

LACKAWANNA-LUZERNE TRANSPORTATION STUDY COORDINATING
COMMITTEE MEETING
February 27, 2013

Members of the Coordinating Committee:

Attached is a copy of the minutes of the Lackawanna-Luzerne Transportation Study (LLTS) Coordinating Committee meeting, held on February 27, 2013 at 10:00 a.m. in Room 233 at the Pennsylvania Department of Transportation Engineering District 4-0 Office, Dunmore, Pennsylvania.

Please check for errors or omissions.

Thank you.

A meeting of the Lackawanna-Luzerne Transportation Study Coordinating Committee was held on Wednesday, February 27, 2013 in Conference Room 233 of the Pennsylvania Department of Transportation District Office in Dunmore, Pennsylvania.

Mr. George Roberts, Chairman of the Coordinating Committee, called the meeting to order at 10:00 a.m. Mr. Roberts received a letter of proxy from Attilio “Butch” Frati stating that Mr. Drew McLaughlin will serve as his proxy. Mr. Timothy Lidiak of the Federal Transit Authority attended via telephone. (NOTE: John Pocius is the permanent proxy for Chris Doherty Mayor of Scranton, Attilio “Butch” Frati is the permanent proxy for Thomas Leighton Mayor of Wilkes-Barre, Dominic Yannuzzi is the permanent proxy for Joseph Yannuzzi Mayor of Hazleton, and James Rodway is the permanent proxy for Lackawanna County Commissioner James Wansacz.)

In this document: Mr. Roberts identifies Mr. George Roberts, and Dean will identify Mr. Dean Roberts to avoid confusion.

Mr. Roberts stated for the record that in accordance with the provisions of the Sunshine Law and the Moving Ahead for Progress in the 21st Century Act (MAP-21), Coordinating Committee Secretary Adrian Merolli, submitted the required public meeting notice, which appeared in local papers.

**ITEM #1 – NOVEMBER 28, 2012 LACKAWANNA-LUZERNE TRANSPORTATION
STUDY COMBINED TECHNICAL AND COORDINATING COMMITTEE MEETING
MINUTES**

Copies of the November 28, 2012 Lackawanna-Luzerne Transportation Study Combined Technical and Coordinating Committee Meeting minutes were mailed to all committee members. Mr. Roberts asked for additions, deletions or corrections. It was noted that on page eight in the last paragraph Noone should be None. Mr. Roberts asked for further additions, deletions or corrections. Hearing none, a motion to approve the November 28, 2012 Lackawanna-Luzerne Transportation Study Combined Technical and Coordinating Committee Meeting minutes as noted, was made by John Pocius, seconded by Adrian Merolli, and carried.

**ITEM #2 – 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT AND MODIFICATIONS**

Mr. Fisher highlighted the modifications to the 2013-2016 TIP, which included:

- Advancing SR 4016 over Shickshinny Creek in Luzerne from the 2013/2014 years to 2013 year and an increase per updated estimate
- Increase on SR309 Bridge Preservation project in Luzerne for updated estimate
- Adding the preliminary engineering phase for T437 College Avenue in Lackawanna since the project was on the previous TIP under advance construct it needed to be added to this TIP
- Adding the final design phase to the Main Street Bridge in Moosic in Lackawanna since the project was on the previous TIP under advance construct it needed to be added to this TIP
- Adding the preliminary engineering phase to SR 4019 over I-81 for 100% state funding

Mr. Fisher reviewed the TIP Amendment that added the All Weather Pavement Marking project on Route 6 in Lackawanna to the TIP. This project needs a vote from the MPO because the additional funding is 100% federal funding.

Mr. Roberts asked for questions or comments. Hearing none, a motion was made that the Coordinating Committee adopt the 2013-2016 TIP Amendment as presented, by Stan Strelish, seconded by Bob Fiume and carried.

ITEM #3 – TRANSIT TIP MODIFICATIONS

No Transit TIP modifications were discussed.

