

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
TECHNICAL COMMITTEE MEETING
February 03, 2016

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 February 03, 2016 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.

A meeting of the Lackawanna-Luzerne Transportation Study Technical Committee was held on February 03, 2016 at 10:05 a.m. in Conference Room 233 in the Pennsylvania Department of Transportation Engineering District 4-0 Office, 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.

Mr. Pitoniak received letters of proxy from Ralph Sharp, Director of Public Transit, for Mayor Jeff Cusat, City of Hazleton, PA, Attilio “Butch” Frati retain as permanent proxy for Mayor Anthony George, City of Wilkes-Barre, PA., and Lee Puskar noted a letter is forth coming as the Luzerne County representative to the MPO Technical Committee; an email was generated, Mr. Pitoniak acknowledged the email.

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, Lee Puskar, submitted the required public meeting notice, which appeared in local papers for general circulation.

ITEM #1 – APPROVAL OF THE OCTOBER 21, 2015 COMBINED TECHNICAL COMMITTEE AND COORDINATING COMMITTEE MEETING MINUTES

Copies of the October 21, 2015 Combined Technical/Coordinating Committee Meeting minutes were distributed via email to all members of the committee.

Mr. Pitoniak asked if there were any additions, deletions, or corrections to the minutes;

Mr. Baranski stated for the record he was in attendance.

Mr. Pitoniak noted two questions under items #7 Travel Ban; the paragraph ended abruptly, as well as under Ms. Snee’s name.

Mr. Pitoniak asked if there were any other changes or deletions to the minutes; Mr. Roberts wanted to clarify information on the Travel Ban; it is still restricted for out of state and those conditions will apply to MPOs’/RPOs’ across the state.

He entertained a motion to approve the October 21, 2015 minutes. Mr. Pocius made the motion, Mr. Frati seconded and the motion carried.

ITEM #2 2015-2018 TIP MODIFICATIONS

Copies of the 2015-2018 Transportation Improvement Program (TIP) modifications were sent out electronically to all committee members. He noted their administrative actions for information purposes only; no amendments. Mr. Fisher highlighted the modifications to the 2015-2018 TIP, which included:

- Advanced construction phase of MPMS# 93001 to bid the project early - SR 118 over Harvey’s Creek.
- Added MPMS# 95433 – Federal aid paving job, which was obligated on the previous TIP for a partially advance construction conversion - SR 3002, SR 307, and SR 118.
- Increase in construction phase on MPMS# 8212 to process a work order for additional drainage, excavation, and rock slope protection.
- Added construction phase of MPMS #74749 – West Pittston, Local Earmark adding in 2016 in FFY 2016.
- Advancing the construction phase of MPMS# 94832, Main St. – Phase III paving project and reduced the estimate.

- Bid South Valley Parkway Project – increase to low bid amount; the Notice to Proceed - January 1, 2016.

Open for comments or questions: Mr. Pitoniak noted modifications do not require a motion, hearing none, the committee moved to the Transit TIP modifications; hearing none, the committee moved to the Long Range Transportation Plan update.

ITEM #3 – LONG RANGE TRANSPORTATION PLAN UPDATE:

Long Range Transportation Plan (LRTP) Update:

Mr. Pitoniak noted the Long Range Transportation Plan (LRTP) needs to be updated every five years under the federal requirements. The process was started eighteen months ago, and held the required public meetings. A meeting was held at the Emergency Management Center, Jessup PA and at the Luzerne County Courthouse. The general concerns were educating the public on the process. The plan was submitted to a number of different people and agencies for comments. The final draft is available on the website. LRTP includes the updated TIP and sections of future projects that did not make the TIP outside of the twenty year time frame. He noted for a project to advance to the TIP list and into development stage, it requires to be on the LRTP. He noted over the course of twenty years, priorities, projects, and emergencies do arise, as a result, they try to cover everything outside fiscal restraint of twenty years.

Ms. Hazelton noted the Asset Management Base Plans - applied all Decade of Investment projects – Asset Management is first, repair of large structurally deficiency bridges, and to incorporate some preservation on the bridges and roadways, while moving forward and addressing the assets and making some improvements.

Mr. Pitoniak noted the basic document for the TIP – there are very few new projects or new construction, most of them are on the up years of the TIP on the outside of the twenty year time frame of the wish list. On the federal side, until the FAST Act was adopted, it wasn't certain that monetarily it be received, but they were very conservatively putting the program together.

Mr. Pitoniak asked for any questions or concerns on the LRTP update.

Mr. Smoker confirmed the attendance of the two public meetings; 35 total number of people; 20 members of the public.

Mr. Pitoniak noted there in the process of adopting the LRTP at the Coordinating Committee in two weeks; he needed a motion to recommend from the Technical Committee to forward the LRTP to the Coordinating Committee for action. At this meeting, representatives from McCormick Taylor will be there to address any specific questions or comments.

He entertained a motion to forward LRTP to Coordinating Committee for action – Mr. Malski made the motion, Mr. Puskar seconded and the motion carried.

