

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
PUBLIC MEETING AND THE COMBINED TECHNICAL COMMITTEE AND
COORDINATING COMMITTEE MEETING
July 18, 2018

Members of the Coordinating Committee:

Attached is a copy of the minutes of the Public Meeting for the 2019-2022 Transportation Improvement Program and of the Lackawanna-Luzerne Transportation Study (LLTS) Combined Technical Committee and Coordinating Committee meeting, held on July 18, 2018 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 Lackawanna-Luzerne Transportation Study Public meeting and the Lackawanna-Luzerne Transportation Study Combined Technical-Coordinating Committee meeting were held on Wednesday, July 18, 2018 in Conference Room 233 of the Pennsylvania Department of Transportation District Office in Dunmore, Pennsylvania.

Public Meeting – July 18, 2018

Mr. George Roberts, Chairman of the Coordinating Committee, called the Public meeting to order at 10:15 a.m. and asked for self-introductions.

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

It was noted the purpose of the Public Meeting is to give the public a chance to comment on the draft FFY 2019-2022 Transportation Improvement Program (TIP) which includes: both highway and transit elements, the Memorandum of Understanding, Pennsylvania Department of Transportation's Statewide Procedures For 2019-2022 STIP and TIP Modifications, and Public Participation Plan. These documents have been available for public inspection at the following locations: PennDOT Engineering District 4 Office, Lackawanna County Regional Planning Commission, Luzerne County Planning Commission, Scranton Public Library, Osterhout Free Library, Hazleton Area Public Library, Carbondale Public Library, Pittston Memorial Library, and the LLTS MPO website (www.lltsmpo.com).

These documents were put on public display on June 12, 2018 and the required public review time-period ended July 17, 2018. These documents were also emailed to the committee members.

Mr. Roberts asked if there were any written comments submitted for presentation. It was noted that no written comments were received by the libraries or via mail or via the website in Lackawanna or Luzerne Counties. Mr. Roberts asked if anyone from the public had verbal comments to present. Mr. Rick Williams commented that there is an incredible need for a comprehensive multimodal long-term regional transportation plan that includes: rail, bike paths, sidewalks, and an examination of land the land development subdivision ordinances, that will have of vision of the next 30 to 40 years to begin to address the issues seen every day on Interstate 81.

Mr. Roberts asked if other members of the public would like to provide comments on the draft FFY 2019-2022 TIP. Hearing none, Mr. Roberts thanked everyone for coming to the Public meeting.

Mr. Roberts asked for further questions or comments. Hearing none, a motion to adjourn the July 18, 2018 public meeting was made by John Pocius, seconded by Alan Wufsus, and the meeting was adjourned. The Lackawanna-Luzerne Transportation Study Combined Technical Committee and Coordinating Committee Meeting was called to order.

**LACKAWANNA-LUZERNE TRANSPORTATION STUDY (LLTS) COMBINED
TECHNICAL-COORDINATING COMMITTEE MEETING**

Mr. George Roberts, Chairman of the Coordinating Committee, called the Lackawanna-Luzerne Transportation Study (LLTS) Combined Technical-Coordinating Committee meeting to order at 10:18 a.m.

Mr. Roberts received a letter of proxy from Mr. George Kelly stating that Mr. Steve Pitoniak will serve as his proxy on the Coordinating Committee for this meeting; and a letter of proxy from Mr. David Pedri stating that Mr. David Skoronski will serve as his proxy on the Coordinating Committee for this meeting and as his permanent proxy on the Coordinating Committee. (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.

ITEM #1 – 2019-2022 TIP HIGHLIGHTS

Mr. Chapman noted that this was to highlight programs over the 2019-2022 TIP cycle. These highlights are an overall look at highway and bridge maintenance programs, interstate maintenance programs and public transit programs. These projects in Lackawanna County include:

- The restoration of SR 6 Casey Highway - the roadway is nearly 20 years old and the entire roadway will be worked on from Dunmore to Carbondale. This is a \$30 million TIP investment.
- The SR 6011 Green Ridge Street Bridge replacement over the Lackawanna River in Scranton, a \$7.3 million TIP investment
- I-81 and I-84 Pavement Failure and Pavement Preservation and slab replacement (I-81 NB/SB from Exit 185 to Exit 186 and I-84 EB/WB from I-81 to Exit 2 in Scranton/Dunmore), a \$23 million TIP investment
- Resurfacing of I-81 NB/SB along with the bridge replacements or preservations on nine structures from the Luzerne County Line to Exit 185, a \$40 million TIP investment
- I-84 Bridges over the railroad, Roaring Brook and SR 435, a \$143 million TIP investment.

Mr. Chapman noted that many of these projects are carry over projects from previous TIP cycles and may carry over into future TIP cycles. Mr. Butch highlighted the projects in Luzerne County which include:

- I-81 Dorrance Bridges - bridge replacements over SR 3007 and over SR 3010 in Dorrance Township, a \$36 million TIP investment.
- I-80 EB/WB Restoration, a \$27 million TIP investment
- SR 115 Bridge over I-81 interchange improvement, replacement and drainage improvement in Plains and Wilkes-Barre Township, a \$26 million TIP investment.
- Extension of SR 424 Hazleton South Beltway to the Humboldt Industrial Park. A new roadway, a \$23 million TIP investment.
- North Washington Street in the City of Wilkes-Barre over the Susquehanna Railroad, a \$4 million TIP investment

It was noted a number the projects are from the Interstate Management Transportation Improvement Program (IM TIP). Mr. Roberts noted that a presentation of the process for the interstate funding was made at the last LLTS meeting and thanked Ms. Hazelton for making the interstate presentation. Mr. Smoker noted that the TIP highlight presentation was a nice presentation.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – the Approval of the 2019-2022 Transportation Improvement Program (TIP) - Highway and Transit.

