

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
COMBINED TECHNICAL AND COORDINATING COMMITTEE MEETING
July 19, 2017

Members of the Lackawanna-Luzerne Transportation Study Committees:

Attached is a copy of the minutes of the Lackawanna-Luzerne Transportation Study Combined Technical and Coordinating Committee meeting, held on July 19, 2017 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 (LLTS) Coordinating Committee was held on Wednesday, July 19, 2017 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. and asked for self-introductions. Mr. Roberts received a letter of proxy from Mr. Robert Fiume stating that Mr. Douglas A. Hein will serve as his proxy; and a letter of proxy from Mr. James Arey stating that's Mr. Dean Roberts will serve as his proxy. Mr. Steve Pitoniak, Chairman of the Technical Committee noted a change in the Technical Committee membership with a letter from the County of Luzerne stating that Tanis Manseau will be replacing James Weber. (All permanent proxies are listed in the committee member list attached to these minutes.)

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 Fixing America's Surface Transportation (FAST) Act, Steve Pitoniak, submitted the required public meeting notice, which appeared in local papers.

ITEM #1 – APRIL 5, 2017 LLTS TECHNICAL COMMITTEE MEETING MINUTES

Copies of the April 5, 2017 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes were sent out to all committee members and are available on the new LLTS website. Mr. Pitoniak asked for additions, deletions or corrections. It was noted that on page 5 under Downtown Bike Study DCEB should be DCED. And, on number eight, of seven of eight, it should read that the planning partners were delayed getting together because of space limitations. Mr. Pitoniak asked for further additions, deletions or corrections. Hearing none, a motion to approve the April 5, 2017 Lackawanna-Luzerne Transportation Study Technical Committee meeting minutes with corrections was made by James Ferry, seconded by Gary Cavill and carried.

ITEM #2 – APRIL 19, 2017 LLTS COORDINATING COMMITTEE MEETING MINUTES

Copies of the April 19, 2017 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes were sent out to all committee members and are available on the new LLTS website. Mr. Roberts asked for additions, deletions or corrections. It was noted that on Page 7 under the fourth paragraph the final sentence should be, Mr. Ritzman reminded the MPO to keep PennDOT in the loop as funding becomes available. Mr. Roberts asked for further additions, deletions or corrections. Hearing none, a motion to approve the April 19, 2017 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes with corrections was made by Butch Frati, seconded by James Ferry and carried.

ITEM #3 – TRANSIT CONSOLIDATION REPORT

Ms. Danielle Spila, PennDOT's Bureau Director of Multimodal Transportation gave an update on the Transit Consolidation Report. It was noted that the Department is beginning to work on an update of the Pennsylvania Transit Consolidation Study Report for Lackawanna and Luzerne Counties from February 2012. Lackawanna and Luzerne County Commissioners, the three transit agencies, County of Lackawanna Transit System (COLTS), Luzerne County Transportation Authority (LCTA) and Hazleton Public Transit (HPT) approached the Department to update the study to evaluate the effectiveness of the consolidations that have already taken place and to determine if there are other areas that would benefit in consolidation.

The Department is putting together a Critical Issues Committee, which will be looking at the study across the state what has been done (for example: combined ticketing, sharing services and maintenance purchasing) and will identify what could be addressed that would benefit through transit consolidation and provide guidance for any future critical issues identified. The timeline for the research and compilation of data is about six months for the information to be provided to the MPO.

It was noted that the MPO is looking at dates for meeting with the Critical Issues Committee at the local level. The forum was opened to questions and comments; and any other questions regarding the Transit Consolidation Study should be given to Mr. Fisher to forward to Central Office.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – 2017-2020 Transportation Improvement Program (TIP) Modifications.

