

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
TECHNICAL COMMITTEE MEETING
April 5, 2017

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 April 5, 2017 at 10:05 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.

Lackawanna-Luzerne Transportation Study

Technical Committee Meeting

April 5, 2017 Technical Committee Meeting Summary and Minutes

10:00 a.m.

Meeting Location:

Pennsylvania Department of Transportation
Engineering District 4-0 Office
55 Keystone Industrial Park
Dunmore, PA 18512

<u>Attendees:</u>	<u>Organization:</u>	<u>Attendees:</u>	<u>Organization:</u>
Susan Hazelton*	PennDOT District 4-0	Butch Frati *	City of Wilkes-Barre Permanent Proxy for Mayor George
Marie Bishop	PennDOT District 4-0		
Steven Fisher	PennDOT District 4-0	Steve Pitoniak*	Lackawanna County Regional Planning Commission
Al Felinski *	PennDOT District 4-0 (Proxy for District Bridge Engineer)		
Julianne Lawson	PennDOT District 4-0	James Ferry*	Luzerne County Commission Planning
Peggy Voldenberg	PennDOT District 4-0	Alan Baranski*	Northeastern PA Alliance Permanent Proxy for Jeff Box
John Frankosky	PennDOT District 4-0	Chris Chapman	Lackawanna County, Department of Planning & Economic Development
Larry West	Regional Director for Senator John Blake		
Matt Smoker	FHWA PA Division	Dean Roberts*	PennDOT Central Office
Gary Cavill*	Greenman-Pedersen, Inc. Permanent Proxy for Louis Norella	Kathy Bednarek *	Luzerne County Transit Authority Permanent Proxy for Norm Gavlick
Doug Hein*	County of Lackawanna Transit System (COLTS)	Tanis Manseau	Luzerne County Planning
Ralph Sharp*	City of Hazelton Permanent Proxy for Mayor Cusat		

*Committee members who voted at this meeting.

Summary of Actions Taken by the LLTS Technical Committee:

During this meeting the LLTS Technical Committee voted on the following actions:

Action 1: Mr. Pitoniak called the meeting to order at 10:05am; He asked for a self-introduction by each person in attendance. 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), Lackawanna County, submitted the required public meeting notice, which appeared in local papers for general circulation. He noted Mr. Al Felinski will be the proxy for Gerard Babinski, District Bridge Engineer.

Action 2: Mr. Pitoniak noted copies of the January 4, 2017 Technical Committee Meeting minutes were distributed via email to all members of the committee. He asked if there were any additions, deletions, or corrections to the minutes, hearing none, Mr. Pitoniak entertained a motion to approve the January 4, 2017 minutes, Mr. Cavill made the motion, Mr. Sharp second it; motion carried.

Meeting Minutes:

1) **BUSINESS ITEMS:**

- a) **Approval of the Minutes from January 4, 2017 Meeting** – Mr. Pitoniak requested a motion from the Committee to approve the minutes from the January 4, 2017 meeting. Mr. Cavill made the motion, Mr. Sharp second it; motion carried with the corrections.

2) **2017-2020 TIP MODIFICATIONS:**

- a) **District 4-0 TIP Modifications** – Mr. Pitoniak noted copies of the 2017-2020 Transportation Improvement Program (TIP) modifications were sent out electronically to all committee members, and are administrative actions for information purposes only; no amendments. Mr. Fisher distributed a packet of information and reviewed the following highlights.

Administrative Action(s):