ITEM #4 – 2013-2014 UNIFIED PLANNING WORK PLAN (UPWP)

Copies of the draft 2012-2013 UPWP were mailed to committee members. It was noted that the UPWP is the MPO's yearly contract with PennDOT. The UPWP has standard line items and tasks that lay out the work activities between the planning commissions, and the transit agencies with PennDOT. Mr. Pitoniak noted that Lackawanna is piloting a program to hire a consultant to handle incident management the funding would come out of the network/highway planning line item.

Mr. Roberts asked for questions or comments. Hearing none, a motion was made that the Coordinating Committee adopt the 2013-2014 UPWP as presented, by Adrian Merolli, seconded by George Roberts and carried.

ITEM #5 – FEDERAL CERTIFICATION REVIEW DRAFT REPORT

Mr. Merolli noted that after decades of handling the Federal Certification Reviews, a report the MPO was not addressing was brought to the attention of the Planning Partners for corrective action in the report. The MPO is waiting for guidance from Central Office to be able to take the data and information in the current report and reformat it to meet the federal standards. It was noted this report is the annual list of obligations publicized in non-technical language. Dean will provide the annual list to be changed and added to the MPO's website.

The MPO has obtained a template from Denver via the internet and one from Ohio. Mr. Lidiak will ensure the MPO receives the template from Harrisburg. The MPO has 30 days from the date of receipt to submit a schedule of when the annual report will be prepared and submitted.

Questions and items of clarification were sent to FTA and Mr. Lidiak will provide the Environmental Justice, Transit Coordination, Land Use and MPO staffing comments via email. Mr. Walston will prepare a presentation of the Federal Certification Review and MAP-21 for the next MPO meetings. Mr. Pitoniak noted that the MPO did receive a "pat on the back" for their improvement and good work in the areas of Title VI, Environmental Justice and Public Participation.

Mr. Lidiak thanked everyone for their participation in the latest review and for a job well done; noting the MPO did pass the certification review. It was noted that the next certification review will be held in February 2017.

ITEM #6 – URBANIZED AREA BOUNDARY ADJUSTMENT MEMORANDUM OF UNDERSTANDING (MOU)

Mr. Merolli noted that The LLTS MPO has been working with the Susquehanna Economic Development Association-Council of Governments (SEDA-COG). Maps have been circulated and the MOU will be signed and will be in place until changes are made with data from the next census. It was noted that updated MOUs would be needed for NEPA and Northern Tier with LLTS. NEPA has not made a decision to become an MPO yet so the MOU has not been drafted. Northern Tier's boundaries have only changed by a couple blocks so that MOU will not change. It was also noted that LLTS is keeping the MPO boundaries to include all of Lackawanna and Luzerne Counties.

Mr. Roberts asked for questions or comments. Hearing none, a motion was made that the Coordinating Committee adopt the Urbanized Area Boundary Adjustment Memorandum of Understanding with SEDA-COG as presented for signature and execution, by Bob Fiume, seconded by John Pocius and carried.

ITEM #7 – LLTS MEMORANDUM OF UNDERSTANDING (MOU) WITH TRANSIT AGENCIES – COUNTY OF LACKAWANNA TRANSIT SYSTEM (COLTS), LUZERNE COUNTY TRANSIT AUTHORITY (LCTA) and HAZLETON PUBLIC TRANSIT (HPT)

It was noted that the LLTS has prepared a MOU with the transit agencies to meet the changes requested by FTA. Dean noted that the FTA holds triennial reviews with transit agencies. FTA requested a strengthening of the planning relationship between the MPO, the transit agencies and PennDOT Central Office. In addition, since the LLTS MPO has three separate transit agencies; FTA and PennDOT's Central Office agreed that the MPO could have could have one MOU that would cover all three agencies instead of having three separate documents.

Mr. Roberts asked for questions or comments. Hearing none, a motion was made that the Coordinating Committee adopt the LLTS MOU with the transit agencies as presented for signature and execution, by Adrian Merolli, seconded by Stan Strelish and carried.