ITEM #4 – 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS

2017-2020 Transportation Improvement Program (TIP) Modifications

Copies of the 2017-2020 Transportation Improvement Program (TIP) Modifications were sent out to all committee members. Mr. Fisher highlighted the modifications to the 2017-2020 TIP, which included:

- Decrease in the construction phase to the low bid amount on MPMS 97220 - SR 11, SR 307 and SR 6006 paving in Lackawanna
- Decrease in construction phase on MPMS 93040 - SR 3034 over Nescopeck Creek in Luzerne to the PS&E estimate
- Adjust funding split to the PS&E estimate on the D&L Enhancement and Middleburg Railroad crossing in Luzerne
- Add the preliminary engineering and construction phases on MPMS 109012 - Wrong Way Ramp project in Lackawanna - estimate let March 2018 (addresses ramps with signalized intersections)
- Decrease in the construction phase to the low bid amount on MPMS 102114 - Paving in Lackawanna and Luzerne

2017-2020 Transportation Improvement Program (TIP) Modifications continued:

- Increase the construction phase on MPMS 67306 - Gardner's Creek - SR 2011 in Plains Township in Luzerne to address an Accrued Unbilled Cost (AUC)
- Advance the final design phase on MPMS 105115 - SR 309 over Laurel Run Creek in Luzerne - the CE cleared and an increase made to meet agreement amount
- Increase the construction phase on MPMS 57728 - River Street Corridor project in Luzerne to address an AUC
- Decrease in the construction phase on MPMS 8776 - Mary Street Bridge in Luzerne to the agreement amount and adjust to the split funding to 80/15/5 (Federal/State/Local)
- Advance the construction phase on MPMS 67310 - SR 2047 over Henry Drive in Luzerne to bid early
- Increase the right-of-way phase on the Tomhicken Park and Ride per claim estimate in Luzerne
- Addition of MPMS 109310 - Pittston Gateway Multimodal project in federal fiscal year 2017
- Increases requested by the Enhancement Coordinator to the construction phase of Back Mountain Trail - Mile 7 in Luzerne
- Advance the preliminary engineering phase on MPMS 96719 - SR 632 over Ackerly Creek in Lackawanna and add final design phase to process agreement
- Advance the preliminary engineering phases on MPMS 67227 - SR 107 over Tunkhannock Creek, on MPMS 672 03 - SR 307 over Williams Road, and on MPMS 100499 - SR 4036 over Falls Creek in Lackawanna to get the projects under agreement
- Decrease on MPMS 93035 - SR 3006 over Pond Creek in Luzerne to bring to the bid amount and advance the project to federal fiscal year 2017
- Increase the preliminary engineering phase on MPMS 64481 - Butler Township Park and Ride for the new location selected in Luzerne

Mr. Fisher noted that the TIP changes were modifications not amendments and would not require a vote.

Mr. Smoker noted that he did have a question on the Butler Township Park and Ride early this week in an email to the District. He thanked Ms. Bishop and Mr. Fisher for their prompt response and information provided.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – Upcoming TIP Projects.

ITEM #5 – UPCOMING TIP PROJECTS

Mr. Butch noted upcoming projects with let dates and notice to proceed (NTP) dates within this year. Providing a map of projects let from July through September. These projects included:

- MPMS 8776 - Mary Street Bridge (T-439) over Reading Blue Mountain Railroad, Fairview Township in Luzerne - let date July 13, 2017 - bridge removal - NTP October 23, 2017
- MPMS 67310 - SR 2047 over Henry Drive, Rice Township in Luzerne - let date August 10, 2017 - bridge removal - NTP September 28, 2017

Upcoming Projects continued:

- MPMS 93019 - SR 4020 Volanski Road over Pine Creek, Fairmount Township in Luzerne - let date July 13, 2017 - bridge replacement / rehabilitation
- MPMS 93032 - SR 2035 Bear Creek Road over Mud Creek, Jenkins Township in Luzerne - let date August 24, 2017 - bridge replacement / rehabilitation - Suscon Road
- MPMS 93033 - SR 2036 Bald Mountain Road over Mill Creek, Bear Creek Township in Luzerne - let date August 24, 2017 - bridge replacement / rehabilitation
- MPMS 93044 - SR 4026 Pritchard Road over Lewis Run, Hunlock Township and SR 4026 in Luzerne - let date July 13, 2017 - bridge replacement / rehabilitation - NTP August 28, 2017
- MPMS 108346 - Luzerne Ramp Paving - let date July 13, 2017 - resurfacing in federal fiscal year 2017 - NTP August 28, 2017
- MPMS 93022 - SR 2015 Market Street over Gardner Creek, Laflin Borough in Luzerne - NTP July 24, 2017 - bridge replacement / rehabilitation
- MPMS 93035 - SR 3006 Lily Lake Road over Pond Creek, Conyngham Township in Luzerne - bridge replacement / rehabilitation - advertisement August 2, 2017
- MPMS 93040 - SR 3034 (Sugarloaf Avenue) over Nescopeck Creek, Plains Borough in Luzerne – bridge replacement - NTP June 15, 2017
- MPMS 95482 – encompasses three projects one in Lackawanna County – all bridge preservation activities – ramp bridge to the Central Scranton Expressway outbound, SR 11 Bridge over Susquehanna in Pittston and SR 2007 South Street in Wilkes-Barre
- MPMS 96321 - Interstate Bridge Preservation - Moosic, Dunmore and Laflin Boroughs and the City of Scranton on I-81 and ramp SR 8024 (US 6, I-81 and I-84)
- MPMS 102909 - SR 2041 D&L Trail Railroad Crossing, Dennison Township in Luzerne - transportation enhancement - NTP September 18, 2017