ITEM #2 – APPROVAL OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – HIGHWAY AND TRANSIT

Memorandum of Understanding (MOU) - Pennsylvania Department of Transportation’s Statewide Procedures for 2019-2022 STIP and TIP Modifications

Mr. Roberts noted that the Memorandum of Understanding (MOU) - Pennsylvania Department of Transportation’s Statewide Procedures for 2019-2022 STIP and TIP Modifications is between the Department of Transportation, the Luzerne County Transit Authority, the Hazleton Public Transit, the County of Lackawanna Transit System and the Luzerne-Lackawanna County MPO. The MOU establishes procedures for processing revisions to the 2019-2022 State Transportation Improvement Program.

There are two separate processes for revisions on the STIP and TIP. One is an amendment and the other is an administrative modification. An amendment is a revision that: adds a new project, deletes an existing project or involves making a change to an existing project included in the STIP and TIP that could affect air quality conformity, adds or deletes a project that utilizes federal funding, or adds a new phase to an existing project that under certain thresholds, the regional projects for MPO is \$3 million for an amendment action. Or for an interstate project the threshold is \$7.5 million for an amendment action. An administrative modification is a minor revision to the STIP and TIP that can shift federally funded projects and phases.

Mr. Pitoniak noted that this MOU is basically the same document adopted over the past STIP and TIP cycles, and dollar amounts have not changed and the same systems are in place. Mr. Pitoniak noted that amendments are major changes to the program and that modifications are minor changes. Modifications give the staff the flexibility to make changes within the document without returning to the committee for a vote. These changes include: the ability to shift funding within the document and make adjustments on projects that realize an overrun or decrease; all of which can be made seamlessly between committee meeting sessions. Amendments are generally brought in front of the committee(s) for a vote. For an emergency, an amendment will be voted on via phone ballot and then presented at the next scheduled committee meeting(s) for approval.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion for the Technical Committee to recommend that the Coordinating Committee adopt the Memorandum of Understanding (MOU) - Pennsylvania Department of Transportation’s Statewide Procedures for 2019-2022 STIP and TIP Modifications as presented, was made by Butch Frati, seconded by John Pocius, and carried.

Mr. Roberts asked for further questions or comments. Hearing none, a motion, for the Coordinating Committee to adopt the Memorandum of Understanding (MOU) - Pennsylvania Department of Transportation's Statewide Procedures for 2019-2022 STIP and TIP Modifications as presented, was made by Bob Fiume, seconded by Alan Wufsus, and carried.

Air Quality Conformity Report and Resolution

Dean noted that about 15 to 20 years ago the MPOs were required to run an Air Quality Conformity Report and Resolution for every TIP adoption. These reports were run off the 1997 EPA ambient air quality standards. The consultant handling this report, reported that the LLTS MPO was consistently maintaining air quality standards. In 2008 based on new data the EPA determined that the LLTS MPO was considered an attainment area and was no longer required to run an air quality report for the area in attainment. Recently, a group including the Sierra Club, sued the EPA citing the EPA was in violation of its own policies. Noting that whenever there is an area of attainment, monitoring periods are needed and cannot be dropped. The Lower Circuit Court in DC agreed with the environmental group. There were 11 areas statewide that needed to run air quality conformity (including LLTS). Using the 1997 standards the air quality conformity report has been run and the air quality conformity resolution states that to the best of our knowledge our conformity report falls within the air quality standards. Mr. Roberts clarified that the air quality conformity analysis report identified that the LLTS MPO analysis demonstrates transportation conformity under the 1997 Ozone National Ambient Air Quality Standards.

Mr. Pitoniak noted that the Air Quality Conformity Report and Resolution does have ramifications for the MPO. Being in air quality conformity takes the MPO out of qualifying for CMAQ funding. Current CMAQ funding needs to be expended within the next 12 months. Discussion needs to happen with FHWA and PennDOT to determine if the MPO will be getting that funding back. This funding is used for projects such as: park-and-ride lots, upgrades to traffic signals, and alleviating congestion. The MPO may not receive a lot of money from the CMAQ program but funding is tight as it is and it would be good to qualify for CMAQ funding again. Another concern is the timeline with the conformity requirements. As an interim report the MPO may be required to do the report every four years instead of every five years.

Mr. Smoker STATED that the 5-year period for the air quality is still in effect and that the court decision put the MPO in non-attainment status and the MPO needs TO show that it meet the 1997 standards without being deemed attainment over that period. Mr. Arey noted that the Department is looking at the CMAQ requirements working through eligibility issues.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion for the Technical Committee to recommend that the Coordinating Committee adopt the Air Quality Conformity Resolution as presented, was made by John Pocius, seconded by Butch Frati, and carried.

Mr. Roberts asked for further questions or comments. Hearing none, a motion for the Coordinating Committee to adopt the Air Quality Conformity Resolution as presented, was made by Bob Fiume, seconded by Jim Arey, and carried.

Environmental Justification Activities Summary Report

Mr. Pitoniak handed out copies of the Environmental Justification Activities Summary Report and It has been available on the website. It was noted that this document states what the MPO has done and will do in the future for Environmental Justice and Title VI qualifications. This includes contacting the nine Indian tribes across the country that have interests in the LLTS region. This is updated and displayed for public review and comment and includes English proficiency documents and Public Participation Plan.

