

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
TECHNICAL COMMITTEE MEETING
June 5, 2013

Members of the Technical Committee:

Attached is a copy of the minutes of the Lackawanna-Luzerne Transportation Study Technical Committee meeting, which was held on June 5, 2013 at 10:00 a.m. in Conference Room 233 in 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 Technical Committee was held on June 5, 2013 in Conference Room 233 of the Pennsylvania Department of Transportation District Office in Dunmore, Pennsylvania.

Steve Pitoniak, Chairman of the Technical Committee, called the meeting to order at 10:05a.m. Mr. Pitoniak asked for a self-introduction by each person in attendance. (NOTE: Attilio “Butch” Frati is a permanent proxy for Thomas Leighton, Mayor of Wilkes-Barre, Stephen Mykulyn is a permanent proxy for Barry Centini, Aviation Representative of Lackawanna County; Alan Baranski is a permanent proxy for Jeff Box, Northeastern Pennsylvania Alliance (NEPA); Ralph Sharp is a permanent proxy for Joe Yannuzzi, Mayor of Hazleton, and Michael C. Mecca, P.E. will be the proxy for John Pocius who is the permanent proxy for Christopher Doherty, Mayor of Scranton. Jennifer Honick has replaced Kurt Kempter (COLTS) on the Technical Committee for Lackawanna County. Chris Belleman, P.E will be the Acting Luzerne County Engineer until further notice; George Kelly, Lackawanna County Director of Economic Development, replaced Mr. Harry Lindsay on the Lackawanna Luzerne Transportation Study Coordinating Committee; Gerard Babinski will serve as proxy, to replace Mr. David Elmer, P.E. until the District Bridge Engineer’s position is filled, Marie Bishop will be the proxy for Debbie Noone, Assistant District Executive, District 4-0.

Mr. Pitoniak stated for the record that in accordance with the provisions of the Sunshine Law and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Coordinating Committee Secretary, Adrian Merolli, submitted the required public meeting notice, which appeared in local papers for general circulation.

ITEM #1 – APPROVAL OF THE FEBRUARY 20, 2013 TECHNICAL COMMITTEE MEETING MINUTES

Copies of the February 20, 2013 Lackawanna-Luzerne Transportation Study Technical Committee Meeting minutes were distributed via emailed to all members of the committee. Mr. Pitoniak asked if there were any additions, deletions or corrections. He noted there is one in Item 6, Federal Certification for Review – usually takes six to eight weeks to draft the report. He noted it should read: After six to eight weeks draft report to municipalities can make comments back on the draft. Mr. Pitoniak entertained a motion to approve the minutes of the November 28, 2012 Technical Committee Meeting; Mr. Snee made the motion, Mr. Strelish seconded and the motion carried.

ITEM #2 2013-2016 TIP MODIFICATIONS

Mr. Pitoniak addressed the 2013-2016 TIP Modifications. Ms. Bishop noted Ms. Snee had emailed the Tip Modifications to everyone, which were distributed at the meeting. She asked if anyone had any questions or concerns; she noted they are all Management Actions; and there are no Amendments.

Mr. Belleman stated projects in Luzerne County; very vague and that it is difficult for him to ascertain anything; and requested to be more descriptive and narrative.

Ms. Bishop noted there is a document - Public Narrative Report, which will give him a better descriptive of each project; she will send it to him via email.

Ms. Bishop asked if there were any comments or questions.

Mr. Pitoniak questioned the status of the Birney Avenue Signals – noting it has been on the TIP for years. Ms. Bishop reported it was advertised and bidding starts next week.

Mr. O'Brien inquired about the Moosic Street Bridge future funding. Ms. Bishop will give him a copy of the TIP; and the TIP Amendment/Modifications document, which shows only changes that have been made and not the costs for the entire project. The whole TIP shows the Construction Funding.

Mr. Pitoniak stated the Modifications do not require a vote.

ITEM #3 TRANSIT TIP MODIFICATIONS

Mr. Pitoniak asked if there were Transit TIP Modifications. Ms. Bishop reported no Transit TIP Modifications.