- 1) Decreasing the Construction phase of SR 11 and SR 239 paving in Luzerne County; received a low bid on this project
- 2) Adding the Construction phase of White Birch Road extension – APL- project to the TIP; additional funds to the region.
- 3) Adding the Construction phase of MPMS# 90260 – SR 6006 over Lackawanna River in FFY19-20 to match the projects schedule.
- 4) Increasing a reserve line items to move some of the de-obligations the region received back into the reserve for future projects.
- 5) Adjusting the TIP amounts on the Main Street Corridor Phase III Signal Project to match the agreement to get it processed.
- 6) Adding the PE Final Design / Construction phase of Nanticoke Streetscape Earmark to process the agreement.
- 7) Increasing the Construction phase of Rockwell Avenue bridge, it needs additional funds for contamination mitigation (trucking spoil water to Baltimore, MD), redesign of the bridge footing to reduce the impact of the contamination area; additional time frame for rental pedestrian bridge.
- 8) Adding the final Design phase of the Dunmore Signal Project, MPMS# 95263; CE cleared.
- 9) Adding the Back-Mountain Trail Mile 7 Project, and D&L Trail Middleburg Crossing Enhancement Projects to the TIP – from Central Office statewide approved TAP Projects.
- 10) Adding the three approved regional enhancement projects to fully fund the Lackawanna River, Heritage Trail, the Greater Hazleton Rails to Trails, and to partially fund the Keystone College enhancement.
- 11) Adding the Wilkes University Enhancement Project statewide reserve line item, and fully fund the remainder of the Keystone College Enhancement Project from the statewide pot of money.
- 12) Increasing the Construction phase of MPMS# 7763 – Lackawanna Avenue bridge to address an AUC.
- 13) Decreasing the Construction phase of MPMS# 93000-SR 438 over Elm Brook; received a low bid amount, and extra money will be going back to the region.
- 14) Decreasing the Construction phase of MPMS#97839 – Daleville Park & Ride Project received a low bid amount, and any extra money will go back to the region.

Mr. Fisher opened to any questions or concerns; Mr. Pitoniak questioned the status on Main Street/Dundaff/ Boulevard Project in Carbondale, PA; Mr. Cavill noted they're waiting on a supplement to get approved for additional work and Commissioner O'Malley's office.

Mr. Pitoniak congratulated Mr. Fisher on his new promotion, Transportation Planning Specialist; he will have a great deal of involvement with Planning Connects/360 process. Secretary Richards is requiring Planners in all the District offices.

Transit TIP Modification – Mr. Pitoniak noted one TIP Modification - COLTS;

Mr. Hein noted the following projects will be funded with some left-over grant money and money that was applied to their current federal grant application.

- Dump trucks for their facility.
- Maintaining the grounds for safety.
- Purchase of new bus route signs.
- Equipment update for their mechanics.
- Operational software to connect finance and human resource payroll to be more efficient.

Mr. Pitoniak noted because they're administrative actions, they do not require a vote from the committee, it is for informational purposes only; the committee moved onto Upcoming TIP Projects.

3) UPCOMING TIP PROJECTS:

Mr. Chapman did a power point presentation on upcoming TIP projects. He reviewed the following ten projects:

1. MPMS# 95482, Bridge Preservation on State Route 8025 (Ramp Bridge from Pittston Ave - Spruce Street Complex) in City of Scranton, Lackawanna County. He noted under the same MPMS# there are two projects in Luzerne County - State Route 11 (Exeter Avenue) in West Pittston Borough, over Susquehanna River – bridge rehabilitation and State Route 2007 (South Street) in City of Wilkes Barre, Luzerne County – bridge rehabilitation. All of them are expected to Let on May 18, 2017.
2. MPMS# 93025 - Bridge replacement/rehabilitation on State Route 2017 (Yatesville Road) over State Route 2021 (James A. Musto Bypass) in Jenkins Township, Luzerne County. Let date June 8, 2017.
3. MPMS# 93022 - Bridge replacement on State Route 2015 (Market Street) over Gardner Creek, in Laflin Borough, Luzerne County. Let date June 8, 2017.
4. MPMS# 105176 - Improvements to sidewalks and lighting at the borough building, and paving of 20 alleyways throughout Forty Fort Borough, Luzerne County.
5. MPMS# 105383 - LED traffic signal replacement on State Route 11, Forty Fort Borough, Luzerne County.
6. MPMS# 8776 - Removal of the bridge carrying Township Road 439 (Mary Street) over Reading Blue Mountain and Northern Railroad in Fairview Township, Luzerne County. Let date June 22, 2017.
7. MPMS# 102909 - Construction of pedestrian crossing for D&L Trail that ties together previously constructed sections of the trail in Dennison Township, Luzerne County. The proposed project would provide a safe and ADA compatible crossing of the D&L Trail across Middleburg Road in Dennison Township. Let date May 18, 2017.

Mr. Pitoniak opened to any questions or concerns.

Mr. Ferry questioned if Mary Street Bridge T-409 Fairview Project (MPMS# 8776) is anywhere near the D&L Trail and would it have any impact positively or negatively on the trail.

Ms. Hazelton noted the bridge was recently closed and removed; it has been out of service.

Mr. Roberts asked how they select the upcoming projects to present to the committee?