Regarding Public Participation in the region; recently the Scranton Area Foundation and the Federal Reserve Bank of Philadelphia inaugurated an Equitable Transit Planning Council to look at the existing transportation network for low income and disadvantage communities. The Equitable Transit Planning Council began its focus on the Scranton Metro area. Over the last eighteen months it has expanded to cover all northeastern Pennsylvania. Lackawanna and Luzerne County Planning Commissions and the Lackawanna and Luzerne County Transit Authorities are part of the Council, and all four entities serve on subcommittees.

Mr. Pitoniak read the Equitable Transit Planning Council vision statement: “All Northeast Pennsylvania residents feel part of a thriving region thanks to a comprehensive and equitable transportation system that creates and expands opportunities. Life is better because everyone has access to possibilities”. The council has done many surveys utilizing various resources surveying transit and non-transit customers and asking: what are the impacts? why people ride the bus? why people don’t ride the bus? why people must ride the bus? etc. One limitation realized in the LLTS region is that the transit system is limited and is not a 24/7 service. Many companies in the area have 24/7 shifts including from 02:00 a.m. to 04:00 p.m., and bus service is not always available to these entities.

The Equitable Transit Planning Council has been independently working with the various agencies investigating ways to improve service both through public and private financing. Looking at models across the country, where industrial entities have subsidized bus routes for their employees. Within the region, Geisinger Hospital had 100,000 appointments missed each year which has prompted them to start a demonstration project. This project is within 50 miles of the Danville area and within 50 miles of the Scranton area. It is to provide transportation to qualified applicants to Geisinger facilities in order cut down on the number of missed appointments. COLTS and LCTA are coordinating with Geisinger for some of the trips for their clientele. This is an ongoing process and helps to meet the requirements for EJAC and Title VI.

Mr. Rick Williams noted that the TIP Highlight presentation done at the beginning of this meeting was very effective. If that presentation or 5-minute TIP summary type of presentation was presented at the Lackawanna County Commissioners’ meeting and the Luzerne County Council meeting it would open the documents up for additional public comment since the media usually covers these meetings.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion that the Technical Committee recommend that the Coordinating Committee adopt the Environmental Justification Activities Summary Report as presented, was made by Susan Hazelton, seconded by John Pocius, and carried.

Mr. Roberts asked for further questions or comments. Hearing none, a motion for the Coordinating Committee to adopt the Environmental Justification Activities Summary Report as presented, was made by Alan Wufsus, seconded by Dave Skoronski, and carried.

Self-Certification Resolution

Mr. Pitoniak noted that the Self Certification Resolution is a document required as part of the process to update the TIP. The document certifies that as an MPO we are meeting the various federal and state regulations, Title VI Act and the FAST Act.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion that the Technical Committee recommend that the Coordinating Committee adopt the Self Certification Resolution as presented, was made by Dean Roberts, seconded by Gerard Babinski, and carried.

Mr. Roberts asked for further questions or comments. Hearing none, a motion for the Coordinating Committee to adopt the Environmental Justification Activities Summary Report as presented, was made by Bob Fiume, seconded by Jim Arey, and carried.

Approval of the 2019-2022 Transportation Improvement Program (TIP) - Highway and Transit

Mr. Roberts reiterated that copies of the 2019-2022 Transportation Improvement Program (TIP) were sent out to all the committee members and were out for public display. Mr. Pitoniak reiterated that no public comments were received except for the verbal comments provided today from Mr. Rick Williams.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion that the Technical Committee recommend that the Coordinating Committee adopt the 2019-2022 Transportation Improvement Program as presented, was made by Butch Frati, seconded by Susan Hazelton, and carried.

Mr. Roberts asked for further questions or comments. Hearing none, a motion for the Coordinating Committee to adopt the 2019-2022 Transportation Improvement Program as presented, was made by Bob Fiume, seconded by Norm Gavlick, and carried.

**ITEM #3 – APRIL 4, 2018 LACKAWANNA-LUZERNE TRANSPORTATION STUDY
TECHNICAL COMMITTEE MEETING MINUTES**

Copies of the April 4, 2018 Lackawanna-Luzerne Transportation Study Technical Committee meeting minutes were sent out to all committee members. Mr. Pitoniak asked for additions, deletions or corrections. Hearing none, a motion to approve the April 4, 2018 Lackawanna-Luzerne Transportation Study Technical Committee meeting minutes as distributed was made by John Pocius, seconded by Susan Hazelton, and carried.

**ITEM #4 – APRIL 18, 2018 LACKAWANNA-LUZERNE TRANSPORTATION STUDY
COORDINATING COMMITTEE MEETING MINUTES**

Copies of the April 18, 2018 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes were sent out to all committee members. Mr. Roberts asked for additions, deletions or corrections. Mr. Pocius noted that it lists that he had sent a proxy to the Coordinating Committee meeting, but the proxy was not identified. Mr. Pocius's proxy was Eric Speicher. Mr. Roberts asked for further comments or corrections. Hearing none, a motion to approve the April 18, 2018 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes with the proxy identifier was made by Butch Frati, seconded by James Arey, and carried.

**ITEM #5 – 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
MODIFICATIONS**

Copies of the 2017-2020 Transportation Improvement Program (TIP) modifications were sent out to all committee members. Ms. Pugh highlighted some TIP modifications which included:

- Increasing the construction phase on SR 3021 Bridge project over Nescopeck Creek in Luzerne
- Advance the preliminary engineering phase on SR 2002 (San Souci Parkway) in Luzerne to 2018 and converted the funding to an 80/20 split.
- Adding the utility phase to the Extension of SR 424 to SR 924 project for the project estimate and adding the right-of-way phase for a claim estimate in Luzerne
- Increasing the construction phase to process a work order on the SR 1061 project over Harvey's Creek in Luzerne
- Increase the construction phase on Chase Road (County Road 13) to process agreement
- Increased the construction phase on the SR 307 project over I81 northbound to the low bid amount

Ms. Pugh noted that the TIP changes were modifications not amendments and would not require a vote.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Summer Project Commencement.