ITEM #4 – FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT/STATE BUDGET UPDATE:

FAST Act update:

Mr. Smoker noted the Congress signed into law the FAST Act – Fixing America's Surface Transportation Act - it is a five year bill, and is fully paid for over those five years. There is limited information coming out on the bill from the Federal Highway Administration (FHWA), and they recently sent out a couple of websites regarding the FAST Act. A power point presentation was circulated; there is a ten-eleven percent overall increase in federal aid programming nationwide. It is a five year bill continuing along the same line as MAP 21. Many of performance base measures,

planning, and provisions are still in the bill; all the CORE funding programs were kept the same, and there are two new funding programs under the FAST Act.

- A Discretionary Funding Program regarding freight, which there isn't a great deal of information, and currently attempting to figure out what the program is going to entail and what is eligible.
- A Dedicated Funding Program for freight that is distributed or appropriated out to all division offices to every state Department of Transportation. He doesn't have a lot of information yet, due to the bill just being passed in December 2015.

He noted over the five years, the FHWA will receive roughly two hundred and twenty six million dollars. The safety program still remains intact, which is the Highway Safety Improvement Program, and there are many changes regarding MPO's or new provisions for the MPO's. There are no changes in urbanized boundaries numbers, and there is a debate concerning to raise the threshold from 50,000 population up to 200,000.

He encouraged everyone to review the website; noting there is a large amount of useful information included on the FAST Act. There are many changes in positions across the state, new County Commissioners, a lot of new members at the MPO levels, various Technical and Coordinating Committees, and new members in PennDOT District. They sent out a two page list of different information regarding the Federal Transportation Planning process basically from a high level of what is an MPO.

He noted their not allowed to discuss the FAST Act or speculate on what different provisions mean, and he is unable to provide a response to any questions. He will forward any questions he receives directly to headquarters.

Mr. Pitoniak noted with interim bills, issues will arise in getting policies and procedures out to the state; he questioned if the FAST Act will fall into the same category.

Mr. Smoker confirmed, noting it is still in the rule making process; that MAP 21 was designed to be a two year bill and currently is four years past. It will be awhile until they are able to address questions; but will forward them to headquarters.

Mr. Roberts will forward the power point presentation on to view and disperse.

Mr. Pitoniak acknowledged that is not a lot of information yet, but will Pennsylvania be a donor state for the funding.

Mr. Roberts stated the money redistribution basically is getting the share of funds from the state; there is a great deal of portion funds, and the amount varies from eighty to one hundred million dollars. Generally, they try to donate those funds to projects that have been constructed or are waiting for money.

Mr. Pitoniak asked for any questions on the FAST Act; hearing none, committee moved onto the TAP application for the MPO.

ITEM #5 – TRANSPORTATION ASSISTANCE PROGRAM (TAP) APPLICATION FOR THE MPO:

Mr. Pitoniak noted the application deadline was three weeks ago; they received six applicants for MPO regions - four from Lackawanna County and two from Luzerne County. He noted Mr. Chapman has been in coordination with the applicants, and the normal procedures are the following:

- Applicants will make a presentation before the Transportation Advisory Committee, the committee will rank the projects based on criteria from PennDOT and MPO, and submit the highest two projects for funding as long as they meet within the funding level. If they were able to fit in a third project, they did, and their considering March 2, 2016 to schedule a meeting.

- Mr. Chapman is coordinating the meeting, and contacted all the applicants, sending out notices to the TAC committee. The presentations will be held at the Lackawanna County Emergency Services Center, Jessup, PA from 1:30pm to 4pm. If anyone is interested in attending the presentations, to let him know or Mr. Chapman and he will forward the agenda.

Mr. Chapman confirmed the six applicants, date, and time of the presentations – four from Lackawanna County and two from Luzerne County.

Mr. Roberts questioned if there are any projects left out; Mr. Pitoniak is unaware of any, noting three streetscape improvement projects and a couple of trail projects.

He asked for any questions on the TAP Applications.

Mr. Frati inquired about the two projects in Luzerne County.

Mr. Chapman noted Rails to Trails, Hazleton, and Wilkes-Barre University Sidewalk/Streetscape.

Mr. Pitoniak noted the Rails to Trails project in Hazleton is unique, noting the trail goes across a coal company land. There are regulations regarding the trail, and is not allowed to go across an active mining area. As a result, they worked out an easement with the mining company to either go over or under the road with a culvert or a bridge. It is relative inexpensive, therefore, allowing to fund an additional project in each county.

Mr. Baranski noted the recommendation to fund the projects and the MPO allocations - once they recommend the two projects, the other projects can also be added into the statewide pool for consideration as well.

Mr. Pitoniak noted there are two levels of funding. The MPO - due to the size, they will receive direct allocation; statewide allocation projects in the MPO, if they're not funded on our level or partially funded, then they can move onto the state level for additional funding or be funded totally; it is a two-way process. Normally, they fund two or three projects state wide, and is competitive. On the MPO level, it is also competitive, but the projects are home based.