Mr. Chapman noted it is the projects that are upcoming in this quarter for letting, and for the committee to be aware of updates.

4) CRITICAL URBAN FREIGHT CORRIDORS (CUFC) AND CRITICAL RURAL FREIGHT CORRIDORS (CRFC).

Mr. Chapman reviewed the following updates.

They submitted CUFC and CRFC for state and local roads within the area of 75 miles. He is aware they're not going to get all the roadway. They prioritized and collaborated with Luzerne County, and it was a joint effort. He noted the following highlights.

- They allowed 141 urban miles and 282 rural miles, and will not receive all of it but there were roads they could not leave off the list.
- Urban State - Casey Highway, SR 315- Ramp to I-81 North/South to Pittston and Jenkins Township.
- Urban / Local - Keystone Avenue and Center Point Boulevard, Jenkins Township.
- Rural / State - SR 924 from the county line to I-81 and Casey Highway, Jessup – Carbondale, PA, rural section.
- Rural / Local – Commerce Drive and Maplewood Drive, Hazle Township, PA.

Mr. Pitoniak noted it was very limited to the Commonwealth, and is hopeful the Federal Highway Administration will re-evaluate and add another round for additional roads to the system. Mr. Chapman noted the Casey Highway was a possible oversight because it is an interstate look alike and is hopeful it will get added automatically. Mr. Ferry noted it is the first time they have been identified at the request of the Federal Government to be part of the National Highway System; it is limited state wide, and would provide another possible source of funding. Mr. Pitoniak noted the next program they will review - the Functional Classification System; some roads will be added to the list, and may take some of the roadways off that are currently on the Functional Classification. The deadlines were sudden, and they needed to wait for the guidance to come out in December; PennDOT and Federal Highway granted the opportunity to extend the deadline. He noted across the Commonwealth there were a great deal of MPOs having the same issues, and some of the local roads did not have traffic information. It is very difficult to put counters out in the middle of December. It was a good exercise, gave them a lot of insight information, and procedures to follow for Functional Classification. They're working with NEPA and Northern Tier to put everything together, and basically do a Northeastern PA Functional Classification update. Mr. Chapman noted everyone collaborated and made certain the roads that went over county lines, he contacted Wayne County and NEPA, to be on the same page and submitted the same roadways.

5) DOWNTOWN BIKE STUDY- MR. PITONIAK AND MR FERRY:

Mr. Ferry noted within the last year they had discussions with Lackawanna County Planning Partners to pursue a bike/pedestrian study for the downtown areas. The DCNR application is due next week; he put in a lot time/effort, and feels they put together a strong application. He thanked Mr. Chapman and Mr. Butch for their work and collaboration, Lackawanna County took the lead to submit the DCNR application, and Mr. Butch and Mr. Chapman worked on the website. The study will look at bicycle/pedestrian use, friendliness of the downtown areas, and what may be done to finish the accessibility bicycle/pedestrian. Overall the application was for a \$150,000.00 grant, and the counties needed to match - Lackawanna and Luzerne county each committed to half of the grant. It is a strong application and with the letters of support, higher points will be awarded by DCNR during their evaluation. Mr. Pitoniak noted they intend to focus in downtown Wilkes-Barre/ Scranton; last Summer, Mr. Chapman and others from his office reviewed the areas for an assessment of the obstacles and items that may need change. They found several storm sewer lids that are not quite friendly which is a safety issue. When they first met with DCNR and PA Environmental Council on doing the downtowns, they suggested to do the entire MPO both Lackawanna and Luzerne counties. Currently, they're looking to focus on the downtowns areas and then the remainder of the MPOs. The downtown areas are the heaviest areas that don't have the bike trails, and by designating upgrades these areas will improve both recreational and commuter aspect. It is hopeful DCNR will fund it or DCED funding preserve; if they are successful with DCNR, they intend to go after DCED money. If they expand into the entire MPO,

they will be looking at Multi-Modal funds. They're looking at several issues and funds because they now have the staff to proceed in both counties. Mr. Roberts asked if they ever thought about extending it into pedestrian trails; Mr. Pitoniak noted their focus right now is on the bike trails, and just completed studies in downtown Scranton. They did all the traffic signals and network, which considered pedestrian trails, but currently it is not their primary concern. Mr. Roberts questioned the dollar amount for the study; Mr. Pitoniak noted \$150,000.00, \$75,000 for DCNR, and both counties will match \$37,500.00. They're also looking for other partners and several different avenues to be funded. Mr. Chapman is hopeful for the revitalization in downtown Scranton, adding the trails - Southside complex with the University of Scranton it is a huge project and a good start.