ITEM #6 – UPCOMING TIP PROJECTS (SUMMER PROJECT COMMENCEMENT)

Mr. Chapman noted that these projects will be let July through September 2018. Mr. Butch listed the projects in Luzerne County which included:

- County Road 13 (Chase Road) in Jackson Township - highway restoration - let date August 9, 2018
- SR 2045 (South Main Road over Bow Creek) in Wright Township - bridge replacement - let date September 27, 2018

Mr. Chapman listed the projects in Lackawanna County which included:

- I-84 in Jefferson Township over T-334 (Golf Club Road) - bridge preservation - let date August 23, 2018
- I-81 in South Abington Township over T-444 (Scott Road, Burcher Avenue) and over SR 1027 (Layton Road) - bridge preservation - let date September 13, 2018; it was noted some approach slabs will be removed and others will be replaced.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Unified Planning Work Program (UPWP).

ITEM #7 – UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Pitoniak noted that the Luzerne County Planning staff has left; Mr. Butch is the last of the Luzerne County Planning staff and he will be leaving next week. Luzerne County is behind on invoicing and some activities. Lackawanna County Planning has discussed doing some administrative work for Luzerne County Planning. Lackawanna County Planning is looking to assist Luzerne County Planning which may require an MOU or other type of agreement to transfer funding for the work. The MPO will be working with the Department to put together these documents as needed if a funding transfer is needed. Mr. Skoronski noted that being short-handed, Luzerne County Planning is moving forward and aggressively pursuing professionals across the state to fill vacancies. The Luzerne County Manager has assured Mr. Skoronski that Luzerne County is willing to work with Lackawanna County within the MPO to move assets as needed to expedite any lagging invoices and help improve workflow efficiency.

Mr. Pitoniak noted that in the next 18 months the MPO will be updating the Long-Range Plan (LRP), the regional bi-county plan, the EJ / Congestion management plan and others. Doing these plans for both counties together in the past did come to approximately \$350,000. Currently, updating these plans may cost upwards of \$500,000 and the MPO may need additional funding to keep the updates timely. Funding sources in past included FMEA, PEMA, FHWA, FTA, PennDOT, DCNR and DCED.

Dean noted that if Lackawanna County would be doing work for Luzerne County, an agreement would be needed. The agreement should include a timeframe that would start for two years or until further notice. If the counties are looking to work under the one entity of the MPO, more restructuring would be needed and the agreement would be between the counties and include staffing the MPO. Also, this agreement would be with PennDOT denoting the temporary setup and outline the county agreement. Mr. Arey noted that the Department would meet with county planning commissions to help with guidance for these agreements to ensure both counties continue moving forward with their work. Mr. Smoker noted that FHWA is poised to lend a hand with technical training expertise from FHWA or peer agencies (MPOs), or have meetings more one-on-one with the Department and FHWA staff to help in the learning process for the planning arena. Dean noted that a funding shift between the counties would be work ordered in terms of administration.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Scranton and Wilkes-Barre Downtown Bicycle Network Study.

ITEM #8 – SCRANTON AND WILKES-BARRE DOWNTOWN BICYCLE NETWORK STUDY

Mr. Chapman noted that DCNR has several guidelines. One guideline was to build a steering committee to utilize the funding for the Scranton and Wilkes-Barre Downtown Bicycle Network Study. In meeting the DCNR guidelines the steering committee has the RFP advertised and it will be available until four o'clock next Friday for bid opening. There are several interested parties (currently, there are five). With the interest shown, the study could get up to ten proposals.

Mr. Butch reminded the committee that this funding is through DCNR and DCED. After all the proposals are in, the steering committee will choose two or three of the best proposals and submit those to the LLTS-MPO committee for further analysis. Mr. Pitoniak noted that all the committee members will get all the proposals for a matrix ranking; the firms with the top-ranking proposals will be called for interviews to make presentations.

Mr. Pitoniak gave some background on the program. The MPO looking at making a bicycle network for downtown Scranton and downtown Wilkes-Barre. This is the first phase and the MPO hopes there will be a number of phases to extend the bicycle networks through the entire MPO. Representatives, from Lackawanna River Conservation Association, have given the MPO ancillary information showing commuters are utilizing bicycles to get to work in downtown Scranton and Wilkes-Barre. This will help the MPO put a network together that is both efficient and safe.

Mr. Rick Williams asked if the steering meeting had been set. It was noted that the meeting will not be scheduled until the proposals come in since the number of proposals will dictate how much time is needed for review.

Mr. Pocius noted that parking in the City of Scranton is not controlled by the City of Scranton. It is part of a national organization with local offices and is tied to bond funding, etc. Concerns to be considered are taking or removing meters or changing parking configurations is a complicated process. Mr. Frati mirrored Mr. Pocius's concerns would also need to be addressed within the City of Wilkes-Barre. Mr. Pitoniak noted that both cities have representation on the committee, and from the initial reviews, they are aware of the need for the possible adjustments affecting parking.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Transit Consolidation Study.