ITEM #8 – OTHER BUSINESS

Governor Corbett's Transportation Plan

Mr. Arey noted that the Governor had his budget presentation earlier this month and rolled out a funding piece for transportation across the state. The plan focuses on safety and the economic impacts if nothing is done. The PennDOT website has a link (red box with PA Governor Corbett's Transportation Plan) that has information that summarizes highlights of the governor's plan and a presentation from Secretary Barry Schoch that shows funding needs and consequences of funding shortfalls. It was noted as we continue to spend money to maintain our

bridges we do so at the expense of our highways. If we continue to lose money, the number of structurally deficient bridges will increase. In addition pavement lettings will decline, with fewer lettings comes fewer jobs and up to 12,000 jobs will be lost without a revenue increase. The proposed revenue increase in the first year is \$510 million and increase to \$1.8 billion by the fifth year. This revenue is a result of the public/private partnership an initiative that is supported by the Secretary. The investment components are state roads and bridges, public transportation, local roads and bridges, PA Turnpike expansion projects and a multi-modal fund. In the past, there has been a rail freight assistance program; now, it will be combined with ports and waterways, transit, aviation and rail.

The Secretary testified before the House Appropriations Committee to talk about issues and answer any questions the members had. One concern is whether PennDOT is asking for enough funding when the Governor's TFAC committee highlighted the need for \$3.4 to \$3.5 billion and this initiative is only asking for \$1.8 billion. Still others are concerned that PennDOT is asking for too much. It was noted that through modernization we are saving funds. It is estimated that PennDOT has saved \$50 to \$70 million cutting deficiencies, looking at project delivery and working with sister agencies to save money. After the Secretary's testimony, three transit agencies also testified. It was noted that transit consolidation is a concern; if regional transit agencies do not consolidate, the local funding match will increase.

Mr. Arey noted that at a Harrisburg County Commissioners' meeting attendees asked what PennDOT is doing to help locals have leverage or tools to raise the money; unfortunately, the plan does not get into that aspect of funding. Mr. Arey noted that this is also very dynamic. As you listen to the Secretary, you will learn that he has been involved with transportation issues for 30 years as a consultant with different states handling revenue issues. This plan is one of most comprehensive and will need longevity to succeed. The oil company franchise ceiling will be released. It seems the Senate is on board with the plan but the House is not. The Secretary is meeting with the Senators individually to gain support for the program.

Modernization Efforts

Mr. Roberts noted that PennDOT is making efforts to modernize and realize savings through regionalization to be more efficient in our design process or any part of our organizational process. An example of that would be the local bridge program discussed at the last committee meeting. Taking ten structures (three will be removed and seven will be replaced), that are about the same span and build type; allows one contractor to go to the fabricator and get the same size beams for all ten bridges. This through the economy scale saves approximately \$200,000 per bridge. PennDOT has looked at how to do bridge inspections more efficiently which, along with other processes have already saved the state between \$60 and \$80 million.

Mr. Roberts also noted the PNG Team efforts. PNG stands for PennDOT Next Generation and these teams continue to look at furthering modernization and other savings techniques. It is something PennDOT is doing and will continue to do to maintain the cost savings and efficiencies. As the Secretary says if you get stagnant and do not assess your organization to see what is going on with it, you will be left behind. In addition, change needs to be looked at; just because something has been done, the same way for twenty years does not mean it is the right

way. The bulk of the funding increase will come from uncapping the oil franchise tax. The proposal also includes lowering the flat tax, which is currently twelve cents out of the thirty-one that the state collects with nineteen cents being on the oil franchise tax. The proposal would lower the flat tax one cent this year and one cent next year as wells as uncap the oil franchise tax one third in year one, one third in year three and one third in year five. The good thing about the method being used to get more funding is that it is tied to inflation with uncapping the oil franchise tax as cost go up it may help with funding. The downside to this method is that as electric cars become more prevalent and fuel efficiency improves; gas sales will decline. This decline may lead to a mileage-based tax. Mr. Strelish asked if the mileage tax would have to be at the federal level or whether states would be able enact a mileage tax. Mr. Arey noted that Oregon did have a pilot program but there were problems with privacy issues. Mr. Strelish agreed that with the oil franchise tax; ten years down the road the tax there maybe ten to twenty percent reduction. Mr. Pitoniak noted that another problem with the mileage tax is taxing out-of-state travelers. It was noted the federal government would need to be involved with interstate mileage-based taxes.