URBANIZED AREA BOUNDARY ADJUSTMENT MOU

Mr. Pitoniak noted on the agenda LLTS – Northern Tier Regional Claim Developments - The Northern Tier Boundaries have been extended and the Federal Highway Administration using the 2010 census data to determine where the boundaries are in the municipalities. It is up to the MPO's to smooth out those boundaries. In the case of Factoryville and Clinton Township - found that the development took place for those boundaries/divided. He noted the purpose of this is for the Funding – FDL has to give the RPO in this case the advantage option of taking STU funds from the region and using it for planning in that region.

Ms. Snee noted - Luzerne County, Southern area of Columbia County; MOU have with NEPA – Greater Wilkes-Barre and Hazleton program areas they were a little late getting to that but it has been completed this week and all the information was sent out to everyone yesterday. She made some connections from the Greater Wilkes-Barre area to Newport Township and added some areas in the Greater Hazleton area to take in consideration the equal optic development. Also included some areas along the eastern side of the valley; and have taken into consideration the Numerical Trade Parks, Trade & Commerce Parks, and all of the airport property. They did make some adjustments in the back mountain area due to experiencing a great deal of development in the last few years. She noted it was sent into PennDOT.

Mr. Baranski addressed NEPA – MOU – between the two planning regions; that this is an exercise. He noted that he went back through the year 2000 generated by the Census; looking at the urbanized areas that go into NEPA/MPO. Schuylkill County shows most developed into Rte. 93 to Carbon County – Beaver Meadows, Greendale Area, and small area through Schuylkill County along Rte. 309. The exchange of the funding, transfer of the funding appropriate to the population regards to the Hazleton urbanized area that goes to Carbon and Schuylkill Counties. The population comes out to just over 5,000 people within that organized area that goes to Carbon to Schuylkill Counties and is 1.2 to 1% of FDU Funds. This MOU will be in effect until the next Centennial Census period and will be the basis for the transfer of funds when looking at TIP updates.

Mr. Pitoniak entertained a motion to recommend to the Coordinating Committee to adopt the Urbanized Area Boundary Adjustment MOU as presented and to be done separately.

MOU between LLTS and– Northern Tier - Mr. Malaski made the motion, Mr. Cavill seconded and the motion carried.

MOU between LLTS and NEPA – Mr. Fratti made the Motion, Mr. Baranski seconded and the

motion carried.

ITEM #4 OTHER BUSINESS

Mr. Pitoniak reported couple items on the agenda after the last meeting - Federal Certification Review – the deficiencies that came out of the last annual obligation report. Since that time, Ms. Snee had prepared the report and submitted to Federal Highway and PennDOT and hasn't received a response back yet; therefore, he has assumed everything was acceptable.

Mr. Roberts noted that it is a good report; in terms of requirements.

Mr. Pitoniak reported he received a letter from the PA Environmental Council, Janet Sweeney – it was addressed to Northeast Regional Office; he also received an email from PennDOT; request on the updated long range state wide plan on Bicycle/Planning efforts.

He noted their looking for funding to update their Bicycle and Hiking map that they worked on with them a number of years ago on the initial iteration of the map and supplied funding to them; it was well received and they are looking for funding again. They have talked to Luzerne County and Lackawanna County side they are looking for \$5,000.00 in funding. He noted since Lackawanna County has to update the plan; this will take care of this situation; and will proceed to initiate negotiations right now – MOU will be coming out of the Transportation Federal funding.

Mr. Pitoniak noted Ms. Camille Otto, FHWA will be doing a presentation on Map 21 video; which was requested at the last meeting.

Ms. Otto informed Ms. Snee if there is something specific on one of the funding categories; to let her know; she will discuss it further.

She noted Map 21 had been available for a while; and the largest factor is the Substantial Consolidation of the number of programs – no more earmarks and no specific discretionary programs have been eliminated. Smaller number of programs which gives the state some increase flexibility to program those funds to meet national, state, and local meetings.