ITEM #9 – TRANSIT CONSOLIDATION STUDY

Mr. Gavlick noted that both transit authorities have completed their internal savings analysis. The summary report has not yet been submitted to the transit council task force. The transit

authorities used the 2010 study as a guide. At that point in time LCTA, COLTS and the shared ride divisions were not yet merged and including HPT, there were five entities at the time of the study. Changes including the merge of both shared ride divisions into their respective county transit providers and with HPT then number of entities is down to three. For the analysis / consolidation study, only LCTA and COLTS were looked at. The numbers are not as significant as hoped. The two operational divisions will not change. The facilities, drivers, mechanics, and dispatchers need to remain the same. The administration organization combined numbers are lower than the numbers in 2010 because of positions that have been eliminated through combining programs like share the ride. For example, in 2010 the total reduction in administration for the five agencies was going to be five people. Current combined administration staff is twelve to thirteen positions below the figures from 2010. The savings will be disappointing to the counties as they look at matching funds. Only savings from the fixed route operations can be considered for the match funds. The transit authorities looked at the fixed route administration, the shared ride division and the operational sections separately. Considerations included adjustments to salaries for the administration staff, with the combining operations the staff size is basically doubled. For example, you cannot combine the transit administration and eliminate half the staff to handle double the number of personnel being handled by one person through human resources. The organization still required support and where staff could be cut salaries for the staff taking on additional responsibilities needed to be increased.

The cost analysis report will be sent to the transit council by the end of this week. Mr. Fiume noted that as part of the analysis report, the transit authorities cited the work that LCTA and COLTS have been doing over the past couple years to provide seamless transitions for riders in both counties to use both systems. LCTA and COLTS has the same fare boxes and bus passes bought from either entity can be used by riders across and in both counties. COLTS and LCTA are also looking at different transfer points to accommodate more passengers from county to county. Mr. Gavlick noted another example of what the two authorities are working on. That is a public private partnership in the Pittston area Center Pointe Industrial Park. They are looking at areas for bus shelters to be connected with walking trails through the park which will also be connected to a bus transfer station on Route 315 down from the Park and Ride. That bus transfer station will be used as a hub in the Pittston area. LCTA and COLTS are working to adjust their routes to utilize the hub and take riders through the industrial parks, Duryea, Pittston and Avoca. This would help eliminate the congestion at the downtown main terminals. The goal is to get people to and from work in the industrial parks. Mr. Fiume noted that they are adjusting route timing to eliminate waiting times. They are working on bus express routes and having transfer hubs along the way to make using the transit systems more convenient and efficient for the public. Currently, the transit authorities are working through union issues for nighttime hours and second and third shift start and end time services. Both transit services are working with developers and industrial park employers to accommodate for these shifts as well as add routes to eliminate the need to go downtown to get to different areas outside the industrial parks. Mr. Fiume noted that COLTS is working with the chamber of commerce to get the service to the Jessup Industrial Park and other areas. There is also an item on the long-range plan to build a transfer service area. There are two circular routes for the second and third shift workers and all routes are being reevaluated to update and improve efficiency.

Mr. Gavlick noted that the transfer hub will be on Route near the park-and-ride at the corner where 84-Lumber is located. LCTA is partnering with Mericle. Mericle is providing the land, bus stop shelters, and all the construction work towards the matching the funds with the PennDOT grant coming out in November through the multi-modal program. The grant would cover adding the walkways and trails that would connect the bus transfer station hub to the bus shelters, looking at health and safety of riders within the transfer station and improvements for public access. LCTA will be entering into an operations agreement with Mericle to own and maintain the land and LCTA will maintain transfer station operations.

Ms. Milewski asked if the walking paths would be shared with bicyclists. It was noted that the paths are gravel. Ms. Milewski noted that several warehouses have shared use bikes and showers for their employees to use as the employees utilize the shared bikes to get to and from warehouses. It was noted that plans are not yet designed for the bike program, but there are discussions with the City of Wilkes-Barre to expand the bike sharing program. Mr. Wufsus noted that e-bikes are very popular in other areas like these areas within downtowns and industrial parks.

Mr. Patrick Williams thanked Mr. Fiume and Mr. Gavlick for the work they have done with transit consolidation and improvements for public access and rideability. Mr. Patrick Williams noted that there is still a traumatic need to improve the shared ride program for seniors and this too needs to be reviewed for improvements. Mr. Gavlick noted potential for savings exist in consolidation of the shared ride operations. This would also reflect improvement in program efficiency and help make traveling from county to county more seamless.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Equitable Transit Planning Council.

ITEM #10 – EQUITABLE TRANSIT PLANNING COUNCIL

Mr. Pitoniak noted that part of the Equitable Transit Planning Council is to get industrial parks to the “last step” and take into consideration employees utilizing the transit systems. These employees need a way to get to their specific place of business timely as well as to the transit hub for pickup. This is also something to be shared with municipalities so they can take into consideration the use of transit as they are developing commercial and / or industrial parks. For example, regarding commercial / retail properties: people in downtowns will most likely park at a mall because you can easily see the “front door” and to park on the street the store you were looking for may be a couple blocks away. The council is looking at educating the public and local planners. For instance, in planning for development, zoning ordinances limit the minimum amount of parking but there is no maximum cap on parking. This creates acres of parking that only fills maybe three days out of the year. The council is also looking at shared ride issues.

Mr. Rick Williams added that a long-range regional plan could make examination of the land development, as well as zoning ordinances, to institutionalize integration of transit considerations. Making transit and shared ride requirements for development not just educational information for public review. Mr. McGurl also added that around suburban malls there is no pedestrian circulation pattern, including Dickson City, Wilkes-Barre and Montage.