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – Twelve Year Program Update Outreach.

ITEM #6 – TWELVE-YEAR PROGRAM UPDATE OUTREACH

Mr. Paczewski noted that there were 24 planning partners throughout the state of Pennsylvania which includes LLTS. The Secretary has asked the State Transportation Commission (STC) to emphasize the Twelve-Year Program (TYP) and the continuous updates. Noting that the outreach for public participation is now being done through more modern methods. Webinars have replaced the need for travel to each region. In this second year using this technology; 250 people registered to participate in the webinar and nearly 5,000 people responded to the survey. Main concerns from the survey included pavement conditions, bridges and traffic flow. It was noted that much of this information is online at the STC website <http://talkpatransportation.com/> and that the next steps are to take the survey information to the MPOs for future program development. Survey statistics showed that 54% of the survey participants were men and 46% of the survey participants were women statewide but these numbers are not mirrored in the LLTS region where 70% of the participants were men and 30% of the participants were women. Mr. Paczewski reiterated that survey the main concerns from the survey were pavement conditions, bridges and traffic flow; other concerns from the survey included walking, interstate

highways, transit, bicycling, passenger rail and aviation. Here in the LLTS region 29 points of concern were emphasized through the survey out the 3,500 received statewide.

Mr. Roberts reminded everyone that the TYP is updated every two years. Mr. Pitoniak noted that he has participated in STC hearings over the years and that the electronic route for the meetings has improved input and information sharing. The website is interactive and tools on the website help to clarify issues such as balancing funding availability with project needs.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – Funding Change - Carey Street Bridge and Rodgers Avenue Bridge in Ashley, Luzerne County.

ITEM #7 – FUNDING CHANGE - CAREY STREET BRIDGE AND RODGERS AVENUE BRIDGE IN ASHLEY, LUZERNE COUNTY

Mr. Gulick noted that Ashley Borough has a project on Carey Street Bridge on the TIP in 2020. Recently, after an inspection of Rodgers Avenue Bridge the structure had to be closed immediately. Rodgers Avenue Bridge is one of the main entrances to that section of Ashley Borough; the fire hydrant that services that section is on the opposite side of the closure; and there is a major sewer line under the bridge. After reviewing the area with members of the MPO committee and Mr. Fisher an option was to move the funding from the Carey Street Bridge project (MPMS 73757) for repairs to the Rodgers Avenue Bridge project (MPMS 73756). Ashley Borough is also looking to advance the project time wise. Mr. Gulick provided a resolution from the Ashley Borough Council authorizing the transfer of funds from the Carey Street Bridge to the Rodgers Avenue Bridge. Mr. Gulick noted that the Ashley Borough engineer was in attendance for any technical questions and that the Rodgers Avenue Bridge is a major concern for the health and welfare of the Borough residents and the visitors to the borough.

It was noted that the preliminary engineering funding is in 2020 and this would be a local project. The MPO can consider the funding move, but the timeframe adjustment would have to take in consideration projects already scheduled prior to the 2020 date. Also, as a local priority funding amounts for repairs would need to match. Mr. Poplawski noted that the estimates for both structures are dated and are as follows: the Carey Street Bridge estimate projected to 2018 is approximately \$1.3 million (this span is approximately 22 feet) and the Rodgers Avenue Bridge estimated in 2015 is approximately \$1.8 million (this span is approximately 21 feet).

