committees, FHWA, FTA, and PENNDOT will be incorporated into the document prior to final submittal to the Department.

- B. The LCPC and LCRPC will prepare the necessary documents for PENNDOT to apply for the FHWA PL grant and the FTA Technical Studies Grant, submit quarterly progress reports and invoices to PENNDOT that document disbursement of funds and the corresponding work completed for each task. The Planning Commissions will also perform all necessary administrative functions on the two transportation grants.

- C. All responsible agencies will attend and assist in the preparations for MPO and other transportation-related meetings. With assistance from PENNDOT, the Planning Commissions will prepare and send meeting notices and materials not less than 5 (five)

working days prior to meetings, advertise public meeting notices, and perform all other duties required by the MPO Secretary.

- D. The Planning Commissions will perform all necessary administrative functions on the two transportation-planning grants, will assist the Transit Authorities in updating the FTA Title VI agreements, and provide technical assistance to the Department as well as other transportation providers.
- E. PENNDOT will prepare and monitor the PL, MLF, and Section 5303 Metropolitan Planning Program.
- F. The Planning Commissions will work jointly with the Department to modify the 2015-2017 Transportation Improvement Program (TIP), when necessary.
- G. The LCPC will conduct e-mail ballots of the Coordinating Committee when necessary, and prepare and send the appropriate E-STIPS to Central Office when TIP amendments have been approved by the MPO.

End Products:

Contract Preparation and Monitoring.
Preparation of Progress Reports and Invoices.
Coordinated and Documented Meetings.
Preparation of the New UPWP
E-Mail Ballots and E-STIPs

TASK II - COORDINATION OF PUBLIC AND GOVERNMENTAL ACTIVITIES

Responsible Agencies:

LCPC
 LCRPC

Estimated Cost:	LCPC	LCRPC
FHWA	\$24,000	\$3,689
FTA	\$10,445	\$1,111
PENNDOT	\$3,137	\$600
LOCAL	\$5,474	\$600
SUB-TOTAL:	\$43,056	\$6,000
TOTAL:	\$49,056	

Task Description:

- A. The Planning Commissions will perform all necessary functions regarding the organization and operation of the MPO Transportation Advisory Committee (TAC). The Planning Commissions will seek input from the TAC on transportation-related activities, when necessary, via meetings, correspondence, and other means of communication.
- B. The Planning Commissions and PENNDOT will continue to provide information to public and private organizations and to members of the MPO Committees upon request, as well as to the following groups: local municipalities, School Districts, Department of Community & Economic Development, County Conservation Districts, Human Services Agencies, Earth Conservancy, Industrial Development, Engineering/Surveying firms, all regional Chambers of Commerce, and any other federal, state, or county departments or agencies.
- C. The MPO will continue to publish a quarterly newsletter that will detail the MPO projects and activities and serve as an educational resource for the public and all interested parties. The LCPC will solicit articles from all MPO members, write all additional articles, publish, and print the newsletter. Both Planning Commissions and PENNDOT District 4-0 will distribute the newsletter.
- D. The Planning Commissions and Transit Operators will perform all necessary activities concerning the MPO Public Involvement Process by providing the public with complete information, timely notice, and full access to key technical and policy decisions, and by supporting early and continuing involvement in developing and amending transportation plans, including the Transportation Improvement Programs (TIPs). The Planning Commissions and Transit Operators will also continue to expand and improve environmental justice and Title VI activities, including participation in equal opportunity, non-discrimination training, and will address the required DBE contracting processes for all relevant transportation plans.
- E. The LCPC will expand the use of the MPO web page to the extent possible, including developing an MPO link to the Department's TIP Visualization application, given the constraints of the Luzerne County web site capabilities, and will explore the possibility of developing an independent MPO web site.

End Products:

TAC Management

Information Sharing

Newsletter Publication

Public Involvement Activities

Web Page Improvement

TASK III - SURVEILLANCE

Responsible Agencies:

LCPC

LCRPC

LCTA
COLTS

Estimated Cost:	LCPC	LCRPC
FHWA	\$32,000	\$36,000
FTA	\$ 3,900	\$12,000
PENNDOT	\$4,183	\$5,854
LOCAL	\$4,792	\$6,146
SUBTOTAL	\$44,875	\$60,000
TOTAL	\$104,875	

Task Description:

3.1 DATA COLLECTION AND ANALYSIS

Highway Performance Monitoring System Traffic Data:

The LCPC and LCRPC, or a contractor, will perform the following tasks in relation to HPMS:

LCPC:

- A. Verify and update roadway inventory and performance measures on approximately 155 sample sections, including any additional segments that may be required based upon revised urban boundary revisions in accordance with HPMS manual specifications by January 31, 2015.
- B. Collect and submit approximately 82 traffic counts of which 30% will be classification counts in support of HPMS and the Commonwealth's Traffic Monitoring System for Highways (TMS/H), including supplemental and any additional counts by November 17, 2014, with the data to be submitted to PENNDOT by December 9, 2014.