Mr. Pitoniak reiterated that with consolidation of the transit agencies the area would get more money for projects. He also noted that looking at the Long Range Plan the MPO is planning to consolidate all the transit authorities, the rail authorities and airport in to one agency. The consolidation plans on the Long Range Plan maybe scheduled sooner if more funding becomes available through the consolidation program.

PennDOT Support

Mr. Strelish noted that in watching the Appropriation Hearings, Secretary Schoch was supportive of the transit agencies. The Secretary was well spoken and prepared for questions. The Secretary is very committed to the appropriation effort. The Secretary's top goals are to get the funding needed and to make PennDOT a better workplace. Mr. Roberts noted that the Secretary has made positive changes in PennDOT and has succeeded in many areas to improve the Department. Mr. Pocius echoed that the Secretary is knowledgeable and polite and is a great champion for Transportation. Mr. Arey noted that as PennDOT's administration changes with the relocation of Deputy Secretary Mark Compton former Secretary Brad Mallory has returned to PennDOT as an Executive Deputy Secretary of Administration. It was noted that Mr. Mallory was the Secretary that went through the previous funding increase in the 1990s. It was also noted that the situations are very different from then to now. Mr. Arey noted in talking to the House Transportation Chairman Representative Hess that with all the new legislators in the assembly, many have not been through this type of situation and many ran on "no taxes" positions. These new legislators may be reluctant to support this funding proposal.

Lackawanna Commissioners' Request to Change Committee Meeting Dates

The Lackawanna County Commissioners have requested the MPO change their meeting dates or times in order for the Commissioners to be able to attend. Lackawanna County Commissioner Corey O'Brien attended the Technical Committee meeting last week. Currently, the Commissioners meet on the second and fourth Wednesday of each month at ten o'clock. Discussion regarding meeting times and any protocols that would require the Technical and

Coordinating Committee meetings be held in consecutive weeks. It was noted that it was tradition to have the meetings a week apart. Joint/combined meetings are usually held within small (one county planning organizations).

The next Technical Committee meeting is scheduled for February 20, 2013 at 10:00 a.m. It was decided that in the future the LLTS would schedule their Technical and Coordinating Committee meetings on the first and third Wednesday, respectively. The next Technical Committee meeting is scheduled for May 15, 2013 at 10:00 a.m. The next Coordinating Committee meeting is scheduled for May 22, 2013 at 10:00 a.m. These meetings will be changed if possible and future meetings will be rescheduled.

Act 13 – Marcellus Shale Legacy Fund

Mr. Merolli noted that Luzerne County received monies from the Act 13 – Marcellus Shale Legacy Fund. The money is in a segregated account and the County Engineer is looking at ways to utilize the funding. The funding needs to be kept separate for each county from TIP funding. Projects will be added to the TIP as informational items. The legislation on the funding requires a distinct plan from each county. The process may be similar to the TIP. Details have not been ironed out on how funding amounts and project types will be handled. PennDOT is working to be consistent across the state. Initial guidance reflects funding should be used on structurally deficient bridges and posted bridges. Checks and balances will be in place to ensure the funding is being directed to the appropriate items. The Act 13 funding is going to the counties under different titles and is not required to be on bridges. It was noted that it would be beneficial if the local recipients would be able to use the funding for bridge preservation (rehabilitation or replace). The counties are looking for project guidance to move forward.