Mr. McGlynn, who is on Ashley Borough Council is also the Fire Chief, noted that there is more accessibility through the borough between the areas where Carrey Street Bridge connects. Reiterating that the Rodgers Avenue Bridge is the only access to the section of the borough. The bridge is washed out approximately 17 feet and there is a major sewer line along the bridge and losing the sewer line would also be costly and the borough does not have funding to do those repairs if the line collapsed. Mr. McGlynn reiterated that the hydrant is on the other side of the bridge which services nearly 100 residents.

It was noted that it may take time to get the project advance time-wise, also how the project will be designed is another decision that needs to be made, as well as, funding and what the municipality's match share would be as well as appropriate engineering or consultant selection processes. Dean noted that switching the PE funding should not be an issue but beyond that this bridge project would be in competition for funding with projects throughout the MPO. Steps for the project (as with every project) preliminary engineering, final design, right-of-way and then construction.

It was noted that if the municipality chooses to coordinate the project they would need to ensure the technical merit selection process for a local engineer is utilized to meet PennDOT and FHWA standards for the funding requirements. If the municipality decided to have the project coordinated through PennDOT the design once completed would be given back to the municipality for construction. Once agreements are in place payments are made as services are rendered.

Dean noted that a motion can be made today to move the money from the Carey Street Bridge project to the Rodgers Avenue Bridge project. And, the MPO was provided Ashley Borough's resolution to move the funding which de-prioritizes the Carey Street Bridge project. Concerns included the funding estimate for the bridges would not be equal for the preliminary engineering phase. Mr. Smoker recommended completing a linking planning and NEPA form so potential impacts and permitting needs can be identified for a proactive look at the funding estimates.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion was made that the Technical Committee recommend that the Coordinating Committee transfer the preliminary engineering funding on the TIP in 2020 from the Carey Street Bridge project to the Rodgers Avenue Bridge project, by James Ferry, seconded by Doug Hein, and carried.

Mr. Roberts asked for further questions or comments. Hearing none, a motion to transfer the preliminary engineering funding on the TIP in 2020 from the Carey Street Bridge project to the Rodgers Avenue Bridge project, was made by James Ferry, seconded by Dominic Yannuzzi, and carried.

Mr. Gulick asked if the project could be bumped up earlier in the program. Mr. Pitoniak noted that projects get added the TYP and TIP. A sub-committee / group to the MPO meets to review all 200 to 250 projects across both counties. The projects are scored on nine different criteria with three sub-criteria under each project. The process usually takes two days to review the projects. Through the scoring system the projects are prioritized. The prioritized project list is provided to PennDOT's Planning and Programming Center who then fit the projects, bridge or roadway or rehab, etc., into the funding categories once the funding is expended through the priority listing the remaining projects cannot get funded within that round / update. To get this project considered for the next round being reviewed this fall the borough needs to get the project information to Luzerne County Planning to bring it to the MPO and PennDOT Connects.

Mr. Roberts asked for further questions or comments. Hearing none, the committee moved to the next order of business – Route 93 / Old Berwick Road Improvements in Sugarloaf, Luzerne County.

**ITEM #8 – ROUTE 93 / OLD BERWICK ROAD IMPROVEMENTS IN SUGARLOAF,
LUZERNE COUNTY**

Ms. Troxell, of Barry / Sett & Associates, Sugarloaf Township, presented a PowerPoint and videos. Sugarloaf Township is in the southern portion of Luzerne County. Ms. Troxell showed an aerial view of Route 93, Interstate 80 and Old Berwick Road. Old Berwick Road serves as the only collector for the residential area. Near the interchange there are several commercial uses (Pilot Truck Stop, a warehousing facility and recently Red Truck / Sherwood Freightliner facility in this area). Traffic on Old Berwick Road has been and issued for township residents as it affects their quality of life mainly due to the amount of truck traffic in the area, which also affects the PennDOT staff maintenance facility in the area as well as the interchange.

The alignment of Old Berwick Road was a result of the construction of Interstate 80 in 1964. Two decades later Pilot received approvals from the township to construct its facility. Three years later traffic issues became more prevalent. Several firms have done studies and PennDOT maintenance had reached out to the township because of several truck issues in the area. Pilot put forth plans to improve and obtain a highway occupancy permit in 1999 but never went anywhere with it. In 2015 when the Red Truck / Sherwood Freightliner came to the area it renewed issues and concerns pertaining to traffic. The company applied for gaming grant to help improve the township and succeed in getting \$750,000. As part of the improvement process all parties met, business owners and residents on Old Berwick Road to help identify what the funding could be used for as well as what could be done to alleviate traffic issues.