LCRPC:

- A. Verify and update roadway inventory and performance measures on approximately 114 HPMS sample sections, including any additional segments that may be required based upon revised urban boundaries, in accordance with HPMS manual specifications by January 31, 2015.
- B. Collect and submit approximately 82 traffic counts, 30%, of which will be classification counts in support of HPMS and the Commonwealth's Traffic Monitoring System for Highways (TMS/H), including supplemental and any additional counts, by November 17, 2014, with the data to be submitted to PENNDOT by December 9, 2014.

The specific number and type of counts (volume, machine classification, or manual classification) will be determined by PENNDOT. Assigned counts will not be taken on weekends or holidays, and will be submitted monthly, i.e., the last day of the month in which the counts were taken. The counts may be outsourced to a third party service provider, particularly through the Commonwealth's statewide contract for Traffic Count Services (DGS#44000002427)

LCPC & LCRPC:

- A. Appropriate staff will attend one HPMS and one Traffic Workshop sponsored by PENNDOT.
- B. Purchase counters and supplies, if needed, that are approved by the Commonwealth's Statewide Contract for Traffic Counters (DGS #990517).

End Products:

Updated HPMS inventory and traffic counts
Attendance at HPMS or Traffic Workshop
Supplemental Counts
Adequate Safety Equipment and Supplies

3.2 Public Transit Systems Monitoring

COLTS and the LCTA, with LCPC and LCRPC assistance, will provide the following operational data on an annual basis:

- A. Number and age of all vehicles,
- B. Total unlinked passenger trips,
- C. Total vehicle miles,
- D. Total vehicle hours,
- E. Passengers per mile
- F. Total vehicle miles per transit route.

The following financial data will also be provided on an annual basis:

- A. Trends in passenger revenue,
- B. Vehicle mile revenue,
- C. Fare structure,
- D. Operating costs,
- E. Deficit funds and subsidies.
- F. Operating costs, revenue, and revenue passenger data for each transit route.

The LCPC, with assistance from the LCTA, will review and revise the map delineating all transit routes regarding any route changes that have occurred.

End Products:

Operational Transit Data
Financial Transit Data
Updated Transit Map

TASK IV - SYSTEMS PLANNING

Responsible Agencies:

LCPC
 LCRPC
 LCTA
 COLTS
 PENNDOT

Estimated Cost:	LCPC	LCRPC
FHWA	\$92,250	\$136,298
FTA	\$19,300	\$35,779
PENNDOT	\$12,059	\$22,165
LOCAL	\$15,829	\$20,854
SUB-TOTAL	\$139,438	\$215,097
TOTAL:	\$354,535	

Task Description:

4.1 Highway Planning:

A. Linking Planning and NEPA (LPN) and Project Implementation

The Planning Commissions will continue to work with the Department in all activities related to LPN implementation for the 2015 TIP and future LRTP projects. The implementation will necessitate working with the District Office and transit operators to prepare or edit the Project Development Screening Forms, and using the information to help guide project selection and project prioritization.

B. Training/Planning Activities

The MPO will work with the Department to identify training and/or planning assistance to county and local governments, conservation districts, and community stakeholders on the following issues: Smart Growth, Complete Streets, Implementation Tools, Access Management, Transit-Oriented Development, Healthy Communities, ADA Compliance Strategies, Connectivity, Interchange Area Development, Transportation Impact Fees and Energy Savings.

C. Performance Measures

The Planning Commissions will coordinate with PENNDOT and FHWA on the development of transportation performance measures and targets, freight provisions, accelerated project delivery/environmental streamlining, and Transportation Alternatives, for the TIP and LRTP as called for under the new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21).

D. Land Use

The Planning Commissions will coordinate all land-use planning with respect to the Lackawanna Luzerne Regional Plan. The Regional Plan encompasses land use and transportation principles, including livability and sustainability strategies that tie land-use projects with accessible transportation options, affordable housing, good schools, safe streets, economic development, social equity and environmental conservation.

The Planning Commissions will also strive to implement the recommendations of land-use studies that were completed in conjunction with major transportation projects. They will work cooperatively with municipalities, developers, and other interested parties to complete economic development projects needing transportation support when sufficient funding is available, and/or when the projects are located in those areas outlined for that purpose in the Regional Plan.

E. Transportation Planning Assistance for Economic Development

The Planning Commissions will assist local economic development groups, Chambers of Commerce and Transportation Task Forces in all aspects of advancing their transportation goals and objectives, that are in agreement with the Regional Plan, by advising them in regards to procedures/methods, acting as a liaison to local, county, state and federal officials, and seeking local/state/federal funding for all projects.

F. Focus 81 Assistance

The LCRPC, LCPC, and the Department will partner with the Northeastern Pennsylvania Alliance (NEPA) to assist with the Focus-81 Committee. This assistance will consist of participation on the Committee, and funding assistance as determined by an approved scope of work and executed MPO/NEPA cooperation agreement.