Mr. Pitoniak noted two weeks ago PennDOT had a seminar at District 2-0, Clearfield, PA on bike/pedestrian; DCNR had statistics concerning bike lanes and bike lanes in the downtown areas, and it is a high priority with the public. Mr. Hazelton asked Mr. Fisher to keep Mr. Pitoniak involved as the District moves forward with PennDOT Connects. Mr. Pitoniak noted if they receive the DCNR funding, they will not start until late Fall. The application needs to be in by Friday, April 7, 2017, and it is a state agency making the decisions. Ms. Hazelton questioned what is the grant program? Mr. Chapman replied Community Conservation Partnership Program C2P2 grant; Mr. Pitoniak noted the DCNR grant application does not have an actual block for downtown bikes/bike lanes it is more geared to recreational trails, playgrounds, museums, and they had to fit it in with the guidance from DCNR. They're looking at doing more urban items because in the past their focus has been more rural.

Mr. Pitoniak hearing no other questions – moved onto Transit Consolidation & Approved Resolutions.

6) TRANSIT CONSOLIDATION & APPROVED RESOLUTIONS:

Mr. Pitoniak noted PennDOT did a study a few years ago, on consolidating Transit Authorities in Scranton/Wilkes-Barre Lackawanna/Luzerne counties, and to come up with ideas that would improve service and cut down on costs through consolidating. Over the last few years, Transit Authorities have started working on it; COLTs and LCTA recently implemented one ticket policy for both agencies. They did some consolidating purchasing, and the study will look at everything that has been done in the past. A meeting in November 2016, and a follow-up meeting between both counties, Transit Authorities, and Hazleton Transit decided to move forward and ask PennDOT to update the study. The first item they needed was to get resolutions from all five agencies that would not participate in the study. Luzerne County was adopted two weeks ago, and now have all five agencies on board, both counties and Transit Authorities. The City of Hazleton public transit, he is currently waiting on a resolution from Luzerne County, once received, he will forward the item, schedule a meeting, and get the project up and running. He is hopeful the updated study will give them some additional ideas and work on both improving services at a lesser cost for municipalities involved from both counties and agencies.

Mr. Ferry noted an issue - a format suggested by PennDOT that was passed, essentially the same language just changing Lackawanna/Luzerne county, LCTA, COLTS, and Hazleton Transit. There were discussions in Hazleton for the governing body appoint a representative - Transit Authority or have the mayor be a member or appoint a second to join Mr. Sharp, Hazleton Transit. The council ended up adopting one exactly mirroring those of LCTA's – COLTS Lackawanna/Luzerne county. He thanked Mr. Sharp for his efforts. Mr. Pitoniak noted Lackawanna/Luzerne counties have authorities, the City of Hazleton runs their transit through department, and the advisory committee will consist of two representatives from the counties, two from Hazleton, and an administrative member from the agency and one from the governing body officials.

7) PENNDOT CONNECTS:

Mr. Fisher noted the bicycle study is part of his duties under the new PennDOT Connects initiative. He needs to make certain PennDOT is continuing an initial collaboration with the local municipalities and planning partners to work more closely with the locals to insure there is an improved project. The projects they're considering is all aspects of community planning –

bicycle/pedestrian, transit, utilities and all sorts of operations including ITS. PennDOT will provide some training to the locals and PennDOT Planning Partners. He noted Mr. James Ritzman, Deputy Secretary for Planning will be attending the Coordinating Committee Meeting on July 19th to discuss the initiative and everyone is welcome to attend. Mr. Fisher presented a video to the committee of Secretary Leslie Richards; he noted it is the Secretary's initiative and they will be moving forward. They will be reaching out to the planning partners, counter parts, and local municipalities to coordinate the list of projects on the current TIP and projects in the 2019 TIP update. He asked Mr. Roberts and Mr. Pitoniak if they had anything to add; Mr. Roberts noted on the video, Secretary Richards stated there will be free training modules; the first one for this area is April 20th, at Montoursville, PA. Mr. Pitoniak noted one of the items that were emphasized in both Planning Partners and on the video - they will rely on a lot of existing plans, bike plans, any trail plans, etc. Also, if projects have been put in for funding in the past through enhancement type programs and were not funded; they will be considering those documents; it will be based on documentation. Mr. Chapman questioned the number of projects to take care of on the current TIP; Mr. Fisher will follow-up/confirm. He noted they did receive the initial list and some projects are more applicable then others, preservation type projects which PennDOT Connects may not have as much an emphasis on but other projects they can apply the PennDOT Connects. He noted the previous projects that applied for enhancement money – for the next round, possibly coordinate the funding sources. Mr. Pitoniak noted they're playing catch up with this TIP, in the future, every project that advances through the TIP will go through this process. He asked the committee if there were any questions or concerns; hearing none, he moved onto Planning Partners.