Mr. Chapman noted the four Lackawanna projects are Keystone – gateway project, Blakely – sidewalk project, North State St., Clarks Summit is a sidewalk project for their business district, and a trail project connecting the trail in Olyphant through Dickson City, PA.

ITEM # 6 – OTHER BUSINESS:

Mr. Pitoniak asked the committee if there were any other business to discuss.

Mr. Roberts requested an electronic copy of their Draft 27 from the Lackawanna County Transit Authority.

Ms. Bishop noted Draft 27 was distributed, and all the funding wasn't added to the draft. It is essentially the 2015 program projects that weren't bid, the Decade of Investment program, and Asset Management program. If any questions to contact her directly.

Mr. Pocius noted he is unfamiliar with the whole process, and is West Lackawanna Avenue Bridge on the program; Ms. Hazelton confirmed, and it has already been committed.

Mr. Pitoniak noted TYP is a Twelve Year Program; it is divided up into a four year sentences – normally the projects in the first four years are considered the Transportation Improvement (TIP) projects. The projects of the first two years of those four years are usually the projects that are close or are ready to be funded for actual construction. The second/third years of the first four years of the project, they will move up in gaps for other projects or if there is a delay; or leaving one of the projects in the first two years, they will look at the list for the third and fourth year. As those projects move up, the second four year projects and third four year projects will move up. Due to emergencies, it may not be in the first four years, but it will move up and replace a project. He

noted it is a flexible document, and needs to follow under federal format; modifications and amendments will be made to the TIP all the time because funding again moves between different phases of Construction, ROW, Utility etc.

Mr. Frati noted the City of Wilkes-Barre has decided to build a new school in the downtown area; is there a process to input publically the importance of moving this project along. He asked if a letter would be suffice or should they attend a Lackawanna-Luzerne Transportation Study Technical Committee meeting to express their interest to move the project along.

Mr. Pitoniak noted a letter would be suffice, but suggested for them to come in person with a presentation, noting this is a major commitment and project for City of Wilkes-Barre.

Mr. Frati asked what would be the best format to present.

Ms. Hazelton noted they have done presentation in the past; Mr. Pitoniak noted the next meeting is in April 2016 and should have time to prepare their presentation.

Mr. Pitoniak reported COLTS opened their intermodal center in downtown Scranton.

Mr. Gavlick noted the center isn't up and running yet, but their currently working on some minor issues, and it will be up and running very shortly. He noted it is a major asset for the city, centralizing it all in one location, and it's in an environmentally friendly building.

Next Meeting:

Meeting Schedule

The next Technical Committee meeting is scheduled for April 6, 2016 at 10:00 a.m. and the next Coordinating Committee meeting is scheduled for April 20, 2016 at 10:00 a.m.

Adjournment

Mr. Pitoniak for questions or comments. Hearing none, a motion to adjourn the LLTS Technical Committee meeting was made by Mr. Norella, seconded by Mr. Malski and the meeting adjourned at 10:35 a.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING
TECHNICAL COMMITTEE
February 3, 2016

	<u>MEMBER PRESENT</u>	<u>ABSENT AND NO PROXY</u>	<u>PROXY PRESENT</u>
<u>VOTING MEMBERS</u>			
<u>PA DEPARTMENT OF TRANSPORTATION</u>			
Susan Hazelton, P.E., ADE-Design	X		
Gerard Babinski, District Bridge Engineer	X		
Dean Roberts, Transportation Planning Manager	X (teleconference)		
<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>			
Larry Plesh, County Engineer	X		
<u>LUZERNE COUNTY REDEVELOPMENT AUTHORITY</u>			
Vacant			
<u>CITY OF SCRANTON</u>			
Mayor William Courtright (Proxy-John Pocius)			X
<u>CITY OF WILKES-BARRE</u>			
Mayor Tony George (Permanent Proxy – Attilio “Butch” Frati)			X
<u>LACKAWANNA COUNTY REGIONAL PLANNING COMMISSION</u>			
Steve Pitoniak, Chair	X		
<u>LUZERNE COUNTY PLANNING COMMISSION</u>			
Lee Puskar, 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) (Proxy for Alan Baranski – Kate McMahon)			X
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TRANSIT REPRESENTATIVE – LACKAWANNA COUNTY

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

Norm Gavlick, Interim Executive Director <u>TRANSIT REPRESENTATIVE – CITY OF HAZELTON</u>	X		
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Mayor Jeff Cusat (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
 John Arcangelo, PennDOT District 4-0
 Steve Fisher, PennDOT District 4-0
 Peggy Voldenberg, PennDOT District 4-0
 Michael Taluto, PennDOT District 4-0
 Kyle Brown, DPW, Dalton Borough
 Chris Chapman, LCRCP
 Matt Smoker, FHWA
 Dominic Yannuzzi, Hazleton