There is no way as a pedestrian to get from North Scranton to the Abingtons. The LRCA is working with the Countryside Conservancy for the potential routing of a trail through the “Notch” (Routes 6 and 11). These items need to be addressed early on in development because as you go north on Routes 6 and 11 (Northern Boulevard) in that area there are still no sidewalks or continuous access for pedestrians. You see tiny worn trails behind the guide rail on Commerce Boulevard in Dickson City (again no access for pedestrians). Also, regarding the extensive areas of impervious surface for the parking of automobiles and trucks, the asphalt creates the inability of water to infiltrate and turn into ground water, which adds to the MS4 issues and storm water mitigation with EPA. These factors are bringing local municipalities into violation with EPA, and highway projects create or add to these issues. The integration of pedestrian access and the awareness to mitigate the creation of additional impervious surfaces needs more attention in the design and building of all projects.

It was noted that MS4 is very challenging for all communities and PennDOT. Mr. McGurl noted that they are working to consolidate local municipality environmental coordination into a new agency. There are several obstacles to creating a new agency, which include not being able to show the improvement in efficiency and cost savings. Mr. Pocius noted that municipalities do need to look at the environmental needs as well as consider pedestrian access. Unlike in the past, for example, the Mount Vernon Industrial Park development was approved by the city without sidewalks. Now with health facilities moving into the park, sidewalk installations have been requested and there is an ordinance requiring sidewalks be installed. It was noted that regardless of the type of development, environmental and pedestrian needs must be taken into consideration in the planning stages of projects. Mr. Roberts noted that this is being bolstered through the PennDOT Connects program even though sidewalks do remain a challenge because of additional costs. Another challenge noted with roadway projects is that PennDOT only maintains from face of curb to face of curb and sidewalk maintenance agreements are required with the municipalities.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - K-Route TIP Request - City of Scranton.

ITEM #11 – K-ROUTE TIP REQUEST - CITY OF SCRANTON

K-Routes

Mr. Pocius noted that PennDOT met with Scranton Planning revealing that the City had not applied for K-Route funding. The city planners then prioritized the K-Routes and put together estimates, based on previous paving project costs. Mountain Laurel Road, Boulevard Avenue, and East Mountain Road are top priorities. The city is asking for consideration when K-Routes are discussed at the District level for K-Route funding. The City of Scranton does have a \$1.8 million paving program coming up which is in addition to the repairs needed on the K-Routes.

Road Turnback

Mr. Pocius also noted that Stafford Avenue is a four-digit SR from Moosic Street to a dead end at the Saint Mary’s Cemetery. Someone wanting to build a home on Stafford Avenue is required to get a Highway Occupancy Permit (HOP). With sight distance requirement the city council was involved with parking ordinances to ensure the drive met the HOP requirements. Council

asked if there was any way to avoid future parking restriction issues on dead-end streets within the City. It was noted that there is a turnback program where the state turns over roadways to municipalities or counties. Mr. Pocius noted that Meadow Avenue is not a state road but it is a connector between a three-digit SR and the interstate which may be consider as part of a swap for Stafford Avenue. It was also noted that Jefferson Avenue is a K-Route with a small portion considered a city road. A traffic issue discussed was truck traffic getting off I-81 north turning onto the expressway, turning right onto Jefferson Avenue and navigating the left onto Mulberry Street to shortcut (perhaps by GPS guidance) back to I-81. Not only does this block traffic in all directions but the traffic signal and streetlights have been damaged several times as well. It was asked if a message board or signage be installed to direct tractor trailers to stay on I-81 north instead of taking this type of shortcut? The District will review and determine if additional signing can be installed.

Green Light Go

Mr. Pocius noted that the City of Scranton has grants for items through the Green Light Go Program and has been unable to access or buy these items for Wyoming Avenue, Greenridge Street and several other areas. The District will follow up to provide the contact person for the program.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Functional Classification Update.

ITEM #12 – FUNCTIONAL CLASSIFICATION UPDATE

Mr. Butch gave a summary of the process and analysis for updating roadway functional classifications. A lot of reference material and data was provided by PennDOT to aid in the MPO's Functional Classification Update. Additional considerations include industrial parks and industry developments and closures. State Routes and K-Routes are looked at for their Average Annual Daily Traffic (AADT) and the averages for each of the counties per functional class. Although the AADT is part of the functional class determination, location, network and the function of the road and how it works with other roadways is also a consideration. This project is a collaboration with District 4 and is in its preliminary stages and changes go through the District to Central Office and then FHWA.

An example of process was given on SR 1004, Edwardsville / Larksville Borough in Luzerne County is categorized as Local which means it is a state route but not classified under functional classification. It would make sense to upgrade this roadway to a Major Collector which connects a Minor Arterial SR 1007 to a Principle Arterial SR 11 Wyoming Avenue. Another example would be a local road T-789, Dallas / Kingston Township in Luzerne County which is not currently classified. T-789 could be considered for classification as a Major Collector which connects a Major Connector County Road 12 (Upper Demunds) to a Major Collector SR 309.

Mr. Chapman noted that the MPO has a lot of raw data to input into the formula and process of updating roadway functional classifications. Lackawanna and Luzerne County staffs have coordinated traffic counts throughout the region. Lackawanna County has been using the same steps as Luzerne County by looking at the averages, connectivity and what has been happening

on the road in the past. For example, Harper Street, Dunmore in Lackawanna County connects Drinker Street to Blakely Street (one is a collector and the other is a principle arterial). Harper Street is considered Local and getting over 3,000 cars and will most likely be upgraded to a collector. Another example, Main Street from Greenridge Street to Old Forge is considered a Minor Arterial. It gets 11,000 to 14,000 cars a day which would make it a Principle Arterial. PennDOT takes the volume counts, and depending on the area a reduction factor is used, to consider trucks, for the classification.