G. Incident Management Task Force

The LCRPC will coordinate the establishment of Incident Management Task Forces, based on the Delaware Valley Regional Planning Commission (DVRPC) template, for emergency responders along the interstate and interstate look-alike routes throughout Lackawanna County. It is envisioned that one to five task forces could be established for the following areas: the I-81 Corridors south and north of Scranton, the I-84/380 Corridor, the I-476 Corridor, and the US 6 (Casey Highway) Corridor.

These task forces would bring together state police, municipal police, fire and rescue, emergency medical services, towing operators, PENNDOT, the Lackawanna County Emergency Management Agency, the Lackawanna County Coroner, COLTS, LCTA, Traffic Advisory Radio and TV broadcasters, as well as any other transportation-related agencies, to discuss their protocols, plan for incidents along the roadways, and critique incidents on a quarterly basis.

The meetings would be held in the evening in a convenient location within the corridor area.

H. Technical Assistance

Provide technical assistance to the Department and other transportation providers, to the extent possible given the current staffing, resources and technological constraints.

I. Multi-Modal Planning System (MPMS):

The Planning Commissions will continue to work with the Department on the sharing of Multimodal Project Management data and the utilization of technology to enhance this sharing.

End Products:

LPN Implementation

Smart Transportation Planning Measures

MAP-21 Performance Measures Development

Implementation of Regional Land Use Plan

Planning & Technical Assistance to Department and Other Entities

Support of Focus 81 Committee

Enhanced MPMS Sharing

Develop Incident Management Task Forces

4.2 Transit Planning:

COLTS and the LCTA have undergone Route Analyses Studies within the past 1-2years and have adjusted their routes and service based on the analyses results. The planning commissions will continue to assist the transit operators with the following tasks:

- A. Review the fiscal progress for the previous year in transit project implementation.
- B. Perform various transit administrative and planning functions, including all required reporting and monitoring of all federal and state grants and funding streams.
- C. Monitor and update the Transit Development Plan
- D. Coordinate and plan for operational changes, detours, and route adjustments or additions.

End Products:

Revised Transit Routes

Administrative & Fiscal Activities

Updated Transit Development Plan

4.3 Long-Range Transportation Plan:

The MPO adopted the 2011-2035 LRTP on June 16, 2011. The LRTP and Comprehensive Plan have been combined into one document titled the *Lackawanna/Luzerne Regional Plan*.

The MPO will begin working on the update to the current LRTP in 2014 with the help of a consultant. When the MPO begins working on the next update, the Planning Commissions and the District will strive to take the appropriate actions necessary to ensure fiscal constraint, further strengthen the transportation planning/land use link, and expedite project delivery. The MPO will adhere to all required FHWA and PENNDOT requirements including the following:

- Ensure FHWA & FTA participation throughout LRTP update process;
- Emphasize projects that help preserve current assets and improve travel efficiency;
- Coordinate with PennDOT, FHWA, and FTA to develop performance measures.

The additional 9-point informational items (contained in the Actions & Procedures section of the UPWP Planning Letter) requested by FHWA will be addressed in the next LRTP update as well.

End Product:

*Implementation of 2011 Long-Range Transportation Plan
Commence/continue Work on 2014 LRTP Update*

4.4 Transportation Network Planning

A. Congestion Management Process (CMP):

The Planning Commissions will work with a consultant to revise the current Congestion Management Process (CMP) Phase 1 Report in an effort to update the methods and procedures used to collect and analyze traffic-monitoring data. The data collected will then be available for project development and prioritization by performing the following actions:

1. Monitor the CMP;
2. Conduct detailed corridor/subarea congestion management studies as deemed necessary. This process will include re-visiting the strategies developed in the Phase II CMP Report to determine if they are still valid, and re-visiting the corridors and sub-areas that have had transportation projects completed to determine if those projects have alleviated the congestion identified in earlier CMP reports;
3. Maintain a database of information on the targeted corridors and intersections.

End Products:

*Updated CMP Corridor/Subarea Studies
Updated Congestion Management Program*

B. Intermodal Management System (IMS):

The LCRPC will continue as a member of the New Jersey-Pennsylvania Lackawanna Cut-Off Technical Advisory Committee to work toward restoring rail passenger service between Lackawanna County and New York City.

Through their position on the Coordinating and/or Technical Committees, the Pennsylvania Northeast Regional Railroad Authority and the Luzerne County Rail Corporation will work to support the improvement of intermodal freight connections and network linkages to enhance the visibility and effectiveness of freight planning in the MPO region.

End Product:

Participation of LCRPC on Technical Advisory Committee

Intermodal Freight Connects and Network Linkages Improvements

C. Intelligent Transportation System (ITS):

The Planning Commissions, in conjunction with the District, will continue to assess the need and appropriateness of ITS elements through the Long Range Transportation Plan and TIP, and will continue to implement the ITS regional architecture. The MPO will continue to advance ITS projects in conjunction with the Department's ITS Strategic Plan and the Regional Operations Plan.