New Approach to Formulas – confronted the work in formula funding, breakdown of types of funds, and the amount of money in the national perspective.

The five main programs are:

- National Highway Performance Program (NHPP)
- Surface transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation & Air Quality (CMAQ)
- Transportation Alternative Program (TAP)

Ms. Otto briefly reviewed the following:

NHPP – She noted enhance version of National Highway System (NHS). It has expanded from just being our regular existing NHS. Includes all principal materials, state sets targets for conditions and performance, request an asset management plan, and minimum standard for interstate bridges.

STP - \$10,000,000.00 - very flexible with this kind of funding. It has been amended so that it maxes in some of the specialty programs that Map 21 has eliminated.

- Rural Provisions
- Continue Flexibility

HSIP – Generally the same program but has dramatically increased in size from a national perspective. There is a requirement for regular updates to the Strategic Highway Safety and the state is responsible to come up with a contact schedule. Increase size of existing programs, maintains current structure, no high risk rural roads set aside unless safety statistic worsens, state set target for number of inquiries, and is consistent strategic plan.

Congress will provide the measure for safety regarding fatalities and serious injuries based on the rate of those and equal miles of travel. It strengthens the link between HSIP and CMAQ a lot of them tie together with different programs.

CMAQ - Improvement program, continuous current program, on the performance plans for large TMA, and CMAQ outcome assessment study required.

TAP – Incorporate eligibilities from many programs, similar funding helpful to TEs under SAFETEA-LU.

Mr. Pitoniak asked if the non-profit still eligible.

Ms. Otto noted non-profit have to team up.

Ms. Otto reviewed:

Performance Management:

She noted Map 21 – there is seven National Goal Areas identified. Set targets, goals would be to have the plans describe how to program certain projects to achieve the targets, and there will be a report which will lead to corrective action and not sanctions.

Transportation and Planning:

Number of provisions to look at performance management into the planning process state wide.

Looking for the MPO's to establish performance targets; state will do intra-rural areas; long range plans - can incorporate into planning, other related elements, and report on the progress.

MPO establishes the target for planning according to Map 21.

Metropolitan Planning – population thresholds for MPO's and TMA unchanged.

Accelerating Project Delivery:

Streamline the process

After the state request technical assistance – accelerated completion.

Accelerating specifically on the Environmental Process:

Environmental review process streamlining

Expanding authority of categorical exclusions

Appalachian Development Highways:

No dedicated funding but is eligible under MAP 21 STP & NHPP.

There won't be any new funding set aside.

Freight Provisions:

Pennsylvania has been declared by the Federal Highway a Freight Opportunity State.

Which means throughout the state; a lot of freight activity but the freight planning could use some work based on the amount of freight the state has.

In general, there is no program for freight programs, no dedicated funding, but Map 21 requires a National Freight Network to be established and a National Freight Strategic Plan - to report on freight conditions and performance. Will be looking to prioritizing projects to improve freight movement. She noted there is a push that Department of Transportation is encouraging the state to

establish Freight Advisory Committee to develop a freight plan.

Ms. Otto noted - Map 21 Web Page – Webinar to display them; helpful information resource.

Ms. Snee asked if Map 21 has a 10 year project completion provision; where the project has to be completed in 10 years or else you are acquired to return the money.

Ms. Otto confirmed and noted you have ten years to get items from ROW and from Construction; then you have another 20 years to complete construction. She noted once you receive your clearance and started final design – you can start ROW.

Mr. Pitoniak asked where Rail Freight Planning comes in with the Freight Planning on the highways. Is there any coordination there?

Mr. Malski – noted there is a state rail plan that was updated. There developing realization to try to get heavy freight off the highway.

Ms. Otto noted there are many different players involved.

Mr. Piontiak asked if anyone had any questions or concerns regarding Map 21; no questions. He thanked Ms. Otto for her presentation.

He proceeded to ask if anyone had any other business to discuss:

Ms. Snee questioned if their to receive extra money from the state; expecting it to be coming into the region; will the extra money be designated to certain projects and is one of them going to be the 424 Project.