Mr. Pocius noted that the City has been receiving calls regarding the traffic counting equipment and asked if they were the county's. It was noted the counters may be a part of Central Office's traffic count program. Mr. Pitoniak noted that some of the PennDOT data needs to be verified because the numbers just didn't make sense. The discrepancies were shown because of when and where the counters were placed. For example, data for Hill Street / Constitution Avenue, Jessup in Lackawanna County show 7,000 cars on Hill Street and 2,000 cars turn onto Constitution Avenue and 3,000 cars turn to stay on Hill Street. There was a 2,000-car discrepancy from cars using intermediate roads between the counting tubes. PennDOT traffic counts have proven to be accurate and there are few discrepancies like the example noted. Traffic counts being done for the Functional Classification Update will be share with PennDOT which will provide the numbers for K-Routes in the region.

Mr. Smoker commended the MPO on the work they are doing. It is very technical work and validates the process and expertise the MPO has used to achieve completion of all the work required to complete the Functional Classification Update. As the Long-Range Plan and land use come together this will help bring prioritization of federal aid to eligible roads including the K-Routes to the MPO level.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Scranton to Hoboken Rail Resumption Analysis.

ITEM #13 – SCRANTON TO HOBOKEN RAIL RESUMPTION ANALYSIS

Mr. Pitoniak noted that the Scranton to Hoboken Rail Resumption Analysis has been an ongoing (on again - off again) project over the past 20 plus years. There has been renewed political interest from the federal delegations from Pennsylvania and New Jersey. The last cost estimate was \$650 million. The steering committee for the analysis has had comments provided regarding the bridge over the Delaware River. Traveling Interstate 80 crossing to New Jersey, the big concrete bridge is owned by Lackawanna County. Another structure seven miles further into New Jersey is the Paulinskill Viaduct which approximately 100 feet shorter than the Lackawanna County owned bridge. These two structures could be the end of the rail project as estimates for the structures' repairs run from \$350 million to \$500 million. Lackawanna County had a consultant do a cursory examination of both bridges. A visual inspection with a 20% contingency, the consultant estimated \$54 million to repair the Lackawanna County structure and \$16 million to repair the Paulinskill Viaduct. Since the estimate come to approximately \$70 million for both structures, the steering committee will be able to move forward putting together an RFQ/RFP to continue with the Scranton to Hoboken Rail Resumption Analysis and update the studies of the past.

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

ITEM #14 – PENNDOT CONNECTS UPDATE

The PennDOT Connects initiative is moving forward in Lackawanna and Luzerne Counties. The first round of mailed letters led to some productive meetings with local municipalities. Regional Connects meetings were held in Lackawanna County, allowing most of the County's municipalities to be met with. Connects meetings were held with individual municipalities in Luzerne County. The remaining Luzerne County municipalities who requested a meeting are currently being scheduled. The district is also reaching out again to those who did not respond to the first wave of letters, and reaching out for any new projects that arise. Lastly, the district is in the process of creating an effective way to transfer municipal concerns to the proper individuals.

Mr. Roberts noted that one of the items identified, through the PennDOT Connects meetings, was that there were a lot of maintenance comments. Mr. Pitoniak noted that seeing the maintenance issues being brought up at the PennDOT Connects meetings for project planning stages, the county foremen will be asked to attend the PennDOT Connects meetings with the municipalities to capture these issues and help with the appropriate ways to address the maintenance issues.

Mr. Pocius commended the District on their efforts through PennDOT Connects program. The first meeting with the City of Scranton was a general meeting, which resulted in follow up meetings on the Greenridge Street project. Out of that came a conference call meeting with the Corps of Engineers because the City holds the permit for the levee. This shows how PennDOT Connects is working and getting involved early in the process ensures that when deadlines are coming due for a project bid there are no surprises that may delay a project (permits, detours, etc.).

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Eastern PA Freight Summit.

ITEM #15 – EASTERN PA FREIGHT SUMMIT

Mr. Roberts noted that several committee members as well as himself and other representatives from PennDOT attended the Eastern PA Freight Summit. It was noted that information provided showed that freight is increasing not only because of the Panama Canal, but also because of consumers shopping on the internet and expecting / paying for next day delivery. Freight is increasing and items being identified in the northeast include that there are two million square feet of warehousing being built and nearly 25 million square feet of warehousing has been built in the Lehigh region within the last year.

Mr. Pitoniak noted that in addition to the amount of warehousing in the Lehigh region, it was noted that this region is built -out with no more room available for new construction at reasonable prices. The warehouse industry is moving to the northeast because of the interstate

and the available space. The LLTS region is starting to see more in the warehouse expansion. In the last month there has been almost three million square feet of warehouse proposed for the Jessup, Archbald, Valley View Industrial Park. The expansion of warehousing needs to be addressed; one issue is truck parking. With the new federal regulations and over the road trucks having computer logging systems; the trucker ten minutes from their destination but at the end of the permitted driving hours in a day would need an area to stop over until their next shift can legally begin. This creates unsafe conditions because currently with these new upgrades in the trucking industry; drivers are pulling over on the side of the road creating hazards for the motoring public and pedestrians. This is a major issue, municipalities and PennDOT will have to address especially with the increase in truck traffic with the growth warehouse industry. The issue may need to be addressed by the private industry to make accommodations for the trucking industry to have pull-off areas or parking areas for drivers that may fall into these circumstances.

Mr. Baranski noted that this is a point of collaboration with the NEPA MPO, LLTS MPO and Focus 81. These issues are in the I-81 Corridor from the I-78/I-81 interchange through the NEPA region. These agencies are working with the business parks and forming committees to address the logistics and how these issues can be better addressed locally. Mr. Roberts noted that from other meetings covering these issues and looking at who would handle these needs, would it be government, planning commissions, private industry, etc.? One planning agency indicated that they would not want to handle these issues because they didn't think industry would come to their region with requirements and ordinances for parking. This is a good example of how complex it could be to have these issues addressed.