Barry / Sett & Associates did 12-hour video counts for three average weekdays, review crash patterns, etc. to see where best utilize the funding made available through the grant. The problems found are two-fold: the congestion along Old Berwick Road itself which is spilling out onto Route 93 and the interchange. The video provided showed truck traffic pulling out to get to the businesses and going into the other lane of traffic, also truck backing into parking areas blocking access across all lanes of traffic. A weight scale there (which the township is trying to have removed) also causes trucks stopping and the lines backing up to Route 93 and the interchange to the interstate. Traffic issues are ongoing and are much worse in inclement conditions. At 05:00 p.m. on a typical workday does have traffic queued out onto the interstate. Mr. Yost noted that often a truck coming off I-80 will be stopped because of traffic coming out of Old Berwick Road and a second truck coming off I-80 would be stopped behind that first truck completely blocking Route 93. All of which cuts off the residents from Old Berwick Road which is their only access to their properties. And the Pilot has their truck stop on one side of the road and their parking lot on the other side of the road essentially, this make residents drive through the Pilot to get to and from their homes.

Ms. Troxell noted that since Red Truck received the \$750,000 the township was approached to look at a multi-phase solution. Options included: realigning Old Berwick Road to line-up with the interstate ramp, but this would not fix the problem on Route 93 with the interchange and right-of-way acquisition would be far beyond the township budget capacity. Another option included: widening the existing alignment which would allow the gaming funds to be used

before they expire in 2018, changes to the Pilot access and adding a median barrier to keep trucks in their own lane. Looking to emphasize that Old Berwick Road is a township road with curbing, overhead signage, durable pavement markings and looking to the future to signalize the intersection / interchange. They are looking to have the Pilot entrance / exits be one way in and one way out. Red Truck is planning to purchase additional land for truck stacking on Old Berwick Road and Route 93. Currently, the township is in process of getting a highway occupancy permit for Old Berwick Road. The sketched plan show a right turn lane and a left turn lane and looking at signaling if traffic warrants a signal there. If a signal is warranted it is recommended there be a preemption on the ramp so traffic does not queue to the interstate. Currently the Phase 1 improvements are estimated at \$1 million. The township is close to getting the NPDES permit for construction. There is a shortfall in funding of approximately \$370,000.00 for Phase 1 and the Phase 3 improvements are estimated at \$930,500.00. The township was successful in attaining another grant for the intersection in the amount of \$520,000.00 which is a shortfall of \$343,000.00 for the estimate. An application is prepared for multi-modal funding which is due the end of this month.

It was noted that PennDOT would have to work with FHWA to look at realigning the ramp with the intersection. Mr. Yost noted that the county will be running a sewer line and that there is a strong possibility of more commercial / truck traffic coming to the area. As mentioned in the Ashley Borough presentation, this project must go through the ranking process and PennDOT Connects.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – PennDOT Connects.

ITEM #9 – PENNDOT CONNECTS

Mr. Fisher noted that PennDOT Connects the Secretary's initiative for planning to get the Department out early, often and in process to collaborate with municipalities and interest groups on forthcoming projects. Mr. Fisher has met with Ashley and Sugarloaf and the process seems to be working well. Meetings are set for Lackawanna County municipalities. Mr. Pitoniak noted that Lackawanna County and PennDOT Connects have already met with the City of Scranton, which went well and set the template for the rest of the meetings. Lackawanna split the county into five sections and chose a centralized meeting site for the municipalities in each section. Five meetings have been scheduled alternating between the mornings and afternoons, if someone couldn't make their specific regional meeting they could attend another. Municipalities are encouraged to attend their region to coordinate with adjacent municipalities project plans and any overlaps. Feedback from the community has been enthusiastic and they appreciated the opportunity to talk to PennDOT one on one. Bringing the planning commission, the MPO, and the District into individual municipalities to get their concerns on the table and can be looked at when funding becomes available. Mr. Fisher noted that PennDOT Connects meetings have been held with Scranton and Wilkes-Barre and the MPO and RPOs in the District and collaboration with the planning partners has been going well. It was noted that PennDOT Connects meetings are what brought Ashley and Sugarloaf to the LLTS MPO meeting for the possibilities available concerning their transportation issues.