8) PLANNING PARTNERS:

Mr. Roberts noted the meeting is scheduled for May 1st to 3rd, at the PennDOT Material Testing Laboratory, Harrisburg, PA. He noted since it was late putting together, lodging is tight asking two people per organization. They will discuss a great deal of items to be approved for 2019 Program Financial Guidance, and PennDOT Connects. Planning Partners were delayed getting together due to space limitations

9) 2017 MEETING SCHEULE:

Mr. Pitoniak reviewed 2017 Meeting schedule; April 19th - Coordinating Committee Meeting and Deputy Secretary Ritzman will be in attendance. On July 19th, they will have a combined Technical/Coordinating Committee Meeting, October 4th is the Technical Committee Meeting, and October 19th is the Coordinating Committee Meeting. Along with the meetings at the request of Mr. Smoker, they will come up with a timeline for their MPO, how they do projects, and how they get added to the TIP. It is to give everyone a calendar outline of what will takes place, and some of the meeting dates may change slightly. The Coordinating Committee Meeting on April 19th, all Technical committee members are invited since Secretary Ritzman will be in attendance. They invited the current transportation advisors to all the meetings, and they're looking for additional members for the Transportation Advisors Committee, if anyone is interested to let him know.

10) OTHER BUSINESS:

Mr. Baranski noted Focus I-81 Work Shop is scheduled Wednesday, April 12, 2017, 9am at the PNC Field, all are invited, and Annual Multi-State meeting is scheduled later in month. They will focus on Freight Collaboration efforts between the states.

Mr. Pitoniak noted they're starting to coordinate with the District on Highway Occupancy Permits and Land Use Planning. Mr. Ferry noted they had one meeting with the District and representatives from Lackawanna/Luzerne counites were in attendance. To share plans - subdivision land development in their early stages for subdivisions; they meet periodically to share in the early stages.

Mr. Roberts questioned the status - Scranton / NY. Mr. Pitoniak noted Lackawanna Monroe Railroad Authority (Pennsylvania Northeast Railroad Authority) applied for some funding through the

Appalachian Regional Commission to update studies for reinitiating rail transportation between Scranton – Hoboken, NJ. The studies they have done in the past are outdated and this study will update the cost, obtain the requirements as far as scheduling, and equipment that would be needed. There is seven miles of line that came out of an option study that will be built in New Jersey, and the line is from Port Morris yard to Scranton; it is owned either by New Jersey Transit or the PA Northeast Rail Authority. It is public ownership and there examining ways to fund it and with some of the initiatives being discussed with infrastructure development it has a good chance.

Mr. Roberts noted the Appalachian Regional Commission recently awarded earmarks and funding - \$125,000.00, and Multimodal was willing to match the funds. Mr. Pitoniak noted they had a \$10,000-line item in the TIP budget to show they do have a local buy in and the money would be used for any highway improvements. Mr. Smoker noted the Federal Highway Administration and Federal Transit Authority issued the Certification Review Report for the LLTS MPO area. Federal Highway and Federal Transit conducted a two-day certification review of some of the planning products that MPO produces. The report was finalized and issued; they identified one corrective action which has been addressed by the MPO to develop an annual list of obligated projects that received federal funds. They had fourteen recommendations updating some of the planning area agreements, new MPO staff, and submitted invoices. He noted the report is out, it highlights some of the sections, and reviews some of the initiatives. Mr. Pitoniak noted the Certification Review Report is on their website. No other business to address to discuss.

10) Adjournment:

Mr. Pitoniak thanked everyone for attending; entertain a motion to close the LLTS Technical Committee meeting; Ms. Hazelton made the motion; Mr. Hein second it; motion carried. Meeting adjourned at 11:50am.