Mr. Rick Williams asked if the proposal for the three million square feet for the warehousing in Jessup included rail siding. It was noted that rail siding was not taken into consideration because the industrial park was built in the side of a mountain. Mr. Rick Williams noted that rail should be considered because even 30 to 50 years from now, one of the solutions is to move the increasing traffic from trucks to rail. It was noted that there was rail service to Jessup that was abandoned over 30 years ago. Mr. McGurl noted that the cost for rail would be astronomical because it would need to be built over or under Route 6 (Casey Highway). It was noted, that regardless of funding needs, the planning must be in place to move towards achieving the goals of reducing the traffic congestion not only for the current conditions but also to handle the influx of future conditions. Mr. Pitoniak noted that another issue is that many of the distribution centers are realizing they need satellite centers in downtowns to meet the next day delivery requests. This too will add to the freight and truck traffic in the region.

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

ITEM #16 – OTHER BUSINESS

Bridge Condition Ratings

Mr. Roberts noted that bridge conditions ratings terminology is changing in the Department to align with FHWA. Bridges rated as Structurally Deficient will now be rated as Poor (bridge categories are now Good, Fair and Poor).

Bicycle Pedestrian Use Survey

Mr. Wufsus noted that a few months ago a survey about bicycle pedestrian use came out and he wanted to know if the results of the survey are available or when they will be posted. It was noted that the survey is a statewide survey and that Mr. Arey will follow up with a timeline on how long the survey will run. Mr. Wufsus noted that where he lives it is all township roads and that it would be nice to get funding to filter down to the townships to provide three-foot wide shoulders, and to educate township officials to make them aware of the needs and funding availability for these types of projects. Mr. Roberts noted that information sharing and planning needs are being realized through the PennDOT Connects program. Through the PennDOT Connects the District has been able to provide municipalities with information regarding different types of funding available. A meeting can be set to review these options regarding the funding and application process. Mr. Wufsus noted that he and his friends bike 50 to 100 miles in a weekend and perhaps the project(s) could be presented as shoulder widening instead of a bicycle lane if that makes more sense for local roadway projects.

Urban and Rural Critical Freight Corridors

Mr. Pitoniak noted that at the last Planning Partners' meeting Urban and Rural Critical Freight Corridors project listing has been released. LLTS submitted an additional 120 miles in the region. The next MPO meetings will discuss and confirm the project approvals for the Urban and Rural Critical Freight Corridors miles that PennDOT has been able to support in the LLTS region from the project listing to be submitted to FHWA.

Daniel Butch

Mr. Smoker congratulated Mr. Butch in his success and wished him well as he goes to Virginia. Mr. Smoker thanked Mr. Butch for all the hard work and effort he has put into the MPO and they hate to see him go. Mr. Pedri and Mr. Roberts as well as all the committee members echoed this sentiment.

Meeting Schedule

The next Technical Committee meeting is scheduled for October 10, 2018 at 10:00 a.m.

The next Coordinating Committee meeting is scheduled for October 17, 2018 at 10:00 a.m.

Adjournment

Mr. Pitoniak asked for questions or comments. Hearing none, a motion to adjourn the LLTS Technical Committee meeting was made by John Pocius, seconded by Butch Frati and the meeting adjourned.

Mr. Roberts asked for further questions or comments. Hearing none, a motion to adjourn the LLTS Coordinating Committee meeting was made by James Arey, seconded by Norm Gavlick and the meeting adjourned at 12:20 p.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING - COORDINATING COMMITTEE
July 18, 2018

<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	X		
James Arey, Central Office	X		
<u>LACKAWANNA COUNTY</u>			
George Kelly			X
Patrick O'Malley		X	
<u>LUZERNE COUNTY PLANNING COMMISSION</u>			
C. David Pedri, County Manager – (Dave Skoronski – Permanent Proxy)			X
<u>CITY OF HAZLETON</u>			
Jeffrey L. Cusat, Mayor - (Alan Wufsus – Permanent Proxy)			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 Bednarek – Permanent Proxy)	X		
<u>AVIATION REPRESENTATIVE</u>			
Carl Beardsley			X
<u>*PA NORTHEAST REGIONAL RAILROAD AUTHORITY</u>			
Larry Malski			
<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
Robert Fiume, County of Lackawanna Transit System (COLTS)
Daniel Butch, Luzerne County Planning and Zoning
Dave Skoronski, Interim Director Luzerne County Planning and Zoning
Norm Gavlick, Luzerne County Transit Authority
Attilio "Butch" Frati, City of Wilkes-Barre, Permanent Proxy for Mayor Anthony George
John Pocius, LaBella Associates, Permanent Proxy for Mayor William Courtright
Alan Baranski, Northeast Pennsylvania Alliance (NEPA), Permanent Proxy for Jeff Box

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

Patrick Williams, Clarks Summit Borough Council
Stephani Milewski, North Pocono Trails Association
Bernie McGurl, Lackawanna River Conservation Association

Non-Members Present:

Chris Chapman, Lackawanna County Regional Planning Commission
Rick Williams, Kingston Township
Borys Krawczeniuk, Scranton Times
Julianne Lawson, P.E. PennDOT District 4-0 Design
Marie Bishop, PennDOT District 4-0 Planning and Programming
John Frankosky, PennDOT District 4-0 Planning and Programming
Emma Pugh, PennDOT District 4-0 Planning and Programming
Michael Sullivan, PennDOT District 4-0 Planning and Programming
Sandy Sherotski, PennDOT District 4-0 Design
Anna Fuhr, PennDOT District 4-0 Administration