Mr. Roberts thanked Mr. Ferry, Mr. Pitoniak and Mr. Fisher the District's planning contact for PennDOT Connects, for the job their doing to help get out to the communities and getting information out to the public as well as bring back information for the District to use to help communities.

Mr. Ferry agreed that PennDOT Connects is a positive process and it is working well. Another item from the Ashley Borough was a cost savings suggestion with the Luzerne County Redevelopment Authority and handling of a railroad bridge on Main Street. Also, items like an off paint line or signal timing are other items that municipalities may have felt they could not approach PennDOT are now open to communications and they feel they have a better avenue to talk to PennDOT and approach for help.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – Transportation Alternative (TA) Set Aside Funding.

ITEM #10 – TRANSPORTATION ALTERNATIVE (TA) SET ASIDE FUNDING

Mr. Chapman noted that TA Set Aside is what used to be the TAP program, and is on a two-year cycle. The project minimum of \$50,000.00 with a maximum of \$1 million. TA applications opened July 10, 2017 and closes September 22, 2017. Members from each of the committees will be part of the scoring panel for project candidates. Mr. Chapman reviewed the eligible applicant types as well as project types. It was noted that the candidate list may not be compiled timely for the next committee meeting and projects may need to be voted on via email ballot.

Mr. Chapman noted an item requiring a vote is additional funding that remained from the 2013-2017 program can be brought into this year's two-year cycle the amount is \$391,296.00. The money is from a combination of cancelled projects and bid savings. This amount could also be kept in reserve for projects that go over the funding availability.

Ms. Hazelton asked that the District be allowed to research the current projects and amounts available in case there are increases affecting the current projects. Once completed, a recommendation will be provided for the amount to keep in reserve. Mr. Pitoniak noted that once they receive the recommendation, an email ballot will be used to vote to move the funding.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – Fall Planning Partners' Meeting.

ITEM #11 – FALL PLANNING PARTNERS' MEETING

Dean noted that the Fall Planning Partners' meeting will be held October 16 through October 18, 2017 in State College. As this was also the Coordinating Committee meeting date, the next LLTS MPO meeting will be combined.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – Other Business.

ITEM #12 – OTHER BUSINESS

Luzerne County Transit Authority (LCTA)

Ms. Bednarik thanked the Luzerne County Planning Commission for help in several matters, pointing out the Mr. Butch was key in the route redesign project LCTA has underway. The new year is the beginning for the timeline to revamp the fixed routes and update the software.

FHWA Final Rules - Performance Metrics

Mr. Smoker noted that May 20, 2017 many of Federal Highway's final rules went into effect regarding Performance Metrics. Map-21, FAST-ACT, the transportation federal authorization bills we are under now there is a new shift with performance base heavily with planning and programming and development of performance measures. Safety performance measures have been in place for some time now. The new performance measures will cover asset management plan, performance on the national highway system (higher classification roadways), bridge standards, freight performance measures, CMAQ congestion and air quality mitigation measures are all finalized and FHWA will be developing additional guidelines for timelines for goal setting and reporting. These are statewide measures, and there will also be MPO performance measures.

Transportation Equity Council

A Transportation Equity Council has been established / coordinated through the Federal Reserve Bank of Philadelphia with the Scranton Area Foundation and a couple other area groups, including the MPO committee members, the District, Counties, state representatives and human service agencies. The council is charge with looking at transportation system / transit system. It looks at best practices and models to improve transit network in the area. There is workshop / seminar scheduled for October 17, 2017 watch for announcements.

Next Meeting

The next LLTS MPO meeting will be a combined Technical and Coordinating Committee meeting, scheduled for Wednesday October 4, 2017.

Adjournment

Mr. Roberts asked for questions or comments. Hearing none, a motion to adjourn the LLTS Technical Committee meeting was made by Gary Cavill, seconded Susan Hazelton and carried.