It was noted that the Act 13 is written very loosely to help simplify spending but the challenges arise on how exactly it should be implemented. It was also noted that if Lackawanna and Luzerne Counties know their funding amounts and the county engineers have projects in mind; the counties should be submitting projects lists to PennDOT without further guidance. Act 13 funding cannot be used for bridge inspection. (Luzerne has approximately \$450,000 and Lackawanna has approximately \$230,000). Central Office is compiling the Question and Answers to be sent out to the Planning Partners but it is a work in progress.

South Main Street Bridge in Kingston Township

Kingston Township has requested a meeting with PennDOT regarding the South Main Street Bridge that has been closed since it was destroyed in the flood of 2006. The meeting is set for next month and the Luzerne County Engineer will need to attend since it is a county bridge.

Safety Summit

Mr. Arey noted that a spring Planning Partners meeting is being looked at by request of the Planning Partners. With that meeting, a Safety Summit is coming and tentative dates are May 6 and May 7, 2013. There a number of plans that are being considered for additional MAP-21 monies that came from cost savings. The fund is for highway safety improvements. The summit

will include District Traffic Engineers and the Planning Partners. In addition, the statewide Long Range Plan will be reviewed and updated with more involvement with freight movement. Within the Highway Safety Improvement Program (HSIP), there is a Roadway Departure Manual and an Intersection Safety Improvement Manual. FHWA used to look at high crash fatality areas for HSIP funding to reduce fatalities. FHWA has begun looking at systematic improvements in addition to the high crash data. Systematic improvements are items such as centerline rumble strips and edge line rumble strips on projects without high crash fatality data. On low cost safety improvements, they are looking at safety reviews for intersections and utilizing more signing to improve the intersections.

Mr. Arey noted that each planning region will be getting a base amount of safety funding that will be supplemented on a case-to-case basis and there will be a balance of funding maintained for statewide safety initiatives.

Corridor Modernization

Mr. Arey noted that with Corridor Modernization is not just concerned with safety; it also looks at operations, snow removal, signals, traffic flow and everything. It is more for projects. The presentation today will identify what Central Office sees as the regions corridors and discussion will open up with the Planning Partners to confirm the selected corridors and determine other corridors that may be candidates for the program.

Mr. Roberts read excerpts from the introductory memo: "... an effort to better evaluate, prioritize, plan, deploy, and measure the effectiveness of Transportation Management and Operations strategies throughout Pennsylvania...The initial focus of Corridor Modernization will be to address the main sources of traffic congestion in Pennsylvania. The first step is the establishment of the overall framework and the identification of the various roadway tiers associated with the program. Initially, the tiers have been established using annual average daily traffic (AADT) information captured in the Roadway Management System (RMS) along with National Highway System (NHS) data and concepts identified in the Highway Capacity Manual (HCM)."

Redundant Bridges

The Secretary asked the Districts to take a hard look at redundant bridges. Redundant bridges are a number of bridges within close proximity of each other. An example would be the area in Archbald in Lackawanna County: There are three bridges a couple blocks away from each other across the Lackawanna River. The question being asked is; are those bridges necessary to maintain a level of service to the public. Savings would be in the long-term maintenance costs of putting another bridge in. Other cost saving initiatives being look at are short-term improvements such as putting in a small portion of roadway to accommodate traffic instead of utilizing a bridge. The MPO is asked to keep bridge redundancy of bridges in mind for future planning and funding when such bridges may need to be closed or may require major maintenance efforts to remain open.

MAP-21 Performance Metrics

The MAP-21 Performance Metrics are going to be developed for the expanded National Highway System (NHS). The expansion of the National Highway System will include urban and other principle arterials. In the MPO area, this includes all of the interstate, some of Route 6 and a portion of Route 11 in the Luzerne County area to name a few. Maps denoting the existing NHS with the overlay of the added arterials were displayed at the meeting. The new NHS will require the MPO to look at those roads that were rated poor on the International Roughness Index (IRI) and the structurally deficient bridges. The District is looking at the IRI numbers and structurally deficient bridges on the expanded NHS. It was noted that MPO project funding might need to be routed to the additional NHS arterials in order for those roadways and bridges to be maintained to meet the MAP-21 Performance Metrics so the region does not lose funding.