End Product:

Implementation of ITS Architecture

Support of ITS Projects

D. Map Updates

The Planning Commissions will update the Type 10 General Highway and Township Maps, along with other highway related maps, as needed by the Department, and review them according to their established criteria. This will involve using in-house source data and selected field surveys, if necessary, to the extent allowed by staff and budgetary constraints. The Planning Commissions will also perform reviews of the federal functional classification system for highways, federal-aid system and National Highway System, as required.

End Products:

Updated Type 10 Maps

4.5 Transportation Accessibility For Elderly & Handicapped:

A. COLTS will monitor the Lackawanna County Coordinated Transportation System regarding compliance with Section 504 and the Americans with Disabilities Act requirements.

B. The Luzerne County Planning Commission will continue to assist the LCTA in the administration and operation of STEP in Luzerne County. The LCTA will continue to monitor and provide statistics on the utilization and operation of STEP. The Transit Authorities will prepare a yearly Elderly and Handicapped Services Evaluation Report.

C. The LCTA, with Planning Commission assistance, will continue the work activities of the committee of handicapped groups and transportation professionals in implementing the Americans with Disabilities Act.

End Products:

On-Going Handicapped Transit Programs

Updated Statistics on STEP in Luzerne County

Elderly and Handicapped Services Evaluation Report

4.6 Geographic Information Systems (GIS):

- A. The Planning Commissions will continue to develop their current capabilities regarding GIS as well as determine the need for new or expanded technological applications, including the purchase of new software for their existing systems, if needed.
- B. In addition to GIS, the Planning Commissions will review and assess their status regarding computer access to transportation databases, hardware capabilities, transportation/air quality modeling, and the like.
- C. The planning commissions will use the 2010 census data to update maps of the Environmental Justice and Title VI populations.

End Products:

GIS Mapping/Equipment Update

EJ/Title VI Map Update

4.7 Economic Development: The Planning Commissions will work with the Department to promote public/private partnerships (P3s) and innovative financing opportunities in support of Economic Development for projects consistent with the land-use parameters of the Regional Plan.

End Product:

Economic Stimulus Projects Promotion/Cooperation.

TASK V PROGRAMMING: TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY & TRANSIT ELEMENTS)

Responsible Agencies:

LCPC
LCRPC
LCTA
COLTS
PENNDOT

Estimated Cost:	LCPC	LCRPC
FHWA	\$12,000	\$2,400
FTA	\$1,950	\$4,800
PENNDOT	\$1,569	\$390
LOCAL	\$1,919	\$1,410
SUB-TOTAL	\$17,438	\$ 9,000
TOTAL:	\$26,438	

Task Description:

5.1 TIP - HIGHWAY ELEMENT

- A.** The FFY 2015-2018 TIP will be adopted prior to October 1, 2014. PENNDOT District 4-0 staff, with assistance from the Planning Commissions, will prepare the FFY 2015-2018 TIP and any subsequent amendments to the TIP in a manner consistent with the requirements of MAP-21, the 1990 Clean Air Act Amendments (CAAA), and the re-engineered planning and programming process. PENNDOT's General and Procedural Guidance, which requires documentation of the process used by the MPO to select and prioritize projects as part of the TIP submittal package, will be adhered to.
- B.** The current 2013 TIP will be administered regarding TIP amendments and/or modifications, or project additions/deletions via the appropriate MPO actions, including the E-STIP process.
- C.** The Planning Commissions and the District will establish and document a process to amend or modify the TIP to ensure fiscal constraint, strengthen the transportation planning/land use link, and expedite project delivery.

End Products:

FFY 2013-2016 Highway TIP Preparation

FFY 2013 TIP Administration

5.2 TIP - TRANSIT ELEMENT

- A.** The FFY 2015-2018 TIP will be adopted prior to October 1, 2014. COLTS and LCTA, with LCPC assistance, will prepare the FFY 2015-2018 TIP and any subsequent amendments to the TIP in a manner consistent with the requirements of MAP-21, the 1990 CAAA, and the re-engineered planning and programming process. The LCPC will also assist the Hazleton Department of Public Services (transit operator) in the preparation of its portion of the TIP for FFY 2015-2018 to ensure consistency with MAP-21 and the CAAA requirements.
- B.** The Planning Commissions will work jointly with the Department to manage the 2013 Transit Transportation Improvement Program in conjunction with the 2011-2035 Long Range Transportation Plan. The TIP will be administered regarding TIP amendments or modifications, and project additions/deletions via the appropriate MPO actions. This process will include the efforts of the Transit Authorities to continue to fulfill the FTA requirements with regard to Financial Capacity and Competitive Contracting and Environmental Justice activities.