Mr. Roberts asked for questions or comments. Hearing none, a motion to adjourn the LLTS Coordinating Committee meeting was made by Dominic Yannuzzi, seconded by Butch Frati and the meeting adjourned at 11:25 a.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING - COORDINATING COMMITTEE
July 19, 2017

<u>COORDINATING COMMITTEE MEMBERS</u>	<u>MEMBER PRESENT</u>	<u>ABSENT & NO PROXY</u>	<u>PROXY PRESENT</u>
<u>PENNDOT</u> George J. Roberts, P.E., Chairman James Arey, Central Office	X		X
<u>LACKAWANNA COUNTY</u> George Kelly Patrick O'Malley	X	X	
<u>LUZERNE COUNTY PLANNING COMMISSION</u> C. David Pedri, County Manager – (James Ferry – Permanent Proxy)	X		
<u>CITY OF HAZLETON</u> Jeffrey L. Cusat, Mayor - (Dominic Yannuzzi – Permanent Proxy & Committee Vice-Chair)	X		
<u>CITY OF SCRANTON</u> William Courtright, Mayor – (John Pocius – Permanent Proxy)		X	
<u>CITY OF WILKES-BARRE</u> Anthony George, Mayor – (Attilio “Butch” Frati – Permanent Proxy)	X		
<u>TRANSIT REPRESENTATIVE – LACKAWANNA COUNTY</u> Robert Fiume			X
<u>TRANSIT REPRESENTATIVE – LUZERNE COUNTY</u> Norm Gavlick – (Kathy Bednarik – Permanent Proxy)	X		
<u>AVIATION REPRESENTATIVE</u> Carl Beardsley		X	
<u>*FEDERAL HIGHWAY ADMINISTRATION</u> Matthew Smoker	X		
<u>*FEDERAL TRANSIT ADMINISTRATION (FTA)</u> Timothy Lidiak		X	
<u>*FEDERAL AVIATION ADMINISTRATION</u> Lori Pagnanelli		X	
<u>*SENATOR BLAKE’S OFFICE (LACKAWANNA)</u> Larry West, Regional Director	X		

*Non-Voting Members

Lackawanna-Luzerne Transportation Study Meeting Technical Committee Members Present:

Steve Pitoniak, Lackawanna County Regional Planning Commission, Tech. Comm. Chair
Susan Hazelton, P.E., PennDOT District 4-0 Design
Dean Roberts, PennDOT Central Office Planning
Gerard Babinski, PennDOT District 4-0 Bridge
Doug Hein, County of Lackawanna Transit System (COLTS)
Daniel Butch, Luzerne County Planning and Zoning
Kathy Bednarik, Luzerne County Transit Authority, Permanent Proxy for Norm Gavlick
James Ferry, Luzerne County Planning Commission
Attilio "Butch" Frati, City of Wilkes-Barre
Gary Cavill, P.E., Greenman-Pedersen, Permanent Proxy for Louis Norella, P.E., Lackawanna County
Alan Baranski, Northeast Pennsylvania Alliance (NEPA), Permanent Proxy for Jeff Box

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

Aaron Whitney, Great Scranton Chamber of Commerce
Joyce Zaykowski, City of Wilkes-Barre
Owen Worozbyt, Lackawanna Heritage Valley Authority

Non-Members Present:

Danielle Spila, Central Office Multimodal Division via telephone conference
Frank Paczewski, State Transportation Commission
Joe Corcoran, Executive Director, Lackawanna Heritage Valley Authority
David Osborne, LaBella Associates, City of Scranton
Julianne Lawson, P.E. PennDOT District 4-0 Design
Greg Gulick, Ashley Borough
Joe McGlynn, Ashley Borough
Steph Milsewski, Barry / Sett & Associates, Sugarloaf Township
Christine Troxell, Barry / Sett & Associates, Sugarloaf Township
Walter J. Poplawski, P.E., A&E Group, Inc., Ashley Borough
Richard Yost, Sugarloaf Township
Sandra Fisk Sugarloaf Township
John Gibbons, Ashley Borough
Chris Chapman, Lackawanna County Regional Planning Commission
Damian Knepper, PennDOT District 4-0 Utilities
Michael Sullivan, PennDOT District 4-0 Intern
Michael Taluto, PennDOT District 4-0 Press Office
Sylvia Chabala, PennDOT District 4-0 Intern
Marie Bishop, PennDOT District 4-0 Planning and Programming
Steve Fisher, PennDOT District 4-0 Planning
John Frankosky, PennDOT District 4-0 Planning and Programming
Anna Fuhr, PennDOT District 4-0 Administration