Ms. Roberts questioned if she meant the Governors Transportation Plan; she confirmed.

He noted it is still tied into next year's budget but is scheduled to be worked out in the next twenty days'; it's a work in progress.

Ms. Otto noted PennDOT and Planning Partners wanted to do 100% state funding because it will all become state funded for certain projects or combine with federal money. A lot of that will depend upon the environmental income that you will have; how much funded resource agencies that expedite the process, and under cultural resources are they regulated a lot stronger than anything on the federal agency.

Mr. Pitoniak entertained a motion to adjourn the meeting; Mr. Malski made the motion, Ms. Snee seconded, and motion carried. The meeting adjourned at 10:55 a.m.

ITEM #9 CLOSE THE MEETING

Next Meeting:

The next LLTS Technical Committee meeting is set for Wednesday, September 4, 2013 at 10:00 a.m.

The next LLTS Coordinating Committee meeting is set for Wednesday, September 18, 2013 at 10:00 a.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING
TECHNICAL COMMITTEE
June 5, 2013

	<u>MEMBER PRESENT</u>	<u>ABSENT AND NO PROXY</u>	<u>PROXY PRESENT</u>
<u>VOTING MEMBERS</u>			
<u>PA DEPARTMENT OF TRANSPORTATION</u>			
Debbie Noone, P.E., ADE			X
Gerard Babinski, District Bridge Engineer	X		
Dean Roberts, Transportation Planning Manager	X		
<u>LACKAWANNA COUNTY</u>			
Lou Norella (Permanent Proxy – Gary Cavill, P.E.)			X
<u>LACKAWANNA COUNTY COMMISSIONER</u>			
Corey O’Brien	X		
<u>LUZERNE COUNTY</u>			
Christopher J. Belleman, P.E., County Engineer	X		
<u>LUZERNE COUNTY REDEVELOPMENT AUTHORITY</u>			
Vacant			
<u>CITY OF SCRANTON</u>			
Mayor Christopher Doherty (Proxy-John Pocius)			X
<u>CITY OF WILKES-BARRE</u>			
Mayor Thomas M. Leighton (Permanent Proxy – Attilio “Butch” Frati)			X
<u>LACKAWANNA COUNTY REGIONAL PLANNING COMMISSION</u>			
Steve Pitoniak, Chair	X		
<u>LUZERNE COUNTY PLANNING COMMISSION</u>			
Nancy Snee, Vice Chair	X		
<u>PA NORTHEAST REGIONAL RAIL AUTHORITY</u>			
Larry Malski	X		

	<u>MEMBER PRESENT</u>	<u>ABSENT AND NO PROXY</u>	<u>PROXY PRESENT</u>
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NORTHEAST PENNSYLVANIA ALLIANCE

Jeff Box (Permanent Proxy – Alan Baranski)			X
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TRANSIT REPRESENTATIVE – LACKAWANNA COUNTY

Jennifer Honick, (COLTS)		X	
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TRANSIT REPRESENTATIVE – LUZERNE COUNTY

Stanley Strelish, Director	X		
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TRANSIT REPRESENTATIVE – CITY OF HAZELTON

Mayor Joe Yannuzzi (Permanent Proxy-Ralph Sharp)		X	
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AVIATION REPRESENTATIVES - LUZERNE COUNTY

Barry J. Centini		X	
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AVIATION REPRESENTATIVES – LACKAWANNA COUNTY

Stephen MyKulyn, P.E, Director		X	
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*FEDERAL HIGHWAY ADMINISTRATION

Camille Otto	X		
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*FEDERAL AVIATION ADMINISTRATION

Wayne Hibeck		X	
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*FEDERAL TRANSIT ADMINISTRATION

Tony Cho		X	
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*Non Voting Members

Non Members Present

Marie Bishop, PennDOT District 4-0
 John Frankosky, PennDOT District 4-0
 Peggy Voldenberg, PennDOT District 4-0
 Mark Maloy, PennDOT District 4-0