End Products:

FFY 2015-2018 Transit TIP Implementation

FFY 2013 Transit TIP Administration

TASK VI – SUPPLEMENTAL STUDIES

Responsible Agencies

LCPC
LCRPC

Estimated Cost:	LCPC	LCRPC
FHWA	\$40,000	\$47,000
PENNDOT	\$10,000	\$11,750
LOCAL	\$0	\$0.00
Sub-Total:	\$50,000	\$58,750
Total:	\$108,750	

Task Description:

A. ASSESSMENT/INVENTORY OF LOCAL ASSETS

The LCPC will begin to work, and the LCRPC will continue its work on inventorying the following local assets:

- A. Locally-Owned Bridges less than 20 feet
- B. Locally-Owned Non-Federal Aid Roadways, where applicable
- C. Retaining Walls
- D. ITS Facilities
- E. Guiderail Facilities
- F. Drainage Systems
- G. Signage

EXHIBIT A

PROPOSED WORK PROGRAM AND BUDGET

STATE FISCAL YEAR 2014-2015

(July 1, 2014 through June 30, 2015)

NORTHEASTERN PENNSYLVANIA ALLIANCE (NEPA)

FOCUS 81 COMMITTEE

February 3, 2014

**NORTHEASTERN PENNSYLVANIA ALLIANCE (NEPA)
FOCUS 81 COMMITTEE
LACKAWANNA & LUZERNE COUNTIES**

PROSPECTUS

The Focus 81 Committee Work Program describes activities that the Northeastern Pennsylvania Alliance (NEPA) and the Focus 81 Committee will perform during the upcoming state fiscal year (July 1, 2014 thru June 30, 2015) in support of the Lackawanna/Luzerne Metropolitan Planning Organization (MPO). The Focus 81 Committee will serve in an advisory capacity regarding these efforts, with NEPA serving as the authoritative agency.

I. Introduction

Following discussions with numerous officials in northeastern Pennsylvania regarding overall safety and congestion issues along Interstate 81, the Focus 81 Committee was convened in the Spring of 2003 by the Northeastern Pennsylvania Alliance (NEPA) to identify and address short, mid and long term initiatives to reduce congestion and improve travel safety along the Scranton/Wilkes-Barre I-81 Corridor. The targeted section stretches from Exit 164 (Nanticoke) in Luzerne County, north to Exit 197 (Waverly) in Lackawanna County, a span of approximately thirty-three miles. The committee is comprised of community and regional planners, developers, businesspersons, state police, emergency services personnel, elected officials, representatives from PennDOT and other transportation agencies, the media and concerned citizens. This corridor is one of national and regional significance, as it is heavily used for both interstate and intrastate travel. This corridor includes major interchanges with Interstates 380 and 476, which also service extensions to Interstates 80 and 84, all major routes for the movement of goods and people in the northeast United States.

II. Goals and Objectives

The role of the Northeastern Pennsylvania Alliance will be to coordinate and administer the activities of the Focus 81 Committee in conjunction with PennDOT, the Lackawanna/Luzerne MPO and other stakeholders, to develop and enact measures which will enhance safety and reduce congestion within the targeted corridor of Interstate 81.

The Focus 81 Committee will concentrate on the following measures:

- Provide input on measures that will reduce congestion and improve safety throughout the targeted corridor of Interstate 81;
- Offer input regarding the design and scope of work to increase the capacity of the targeted corridor of Interstate 81;
- Research and pursue funding mechanisms for identified I-81 projects within the targeted corridor;
- Coordinate activities with corridor groups addressing similar issues along the I-81 corridor in Pennsylvania and other states;
- Develop educational material and programs to promote safety throughout the targeted corridor of Interstate 81.

The Committee will utilize a multidisciplinary approach involving engineering, enforcement, education, and emergency response resources. To this end, the Focus 81 Committee will continue to convene two subcommittee task groups: Public Information and Communication and Safety & Corridor Planning. The Focus 81 Committee will work in compliance with transportation policies, programs, and projects consistent with the tenets of MAP-21 and all subsequent legislation, the Clean Air Act Amendments, while promoting sound economic development, in accordance with PennDOT planning and programming policies.

III. Rising Traffic Volume & Congestion Issues:

Throughout the past few years, traffic volume, including large commercial vehicles, has continued to increase well beyond the system's current design capacity, further contributing to system congestion and causing a marked increase in the rate of crashes. The corridor was designed to accommodate approximately 40,000 vehicles per day however, recent traffic surveys conducted by PennDOT show that certain sections of the corridor have vehicle

volumes upwards of 80,000 vehicles per day (vpd). Future projections indicate that traffic volumes could exceed 120,005 vpd by 2015; 169,991 vpd by 2025 and 240,376 vpd by 2035 in certain sections of this corridor.

Severe congestion, coupled with extreme traffic volume and a high rate of reportable accidents, has prompted local officials to explore options that will address these issues. A preliminary Interstate 81 Rebuild/Expansion Study, completed in August 2003 by PennDOT consultant, Pennoni Associates, identified the need for widening the corridor based upon future capacity requirements, level of service, and safety concerns. An Expanded I-81 Improvement Study was completed in August 2007 by Pennoni Associates further confirming and substantiating the conclusions of the preliminary study. A widening project was recommended which proposes to increase the capacity of the existing Interstate 81 system in the Scranton/Wilkes-Barre corridor from four lanes to six lanes. Targeted goals of the project include widening of the corridor, accident reduction and congestion alleviation. This will result in a reduction of vehicle and business operation costs, enhanced safety and a significant positive impact on employment and earnings growth. Beyond the travel safety and congestion issues, the proposed widening improvements are essential to sustaining the flow of regional interstate commerce, population movement and the overall economic vitality of the region.