Mr. Roberts listed other roadways that are part of the expanded NHS, which included:

- ◇ Lackawanna County
 - All of Business Route 6
 - Route 347 from the District Office through Olyphant to Main Avenue
 - SR 3010 – Union Street in Taylor because of it direct connection to the Turnpike
 - SR 6011 – Greenridge Street in Scranton
 - Main Avenue in Scranton
- ◇ Luzerne County
 - Route 309 in Back Mountain area to Route 415
 - River Road
 - Blackman Street
 - Market Street and North Street
 - SR 924 in Hazleton
 - SR 93 in the Hazleton downtown area
 - Route 309 near the courthouse and north in Hazleton

Future Meetings

Currently, the next Technical Committee meeting is scheduled for May 15, 2013 at 10:00 a.m. and the next Coordinating Committee meeting is scheduled for May 22, 2013 at 10:00 a.m.

Adjournment

Mr. Roberts asked for questions or comments. Hearing none, a motion to adjourn the Coordinating Committee meeting was made by Stan Strelish, seconded by James Arey and the meeting adjourned at 11:10 a.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING - COORDINATING COMMITTEE
February 27, 2013

	<u>MEMBER PRESENT</u>	<u>ABSENT AND NO PROXY</u>	<u>PROXY PRESENT</u>
George J. Roberts, P.E., Chairman	X		
James Arey, Central Office	X		
<u>LACKAWANNA COUNTY</u>			
Vacant - Co-Chair		X	
James Wansacz (James Rodway – Permanent Proxy)		X	
<u>LUZERNE COUNTY PLANNING COMMISSION</u>			
Adrian F. Merolli	X		
<u>CITY OF HAZLETON</u>			
Joseph Yannuzzi, Mayor (Dominic Yannuzzi – Permanent Proxy)			X
<u>CITY OF SCRANTON</u>			
Chris Doherty, Mayor (John Pocius – Permanent Proxy)			X
<u>CITY OF WILKES-BARRE</u>			
Thomas M. Leighton (Attilio “Butch” Frati – Permanent Proxy)			X
<u>TRANSIT REPRESENTATIVE – LACKAWANNA COUNTY</u>			
Robert Fiume	X		
<u>TRANSIT REPRESENTATIVE – LUZERNE COUNTY</u>			
Stanley Strelish	X		
<u>AVIATION REPRESENTATIVE</u>			
Barry Centini		X	
<u>*PENNSYLVANIA NORTHEAST REGIONAL RAILROAD AUTHORITY</u>			
Larry Malski		X	
<u>*FEDERAL HIGHWAY ADMINISTRATION</u>			
Dan Walston		X	
<u>*FEDERAL TRANSIT ADMINISTRATION (FTA)</u>			
Timothy Lidiak	Via phone		
<u>*FEDERAL AVIATION ADMINISTRATION</u>			
Lori Pagnanelli		X	
*Non-Voting Members			

Lackawanna-Luzerne Transportation Study Meeting Transportation Advisory Committee
Members Present:

Craig Smith, AAA North Penn

Lackawanna-Luzerne Transportation Study Meeting Technical Committee Members Present:

Steve Pitoniak, Lackawanna County Planning Commission
Nancy Snee, Luzerne County Planning Commission
Dean Roberts, PennDOT Central Office

Non-Members Present:

James Darr, Luzerne County Transit Authority
Drew McLaughlin, City of Wilkes-Barre
George Kelly, Lackawanna County Director of Planning and Economic Development
Marie Bishop, PennDOT District 4-0, Planning and Programming
Steve Fisher, PennDOT District 4-0, Planning and Programming
John Frankosky, PennDOT District 4-0, Planning and Programming
Michael Taluto, PennDOT District 4-0, Community Relations
James May, PennDOT District 4-0, Community Relations
Anna Fuhr, PennDOT District 4-0, Administration