IV. Recent Committee Actions:

The Focus 81 Committee has aggressively pursued traffic safety, law enforcement, public awareness and vehicle congestion issues, utilizing the full resources of its committee members and the NEPA Alliance staff. The hard work of the committee has thus far realized many achievements and remains on track toward improving conditions along the corridor for all users. For details of activities, accomplishments and successes in recent years, please reference the following reports submitted on behalf of the Focus 81 Committee:

Work Program Quarterly Progress Reports:

- a.) July 1, 2006 to September 30, 2006; October 1, 2006 to December 31, 2006; January 1, 2007 to March 31, 2007 and April 1, 2007 to June 30, 2007
- b.) July 1, 2007 to September 30, 2007; October 1, 2007 to December 31, 2007 January 1, 2008 to March 31, 2008 and April 1, 2008 to June 30, 2008
- c.) July 1, 2008 to September 30, 2008; October 1, 2008 to December 31, 2008; January 1, 2009 to March 31, 2009; April 1, 2009 to June 30, 2009
- d.) July 1, 2009 to September 30, 2009; October 1, 2009 to December 31, 2009; January 1, 2010 to March 31, 2010; April 1, 2010 to June 30, 2010
- e.) July 1, 2010 to September 30, 2010; October 1, 2010 to December 31, 2010; January 1, 2011 to March 31, 2011; April 1, 2011 to June 30, 2011
- f.) July 1, 2011 to September 30, 2011; October 1, 2011 to December 31, 2011 January 1, 2012 to March 31, 2012; April 1, 2012 to June 30, 2012
- g.) July 1, 2012 to September 30, 2012; October 1, 2012 to December 31, 2012 January 1, 2013 to March 31, 2013; April 1, 2013 to June 30, 2013
- h.) July 1, 2013 to September 30, 2013; October 1, 2013 to December 31, 2013

V. Committee Recognition:

Focus 81 was awarded the 2008 “Excellence in Regional Transportation Award” from the National Association of Development Organizations (NADO), which recognizes transportation projects throughout the country for their innovation and impact on communities in small metropolitan and/or rural areas. Focus 81 received the “Pennsylvania Partnership for Highway Quality Award” in 2004 - an award to recognize a person, partner, business, organization or community that has demonstrated support and/or works to improve transportation interests in Pennsylvania. Focus 81 also received an honorable mention in 2005 through the American Association of State Highway and Transportation Officials (AASHTO). The award was under

AASHTO's "Team Excellence" category which honors examples of government and the community working together to improve transportation and the quality of life in a specific region. In addition, Focus 81 is assisting with the operating structure of the I-81 multi-state coalition to address issues of mutual concern on I-81 within the six states the highway traverses.

VI. Focus 81 Committee Membership

The Focus 81 Committee membership includes a wide array of elected federal, state and local officials, representatives from numerous public agencies, transportation professionals, area business and industry leaders, transportation advocates and stakeholders.

ELECTED OFFICIALS

U.S. Senator Bob Casey	State Representative Mario Scavello
U.S. Senator Pat Toomey	State Representative Mike Tobash
U.S. Representative Lou Barletta	State Representative Tarah Toohil
U.S. Representative Matt Cartwright	Commissioner Corey O'Brien
U.S. Representative Tom Marino	Commissioner Patrick O'Malley
State Senator Lisa Baker	Commissioner Jim Wansacz
State Senator John Blake	Councilmember Jim Bobeck
State Senator John Yudichak	Councilmember Edward A. Brominski
State Representative Karen Boback	Councilmember Kathy Dobash
State Representative Rosemary Brown	Councilmember Harry Haas
State Representative Mike Carroll	Councilmember Linda McCloskey Houck
State Representative Frank Farina	Councilmember Tim McGinley
State Representative Marty Flynn	Councilmember Rick Morelli
State Representative Kevin Haggerty	Councilmember Eileen M. Sorokas
State Representative Sid Michaels Kavulich	Councilmember Stephen A. Urban
State Representative Gerald Mullery	Councilmember Stephen J. Urban
State Representative Phyllis Mundy	Councilmember Rick Williams
State Representative Eddie Day Pashinski	

PARTICIPATING ORGANIZATIONS

AAA North Penn	Pennsylvania Towing Association
Alfred Benesch & Co.	Pennsylvania Motor Truck Association
Alliance Sanitary Landfill Inc.	Pennsylvania Public Utilities Commission
Borton-Lawson Engineering Inc.	Pennsylvania State Police
Brandwene Marketing	Pennsylvania Turnpike Commission
Bressler's Inc.	PennDOT District 4-0
Counter Terrorism Task Force	PennDOT District 5-0
Cushman & Wakeman	Petro Truck Stop
EMS of NEPA	Petroleum Products Corp.
Federal Highway Administration	PNRRA
Galaxy Brushes	PPL Utilities
Governor's Northeast Regional Office	R&R Safety Resources, Inc.
Greater Pittston Chamber of Commerce	Scranton Chamber of Commerce
Greater Wilkes-Barre Chamber of Business & Industry	Scranton Petro LP
Herbert, Rowland & Grubic, Inc.	Valley Distribution & Storage
HNBT Corporation	VS Riggi Architects
Jack Williams Tire Company	Wal-Mart Transportation
Kane is Able, Inc.	Wilkes-Barre/Scranton International Airport
Lackawanna County Planning Commission	WILK Radio
Lackawanna County Commissioners	
Lackawanna Heritage Valley	
Local Union #542	
Luzerne County Council	
Luzerne County Planning Commission	
Luzerne County EMA	
Martz Group	
Mericle Commercial Real Estate	
Mid Atlantic AAA	
Mohegan Sun at Pocono Downs	
Motor World Group	
Northeastern Pennsylvania Alliance (NEPA)	
Northern Tier Regional Planning & Dev. Comm.	

VII. Request for Committee Operational Funding

In order to continue the above outlined activities and build upon the successes, enthusiasm and support received for this endeavor thus far, NEPA is requesting supplemental transportation planning funds to ensure that the committee will continue to function as a viable force toward improving the safety, functionality and vitality of this interstate highway corridor for its users and the region it serves.

**NORTHEASTERN PENNSYLVANIA ALLIANCE (NEPA)
FOCUS 81 COMMITTEE**

**LACKAWANNA & LUZERNE COUNTIES
2014-2015 PROGRAM ELEMENTS**

TASK I – Focus 81 Committee Administration and Coordination

Estimated Cost: \$12,000

Task Description:

- A. Convene up to four (4) full Focus 81 meetings annually and up to eight (8) Focus 81 subcommittee meetings during the period.
- B. Provide electronic meeting notices, agendas, and related material when possible and hard copy mailings when necessary not less than five (5) working days prior to meetings and distribution of meeting minutes utilizing the same above methods within fifteen (15) working days following meetings.
- C. Administration of the Focus 81 website and online alert message board. These resources allow greater access for the public to receive pertinent road condition and traffic information, to comment on Focus 81 initiatives, problems or concerns and to access important information regarding the Focus 81 Committee and its activities.
- D. Utilize the Google Analytics website tracking software to determine the effectiveness of Focus 81 marketing initiatives and peak usage of the Focus 81 website. In addition, this software will help determine return on investment of various marketing efforts to direct traffic to the Focus 81 website.
- E. Submit progress reports and invoices to the Lackawanna and Luzerne County MPO representatives no later than 10 working days following the end of the PennDOT reporting period.
- F. Provide technical assistance to the MPO, PennDOT District offices and other stakeholders as necessary regarding the actions of the Focus 81 Committee.
- G. Prepare testimony and public outreach correspondence.

End Products:

- Quarterly progress reports and invoices including executive summaries regarding website traffic submitted to the MPO
- Meeting documentation, i.e. minutes, agendas, attachments
- Administration of Focus 81 Committee website
- Public Information Outreach Efforts

TASK II – Focus 81 Committee Public Information Initiatives

Estimated Cost: \$20,826

Task Description:

- A. **Media Campaign:** The Focus 81 Committee will partner with PennDOT, the Pennsylvania State Police (PSP), the I-81 Multi-State Coalition and other appropriate public and private

sector organizations to develop public service announcements and events to promote safe travel, enforcement and related campaign awareness within the targeted corridor of Interstate 81. Focus 81 will utilize local television and radio outlets and explore additional avenues to assist in delivering these educational messages to the public. Further, NEPA staff will continue efforts to partner with the media to receive preferred public service rates for the Focus 81 media campaign.

- B. **Print Campaign:** The Focus 81 Committee will work with appropriate partners to develop promotional material for distribution. Information may include, but not be limited to, park-and-ride locations, detour routes, safety information, etc. The Focus 81 Committee will again consider utilizing electronic billboards and other means to increase visibility of Focus 81 and ultimately promote the goals of the Committee including the improvement of safety and reduction of congestion within the targeted corridor. In addition, NEPA staff will develop relevant articles for publication in regional newspapers, magazines and electronic media.
- C. **Web Based Initiatives:** This past year, NEPA redeveloped the Focus81 website and will then continually update and/or modify the Focus 81 website to increase usability, functionality and ensure comprehensive and relevant content. This will allow greater access for the public to comment on Focus 81 initiatives, problems or concerns. A Twitter Account, FaceBook page and the development of a possible SmartPhone App and Mobile Website will be evaluated as well. The website and web-based media will include, but not be limited to the following information:
- Traveler Information
 - Links to Traffic Cameras
 - Traffic Alert Sign-up
 - Focus 81 meeting minutes, activity and scheduled events
 - I-81 Expanded Corridor Study
 - Maps and Traffic Volume Information
 - Commuter Information
 - Focus 81 Online Forum
 - Safety tips
 - Transportation links

End Products:

- Comprehensive Public Awareness Campaign
- Enhanced Focus 81 Website (including site traffic tracking capabilities)
- FaceBook page
- Multimedia Educational Materials
- Media Events
- Printed Material and Electronic Communications
- Enhanced traffic alert capabilities
- Possible SmartPhone App

TASK III – Focus 81 Committee Safety & Corridor Planning Initiatives

Estimated Cost: \$35,000

Task Description:

- A. Conduct and prepare research necessary to identify and secure federal, state, local and private funding to advance the following objectives of the Focus 81 Committee:
- Additional capacity in the targeted corridor

- Increasing PSP enforcement
 - Reducing Congestion
 - Increasing Safety
 - Accident Reduction
 - Emergency Response/Incident Management
 - System Efficiency
 - Multi Modal Usage
 - Decrease in Truck/Freight volume
- B. Provide assistance for the development of programs in partnership with the Lackawanna-Luzerne MPO, Pennsylvania Department of Transportation (PennDOT), the Pennsylvania State Police (PSP), Pennsylvania Public Utilities Commission (PUC), American Trucking Association (ATA); Pennsylvania Motor Truck Association (PMTA), the I-81 Corridor Coalition and other stakeholders, that will result/address:
- Increasing Safety
 - Reducing Congestion
 - Widening targeted corridor
 - Increasing PSP enforcement
 - Increasing Motor Carrier enforcement
 - Accident Reduction
 - Infusion of resources
 - Enhanced system operations
 - Incident Management
 - Freight Management
- C. Participation on the I-81 Multi-State Corridor Coalition, convened to address transportation challenges and issues of mutual concern on I-81 within the six states the highway traverses. Focus 81 will continue to monitor efforts of the Regional Interstate Task Force comprised of the Focus 81, SAFE 80 and Capital Beltway groups and periodically attend individual meetings of these groups. NEPA will attend the I-95 Coalition meetings and collaborate with the I-81 Coalition representatives to host and coordinate regional events and initiatives of mutual interest to missions of Focus 81 and the I-81 Coalition. Focus 81 members will also attend the annual conference of the I-81 Coalition membership to cultivate relationships and report on activities of interest to attendees.
- D. The Focus 81 Committee will continue work to build relationships and attend meetings with federal and state policy makers, advocacy groups and transportation professionals to discuss, promote and position the Interstate 81 capacity adding, safety, commuter services, transit coordination, system management and enforcement projects and related activities for implementation, consistent with the goals and objectives of the committee.

End Products

- Assist the MPO in coordination of corridor related projects throughout Lackawanna and Luzerne counties that would have an impact or be impacted by Interstate 81 improvement projects.
- Assist the MPO to ensure that Interstate 81 improvement projects adhere with the Department's planning and programming policies and local/regional plans.
- Implementation/Continuation of initiatives to reduce congestion, improve safety and increase enforcement including:
 - Continuation of efforts to enhance and coordinate signage, traffic cameras and message boards throughout the corridor;

- Continuation of efforts regarding signal improvements along detour routes throughout the corridor;
- Identification of funding sources for initiatives as outlined for the Focus 81 Committee and the Interstate 81 improvement activities;
- Collaborate with the I-81 Coalition to capitalize upon efforts to address freight movement, traffic capacity and congestion issues at a national-regional level;
- Work to enhance ride sharing, increase park-and-ride locations and explore carpooling options for the region;
- Work with municipalities located within the targeted I-81 corridor to increase cooperative efforts relating to the improvement interstate detour traffic along the corridor;
- Monitor similar corridor efforts statewide and nationally;
- Explore conducting an Economic Impact Analysis of the targeted corridor to ascertain data regarding the economic benefits/impacts of the proposed expansion of the targeted I-81 corridor;
- Utilize information collected from the I-81 Expanded Corridor Study to further clarify engineering alternatives for increasing the corridor's capacity, as well as short term system management actions to ultimately increase safety and reduce congestion.
- Promotion of Pa Turnpike Extension for use of regional thru traffic and freight movement;

**FOCUS 81 ACTIVITY BUDGET
STATE FISCAL YEAR 2014-2015**

Tasks	Total Budget	Federal Share		NEPA Local Match 8%
		Lackawanna County	Luzerne County	
I. Committee Administration & Coordination	\$12,000	\$5,520	\$5,520	\$960
II. Public Information Initiatives	\$20,826	\$10,580	\$8,580	\$1,666
III. Safety & Corridor Planning Initiatives	\$35,000	\$16,100	\$16,100	\$2,800
FY11/12 BASE TOTAL	\$67,826	\$32,200	\$30,200	\$5,426

NOTE: The Local Match contributed toward this Work Program is a minimum amount, in the form of NEPA in-kind professional staff time to be applied toward Focus 81 Committee operations and activities, which are beyond and not otherwise budgeted within the federal funding share.